



Edmonton and District Kart Racing Association

2020 Supplementary Regulations

(prepared May 4, 2020)

To be read in conjunction with the following:

- Canadian Karting Regulations (as published by Canadian Tire Motorsport Park “CTMP”):
 - 2020 Canadian Karting Regulations – Book 1 Sporting Regulations (“Sporting Regs”)
 - 2020 Canadian Karting Regulations – Book 2 Technical Regulations (“Tech Regs”)
 - Any and all Bulletins and other updates, available at ronfellowskarting.com

- Rotax Max Challenge Canada Regulations:
 - 2020 Rotax Max Challenge Canada Sporting Regulations (“RMCC Sporting Regs”)
 - 2020 Rotax Max Challenge Canada Technical Regulations (“RMCC Tech Regs”)
 - Any and all Bulletins and other updates, available at maxchallenge.ca

- 2020 Briggs 206 Canadian Rule Set (“Briggs Rules”)

In addition to the above, it is the competitor’s responsibility to be aware of any and all additional regulations, bulletins, or other similar communications that are (currently or may be posted in the future) available at edkra.ca

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A. Introduction

a) *The Club*

Formed in 1972, the Edmonton and District Kart Racing Association (“EDKRA” or the “Club”) has been holding organized kart racing events around the Edmonton, Alberta capital region ever since.

b) *Membership Participation*

As a not-for-profit organization, the EDKRA depends on the volunteer participation of its members to ensure the maintained operations of the Club’s ordinary business, as well as the safe, fun and successful running of its family-focused race events.

c) *Membership Communications*

EDKRA uses various means of communication to keep in touch with its membership, including: the Club’s website (www.edkra.ca), MotorsportReg.com mass e-mails, and the Club’s Facebook page. The best way to stay up-to-date with club news and activities is to log on to the Club’s website and attend monthly meetings, held on the second Tuesday of each month (check the Club’s website or contact an EDKRA board member for meeting location).

d) *The Track and Facilities*

On September 4, 2010, after thousands of volunteer hours expended by the Club’s membership, the Club hosted its first race on the EDKRA’s current 1.1 km track, located in Warburg (approximately 30 minutes southwest of the City of Edmonton, off of Highway 39). In 2018, an agreement was entered into between the Club and BRP-Rotax (www.rotax-kart.com) that resulted in the rebranding of the track as the **Rotax MOJO Raceway**. Since completion of the construction of the track itself, the Club has ensured that the facility remains world-class, with continuous facility improvements, including the construction of: permanent washroom facilities with showers; full-service RV camping spaces; a permanent elevated officials and timing and scoring tower; permanent grandstands; amongst many other luxuries that make for one of the most family-friendly and racer-friendly motorsport facilities anywhere in North America. All members are expected to exhibit respect for and pride of ownership in the facilities, and assist in ensuring that the grounds and equipment are well-maintained.

e) *ASN Canada and Other Affiliations*

The EDKRA was an affiliated club under ASN Canada FIA that operated as the sanctioning body overseeing all kart racing, amongst many other forms of motorsports throughout Canada, prior to ASN Canada FIA’s resignation from the FIA effective December 31, 2019. As of the date of these 2020 EDKRA Supplemental Regulations, the Club has no affiliation with other organizations.

f) Supplemental Regulations

The EDKRA's events are run primarily in accordance with the Sporting Regs. In accordance with Sporting Regs 1.2, these supplementary regulations (the "EDKRA Supplementary Regulations"), along with each individual EDKRA event's supplementary regulations (the "EDKRA Event Supplementary Regulations") provide details of differences applied to the EDKRA's organized karting events, as compared to the Sporting Regs.

g) Responsibility for Understanding of and Adherence to Regulations

It is the sole responsibility of each EDKRA member and event entrant to read, understand, and adhere to all regulations, whether directly included within these EDKRA Supplemental Regulations, or as detailed in the regulations detailed on the covering page.

B. Fees and Event Registration

Note that due to the Covid-19 crisis, the following fee schedules may be subject to change.

a) EDKRA Membership Fees

EDKRA Annual Membership *	First family member	\$500
	Second family member (must reside in same house)	\$300
	Additional family members (each – must reside in same house)	\$150 / each
	Refundable volunteer fee (per family) **	\$300
EDKRA Mid-Season Membership (after July 31) ***	First family member	\$300
	Second family member – as above	\$300
	Additional family members – as above	\$150 / each
Non-Racing Membership ****		\$50

* Annual membership is valid from April 1 to March 31, allows for use of the EDKRA track and facilities at any time for practice purposes (weather permitting, and provided that no official events are scheduled), allows for inclusion in EDKRA annual points championship, provides ONE vote to each family (regardless of number of members within the family), and requires the family (regardless of the number of members within the family) to provide 20 hours of volunteer service to the Club per annum

** Volunteer fee must be paid in full along with the first family member's Annual Membership, and is refundable at a rate of \$15/hour (to a maximum of 20 hours) towards race event entry fees, where volunteer hours must be logged and approved in order to receive the credit towards race event entry fees

*** Same as Annual membership, but no volunteer requirements

**** Non-racing membership provides ONE vote, but no other privileges

b) EDKRA Race Event Entry Fees

First Race Event Entry Fee	Per family	\$100
Each subsequent Race Event Entry Fee (for same Race Event day)	Each additional class entered by a member of the same family	\$50 / each

As an example, if a family had 3 members participating in a total of 5 classes in a single EDKRA Race Event, the total Race Event fees charged to the family for that day would be: 1 x \$100 + 4 x \$50 = \$300.

c) Other Fees

Single-Day Practice Pass for non-EDKRA members	Per driver	\$50 / each
Annual Other Club Member Practice Pass (must be a member of another EDKRA-recognized kart club, allows for unlimited practice, but no other privileges)	Per driver	\$250 / each

d) Registering for EDKRA Race Events

All race event registration and payment of race event fees must be done online via MotorsportReg.com (<https://www.motorsportreg.com/>). Accordingly, all members are encouraged to immediately set up an account on MotorsportReg.com and should familiarize themselves with the use of the site, as MotorsportReg.com is also used by the Club to send regular communications to members.

e) Driver Eligibility

Any qualified EDKRA annual or mid-season member, along with any member of any EDKRA-recognized kart club is eligible for participation with proper authorization (i.e. dues paid; up-to-date medical forms prepared; parental consent provided – if required; etc.).

C. EDKRA Club Classes

EDKRA reviews its class structure on an annual basis. Existing classes may be eliminated in the future due to low participation in the previous year. New classes may be added based on changes to the National class structure, or demand from membership.

The EDKRA has attempted to follow the general guidelines of the following:

- For technical and safety matters: the Tech Regs, the Briggs Rules and the RMCC Tech Regs.
- For licensing, age requirements and weights: the Sporting Regs (2.1, 2.2, and 2.4 (and 2.3 re: Shifters)), the Briggs Rules (1.5), and the RMCC Sporting Regs (3.2, 3.3, 3.4).

Certain exceptions have been made where it is in the best interest of the EDKRA's membership, particularly with respect to certain class weights, and non-safety related technical regulations.

The current classes are as follows:

EDKRA Briggs LO206 4-Cycle Classes – see Appendix 5 (Claim Rule)								
	Class	License	Ages (at Dec. 31 of calendar year)	Weight (minimum) (lbs)	Engine Technical Regulations	Tires (Dry)	Tires (Wet)	Non-Engine Technical Regulations
1	Briggs LO206 Cadet	D	8 (by Dec. 31) TO 12 (at Dec. 31)	240	Briggs Rules – Note 1	Mojo D2 4.5/4.5	Mojo W3 or W5 4.5/4.5	Tech Regs
2	Briggs LO206 Junior	B or C	11 (by Dec. 31) TO 16 (at Dec. 31)	300	Briggs Rules – Note 2	Mojo D2 4.5/6.0	Mojo W3 or W5 4.5/6.0	Tech Regs
3	Briggs LO206 Senior	A	15+ (by Dec. 31)	340	Briggs Rules	Mojo D2 4.5/6.0 OR 4.5/7.1	Mojo W3 or W5 4.5/6.0	Tech Regs – Note 3
4	Briggs LO206 Masters	A	30+ (by Dec. 31) OR Driver in race gear (no helmet) is 200+ lbs weighed after the session	375	Briggs Rules	Mojo D2 4.5/6.0 OR 4.5/7.1	Mojo W3 or W5 4.5/6.0	Tech Regs – Note 3
The Briggs Rules engine regulations (1.5) have been modified as follows:								
Note 1:	(a) Briggs LO206 Cadet will use Briggs part number 555740 "Green" carburetor slide, 0.490" opening							
	(b) Briggs LO206 Cadet will use Briggs part number 555718 "GREEN" 6,150 RPM ignition module							
Note 2:	Briggs LO206 Junior will use Briggs part number 555741 "Yellow" carburetor slide, 0.570" opening							
The Technical Regs have been modified as follows:								
Note 3:	(a) Maximum rear wheel width (dry tires only) = 215 mm (in lieu of 185 mm – Tech Regs 8.15)							
	(b) Maximum overall width = 140 cm (in lieu of 127 cm – Tech Regs 8.4)							

EDKRA Rotax Max EVO 2-Cycle Classes								
	Class	License	Ages (at Dec.31 of calendar year)	Weight (minimum) (lbs)	Engine Technical Regulations	Tires (Dry)	Tires (Wet)	Other Notes
5	Rotax Micro Max	D	8 (at Dec. 31) TO 11 (at Dec. 31)	235	RMCC Tech Regs and Appendix 1 - Rotax	Mojo D2 4.5/4.5	Mojo W3 or W5 4.5/4.5	Appendix 1 – Rotax
6	Rotax Mini Max	C	10 (by Dec. 31) TO 13 (at Dec. 31)	235	RMCC Tech Regs and Appendix 1 - Rotax	Mojo D2 4.5/4.5	Mojo W3 or W5 4.5/4.5	Appendix 1 – Rotax
7	Rotax Junior Max	B	12 (by Dec. 31) TO 15 (at Dec. 31)	320	RMCC Tech Regs and Appendix 1 - Rotax	Mojo D2 4.5/7.1	Mojo W3 or W5 4.5/6.0	Appendix 1 – Rotax
8	Rotax Senior Max	A	14+ (by Dec. 31)	364	RMCC Tech Regs and Appendix 1 - Rotax	Mojo D5 4.5/7.1	Mojo W3 or W5 4.5/6.0	Appendix 1 - Rotax
9	Rotax Masters Max	A	32+ (by Dec. 31) OR Driver in race gear (no helmet) is 200+ lbs weighed after the session OR At discretion of EDKRA for drivers 14+ (by Dec. 31)	395	RMCC Tech Regs and Appendix 1 - Rotax	Mojo D5 4.5/7.1	Mojo W3 or W5 4.5/6.0	Appendix 1 – Rotax
EDKRA Shifter Class								
	Class	License	Age (by	Weight (minimum) (lbs)	Engine Technical Regulations	Tires (Dry)	Tires (Wet)	Other Notes
10	Shifters	A	15+ (by Dec. 31)	Appendix 2 - Shifters	Appendix 2 - Shifters	CIK Medium or Equivalent See Appendix 2 - Shifters	Open	Appendix 2 - Shifters

D. Race Day Schedule and Race Groups

The EDKRA has the option of running events to two (2) different formats, where each format provides for the same total points and laps during the day, and the choice of which is to be specified within the Event Supplementary Regulations for each race.

a) Format 1 Warm-Up, Qualify, Pre-Final (grid set by qualifying time), Final (grid set by Pre-Final results)

Time (approximate)	Description	Duration (Minutes) / # of Laps	Notes
7:00 AM	Gates Open		No running of engines until after Drivers Meeting (9:15 AM)
8:00 – 9:00 AM	Final Event Registration / Preparation		Insurance waivers signed, wristbands issued, pre-tech of karts, Event Supplemental Regulations finalized, including posting of Race Group running order
9:00 – 9:15 AM	Drivers' Meeting	15 minutes	All drivers must attend
9:30 – 10:25 AM	Warm Up	6 Minutes per Race Group, Race Groups Enter Track at 8 Minute Intervals (allows 2 minutes for recovery)	
10:30 – 11:30 AM	Qualifying	5 Minutes per Race Group, Race Groups Enter Track at 8 Minute Intervals (allows 3 minutes for recovery)	
11:30 – 12:30 PM	Lunch Break	60 minutes	
12:30 PM – 2:00 PM	Pre-Final	63 minutes - see lap chart	Grid based on qualifying times
2:00 – 2:30 PM	Break	30 minutes	
2:30 – 4:30 PM	Finals	115 minutes – see lap chart	Grid based on Pre-Final results
4:30 – 5:00 PM	Clean Up	35 minutes	
5:00 PM	Podium Ceremony		Podium is determined by finishing position in Final only

Race Group	Pre-Final - Laps	Final - Laps	Total Race Laps
1) Briggs LO206 Cadet Rotax Micro Max Rotax Mini Max	8	10	18
2) Briggs LO206 Junior	10	12	22
3) Rotax Junior Max	10	14	24
4) Briggs LO206 Senior	10	14	24
5) Briggs LO206 Masters	10	12	22
6) Rotax Senior Max Rotax Masters Max	10	14	32
7) Shifters	10	12	22
TOTAL LAPS	68	88	153
ESTIMATED ELAPSED RACE TIME (in minutes) @ average 55 second lap	63	80	
ESTIMATED ELAPSED TIME (warm-up laps, recovery) 7 Race Groups @ 5 min/each	35	35	
TOTAL ESTIMATED ELAPSED TIME (minutes)	98	115	

- b) Format 2 - (due to extra time, Saturday option ONLY) – Warm-Up, Qualify, Heat 1 (grid set by qualifying time), Heat 2 (grid set by full invert of qualifying time), Final (grid set by total points earned in Heats 1 and 2)**

Time (approximate)	Description	Duration (Minutes) / # of Laps	Notes
7:00 AM	Gates Open		No running of engines until after Drivers Meeting (9:15 AM)
8:00 – 9:00 AM	Final Event Registration / Preparation		Insurance waivers signed, wristbands issued, pre-tech of karts, Event Supplemental Regulations finalized, including posting of Race Group running order
9:00 – 9:15 AM	Drivers' Meeting	15 minutes	All drivers must attend
9:30 – 10:25 AM	Warm Up	6 Minutes per Race Group, Race Groups Enter Track at 8 Minute Intervals (allows 2 minutes for recovery)	
10:30 – 11:25 AM	Qualifying	5 Minutes per Race Group, Race Groups Enter Track at 8 Minute Intervals (allows 3 minutes for recovery)	
11:25 AM – 12:30 PM	Lunch Break	65 minutes	
12:30 – 1:55 PM	Heat 1	85 minutes - see lap chart	Grid based on qualifying times
1:55 – 2:10 PM	Break	15 minutes	
2:10 – 3:45 PM	Heat 2	95 minutes – see lap chart	Grid on full invert of qualifying times
3:45 – 4:00 PM	Break	15 minutes	
4:00 – 5:55 PM	Finals	115 minutes – see lap chart	Grid on total points from Heat 1 and 2
5:55 – 6:30 PM	Clean Up	35 minutes	
6:30 PM	Podium Ceremony		Podium is determined by finishing position in Final only

Race Group	Heat 1 - Laps	Heat 2 - Laps	Final - Laps	Total Race Laps
1) Briggs LO206 Cadet Rotax Micro Max Rotax Mini Max	6	8	10	24
2) Briggs LO206 Junior	8	10	12	30
3) Rotax Junior Max	8	10	14	32
4) Briggs LO206 Senior	8	10	14	32
5) Briggs LO206 Masters	8	10	12	30
6) Rotax Senior Max Rotax Masters Max	8	10	14	32
7) Shifters	8	10	12	30
TOTAL LAPS	54	64	84	210
ESTIMATED ELAPSED RACE TIME (in minutes) @ average 55 second lap	50	60	80	
ESTIMATED ELAPSED TIME (warm-up laps, recovery) 7 Race Groups @ 5 min/each	35	35	35	
TOTAL ESTIMATED ELAPSED TIME (minutes)	85	95	115	

E. Rules Precedence

As indicated at 1.2 of the Sporting Regs, ***“if a Karting Organization, Club or Series adopts these regulations they should draft their own Club Regulations and/or Event Supplementary Regulations. Such Regulations should not conflict with these Regulations if they have been adopted”***.

This is further reinforced at 9.1 of the Sporting Regs, ***“(e)ach Club or Series shall draft their own Club Regulations and/or Event Supplementary Regulations. Such Regulations shall not conflict with these Regulations. Event Supplementary Regulations cannot be changed after the start of an event without the approval of the Steward(s)”***. The regulation then provides details of what must be contained in the EDKRA Event Supplementary Regulations. A further discussion of the EDKRA Event Supplementary Regulations is provided in Appendix 3.

Precedence of Regulations

Per 1.5 of the Sporting Regs, the precedence of Regulations shall be as follows (in order of precedence):

- a. The Sporting Regs and Tech Regs
- b. CTMP Karting Regulations Bulletins
- c. Rok, Rotax Max Challenge Canada and Canadian Briggs & Stratton Regulations
- d. Club or Series Regulations (i.e. these EDKRA Supplementary Regulations)
- e. Club or Series Bulletins
- f. Event Supplemental Regulations (i.e. the EDKRA Event Supplementary Regulations)
- g. Event Bulletins
- h. Instructions from approved Officials.

F. Modifications to the 2020 Canadian Karting – Book 1 Sporting Regulations

Modifications to the Sporting Regs applied to all EDKRA events:

Sporting Regs #	Sporting Regs Guidance	EDKRA Modification
3 – Drivers Racing Equipment	No mention of chest protection.	EDKRA requires that all D licence holders (Briggs LO206 Cadet and Rotax Micro Max) utilize an “approved” SFI/CIK chest plate protection.
3.4 – Helmet Cushions	Helmet cushions are optional.	Helmet cushions are MANDATORY for all B, C and D licence holders (i.e. Junior drivers).
4 – Participant Conduct	Section 4 of the Sporting Regs shall be considered a minimum standard for EDKRA events.	<p>In addition to Section 4 of the Sporting Regs, the EDKRA has adopted the following standards of conduct:</p> <p><u>Personal Conduct - Behaviour</u></p> <p>The EDKRA has a ZERO TOLERANCE POLICY for abuse of others.</p> <p>Under no circumstances is any person – whether volunteers, officials, track personnel, other competitors, crew, spectators, guests, or other – to be abused in any way. No drivers or crew are to engage in any conflict.</p> <p>All concerns, disputes or protests must be voiced to the Race Director and/or President in the form of a quiet and polite discussion and/or in writing.</p> <p>All persons involved in any conflict or found verbally or physically abusing any other person will be penalized – with the penalty(ies) being at the discretion of the Race Director and/or President, including the option to terminate membership privileges.</p> <p>Drivers are responsible for their crews. EDKRA will not tolerate or be lenient when dealing with misconduct.</p>

Sporting Regs #	Sporting Regs Guidance	EDKRA Modification
4 – Participant Conduct (continued)	Section 4 of the Sporting Regs shall be considered a minimum standard for EDKRA events.	<p>Personal Conduct – Compliance with Technical and Safety Regulations</p> <p>EDKRA competitors are expected to read, understand, and make their best efforts to comply with all technical regulations at all times. Cheating will not be tolerated.</p> <p>Any person caught cheating or using illegal parts, in any manner, shape or form, will be disqualified and will be subject to discipline by the Race Director and/or EDKRA Executive, depending on the nature of the infraction.</p> <p>Penalties, including loss of qualifying, heat, final, event, or series points, fines, suspensions, and/or any combination thereof, will be determined on a per incident basis.</p> <p>Personal Conduct – Compliance with Sporting Regulations and Driving Standards</p> <p>EDKRA competitors are expected to display a respectful and professional standard of competition driving. No hitting or contact between karts will be tolerated.</p> <p>All drivers must understand and obey flags and electronic signals at all stations at all times. Competitors are required to acknowledge flag signals at all times. Bump drafting will be allowed on straight sections only.</p> <p>Any driver overtaking another driver must do so cleanly and without contact. Drivers being overtaken must not block, but are entitled to the racing line. Drivers being overtaken/passed must allow racing room/space when a fellow driver is or has pulled up beside their kart. Blocking, passing unsafely or knocking another driver out of the way and gaining a position will result in a penalty.</p> <p>All incidents must be reported to the Race Director. The warning flag will be used rather than the black flag in most cases. A driver shown the warning flag can continue the race. If you have received a black flag and your number has been displayed, you must report to the Race Director. The scale operator may also request that you see the Race Director. The Race Director has sole discretion to assess penalties for on-track incidents.</p>

Sporting Regs #	Sporting Regs Guidance	EDKRA Modification
6 – Kart Numbers	Numbers allocated by Class	See edkra.ca for number availability and registration
7 – Kart Weight	Kart weights at an event must be in either pounds or kilos, not both.	<p>(a) EDKRA will provide scales with weights measured in pounds.</p> <p>(b) EDKRA’s scales provide measurement in half (0.5) pound increments. The scale must display the minimum weight for the class (or greater), otherwise the driver is disqualified from the session’s results during which they did not meet minimum weight.</p> <p>(c) Drivers must push their kart onto the scales. Any driver who drives onto the scales will be disqualified from the session’s results and will be subject to a fine commensurate with any damage caused as a result of driving onto the scales.</p> <p>(d) Official tech stickers will be provided providing the details of the minimum weight to assist Officials at the scales. The sticker must be displayed on the front nassau panel of each kart.</p>
8.2 Insurance Waivers	No mention of wristbands	Upon entering the EDKRA facility, everyone must obtain a wristband and sign the insurance waiver form. All competitors are responsible for ensuring that their crew and guests comply with the requirement.
9.1 – Event Supplemental Regulations	Lists items that must be included in Event Supplemental Regulations.	Refer to Appendix 3 of the EDKRA Supplemental Regulations for a sample of the EDKRA Event Supplemental Regulations, including where they will be posted for each event.
9.4 – Combining Classes	<i>“If necessary, the Steward(s) and/or Race Director may combine classes”.</i>	<p>The Race Director has discretion to combine classes. Examples:</p> <ul style="list-style-type: none"> • Rotax Micro MAX, Rotax Mini MAX and Briggs LO206 Cadet • Rotax Senior and Masters MAX • Briggs LO206 Senior and Briggs LO206 Masters
9.7 – Timing, Scoring, Results	For all races, the timing and scoring shall commence at the end of the second warm-up lap.	EDKRA retains the option to limit races to one (rather than two) warm-up laps. In the event that only a single warm-up lap is used, timing and scoring shall commence at the end of the (first / only) warm-up lap, even if the START signal has not been given by the Starter. Competitors will be informed in the Driver’s Meeting of the number of warm-up laps.
9.8 – Race Length	Provides recommended race lengths for Regional or National events.	Refer to section D of the EDKRA Supplemental Regulations.

Sporting Regs #	Sporting Regs Guidance	EDKRA Modification
10.2.5 - Qualifying Procedure	To be specified in the Supplementary Regulations or by the Steward.	<p>Qualifying will be a five (5) minute session for each race group.</p> <p>Competitors may line up in any order they choose and may enter the track at any time they choose within this period. Competitors are not permitted to impede another kart that is attempting to enter the track, and will be penalized for doing so, at the Race Director's discretion (i.e. loss of best lap time).</p> <p>Competitor may exit the track at any time they wish, however they must immediately report to the scales, and must wait at the scales until the end of the session – no hot pits, no re-entering the track.</p>
10.5(g) / 10.6(d) – Start Signals	Lights or Flags.	<p>For rolling starts, EDKRA uses a lighting system as described at Sporting Regs 10.5(g) (Red Lights Off)</p> <p>For standing starts (SHIFTER ONLY), EDKRA uses a lighting system as described at Sporting Regs 10.6(d).</p>
11.4 / 11.5 – Points Systems	Describes Point System and specifies that the point system will be specified in the Supplemental Regulations	EDKRA points system is described in Appendix 4.
11.7 – End of Qualifying or Race	Describes minimum procedure to be followed.	Further to Sporting Regs 11.7, there will be NO PASSING after the checkered flag is displayed at the completion of qualifying or a race.
11.8 – Podium	Drivers must wear their driver suit, as designed to be worn, to the award podium. Failure to comply may result in penalty.	Drivers are encouraged to attend the podium ceremony and to wear their driver suit. Failure to attend the podium ceremony or to wear their driver suit will not be subject to penalty.
13.11 – Hot Pits	If a hot pit is to be used, procedures must be outlined in the Event Supplementary Regulations.	Unless specified in EDKRA Event Supplementary Regulations, NO hot pit will be used.

Sporting Regs #	Sporting Regs Guidance	EDKRA Modification
13.3 – Quiet Rule	Provides strict limitations on when and where engines can be run when not on track.	EDKRA encourages minimum running of engines outside of on-track activity, but permits running of engines at any time within the paddock and pits areas. Excessive running of engines may result in Officials intervening and penalties or sanctions may be applied at the sole discretion of the Officials.
Not specified (1)		<p>MINIMUM LAP TIME</p> <p>In an effort to maintain a safe racing environment, all drivers in each class must lap within 10 seconds of the fastest kart. Failure to do so could result in exclusion with reimbursement of the race entry fees.</p>
Not specified (2)		<p>PARENT MARSHALLING – BRIGGS CADET, BRIGGS JUNIOR, ROTAX MICRO MAX, ROTAX MINI MAX</p> <p>For each of the classes listed, one parent / guardian of each driver, will be required to observe the race from a corner marshal stand while the karts are on track. Each parent / guardian will be required to wear appropriate safety vests to be provided by the EDKRA. The purpose of this regulation is to help ANY driver that needs assistance moving or clearing their kart from the track, to a safe location – accordingly, preference is not to be provided to the parent / guardian’s child, at the expense of other drivers. The parent / guardian is not to provide any form of coaching or instruction to the drivers – failure to abide by this requirement will be grounds for penalty at the Race Director’s discretion.</p>
Not specified (3)		<p>ROOKIE DRIVERS – FIRST 3 RACES</p> <p>All rookie drivers will be required to start at the back of the grid for each of their first three (3) race events. This is a minimum requirement, and may be extended at the Race Director’s discretion.</p>

G. Modifications to the 2020 - Canadian Karting Book 2 Technical Regulations

Modifications to the Tech Regs (in addition to alterations to Technical Regulations described in the Notes to Section C of these EDKRA Supplemental Regulations or within the Appendices to these EDKRA Supplemental Regulations) applied to all EDKRA events:

Tech Regs #	Tech Regs Guidance	EDKRA Modification
23 – Airflow Control on Radiators	Provides minimum standards.	<p>For clarity, if tape is used, it may not be removed while on track.</p> <p>In addition to tape:</p> <ul style="list-style-type: none"> • Rotax classes have the option of using the Rotax-approved “flap”. • EDKRA Shifters are permitted to use radiator “curtains” designed for karting to control airflow to radiators.
24.2 and 24.3 – Number of Tires Allowed	Refers to RMCC Regs.	<p>Unless otherwise specified in the EDKRA Event Supplemental Regulations, for ALL classes, for Qualifying, Heat, Pre-Final, and Final races, competitors may use:</p> <ul style="list-style-type: none"> • One set of four (4) DRY tires • One set of four (4) WET tires • Each of the tires noted above can be new OR used • Once any four (4) DRY OR WET tires have been used, those tires cannot be replaced during the event

Tech Regs #	Tech Regs Guidance	EDKRA Modification
33 – 2 Cycle Fuel and Oil	2-cycle classes may be required to use specific fuel for their specific classes.	<p>Unless otherwise specified in Event Supplementary Regulations, EDKRA Rotax classes must use Esso 91 Octane gasoline (from ANY ESSO) with oil approved in the RMCC Tech Regs.</p> <p>It is also encouraged to save your receipt to present to EDKRA Officials, if requested.</p> <p>EDKRA shifters have the option of running a mixture of any “pump” gasoline, “racing fuel” (i.e. VP C12, etc), and any 2-cycle oil mixture.</p> <p>The use of fuel additives, is strictly prohibited, and due to the associated safety hazard, may be subject to <u>SEVERE</u> penalty.</p>
34 – 4 Cycle Fuel	91 Octane Premium Unleaded is to be used.	<p>Unless otherwise specified in Event Supplementary Regulations, EDKRA Briggs classes must use Esso 91 Octane gasoline (from ANY ESSO).</p> <p>It is also encouraged to save your receipt to present to EDKRA Officials, if requested.</p> <p>The use of fuel additives, is strictly prohibited, and due to the associated safety hazard, may be subject to <u>SEVERE</u> penalty.</p>
35 – Fuel and Oil Testing	Description of fuel testing procedures and states that competitors are NOT entitled to a fuel check at any time.	<p>Time permitting, EDKRA will allow a competitor to request a test their own fuel by the Tech Official at any time, due to the difficulty in sourcing fuel in Warburg.</p> <p>Fuel testing procedures will be described in the EDKRA Event Supplementary Regulations.</p>

Purpose:

This Appendix to the EDKRA Supplemental Regulations has been provided to give further clarification of the EDKRA’s application of technical regulations that will be applied within the EDKRA for the EDKRA Rotax Max EVO 2-Cycle Classes.

The basis for allowing different regulations within the EDKRA is to encourage participation, without requiring racers to conform at all times with all current RMCC Tech Regs. Accordingly, certain older specification equipment may be permitted at EDKRA events that may no longer meet the current RMCC Tech Regs.

The general principal will be to encourage participants to either comply with the existing RMCC Tech Regs (i.e. “EVO”), or to run to old specifications (i.e. “non-EVO”), with minimal mixing of specifications permitted.

It is expected that all EDKRA members participating in the EDKRA Rotax Max EVO 2-Cycle Classes should make every effort reasonably possible to comply with the RMCC Tech Regs. Accordingly, the intent of this Appendix is primarily to encourage newer racers to enter the sport at a lower cost, with the expectation that as they gain experience, they will continually update to meet the current RMCC Tech Regs.

This Appendix may not include all differences between the RMCC Tech Regs and items permitted by the EDKRA, and accordingly, the EDKRA event Officials will use their judgment in assessing the knowledge and understanding of each competitor in determining whether they have complied with the EDKRA Supplementary Regulations.

Warning to EDKRA Members:

EDKRA members should be aware that these EDKRA Supplementary Regulations apply **ONLY** to EDKRA events, and accordingly, any non-adherence to the RMCC Tech Regs that is permitted at EDKRA, may not be permitted elsewhere.

Modifications to RMCC Tech Regs applied to EDKRA Rotax Max EVO Classes (in addition to those noted elsewhere within the EDKRA Supplemental Regulations):

RMCC Tech #	RMCC Guidance	EDKRA Modification
2.12 – Advertising on Engines	Strict rules on what is permitted (decals, stickers) on engine and accessories.	Any advertising is permitted.

RMCC Tech Reg #	ASN Guidance	EDKRA Modification
5.5 – Cylinder	Limits on what cylinders may be used.	Any cylinder (any coding) is permitted. Must be sealed with RMCC eligible seal. NOTE – the current-spec cylinders are faster and are encouraged to be used
6.1 – Balance Drive	Must be “steel”.	Old plastic balance gears are permitted. NOTE – steel gears offer better reliability
6.5 Combo of Accessories	Requires all “EVO” for the following: <ul style="list-style-type: none"> • Ignition • Exhaust valve • Carburetor • Exhaust 	EDKRA will follow the principal of either “full EVO” or “full non-EVO” with respect to these accessories, and certain others, as described below. No mixing of EVO (current spec) and non-EVO (old spec) parts for these components – except exhaust – see 6.16 below.
6.6 – Exhaust Valve	Only the EVO exhaust valve is permitted	EDKRA will allow use of the non-EVO exhaust valve, ONLY in conjunction with other non-EVO accessories as described at 6.5 above.
6.7 – Ignition System	Only the current EVO ignition system is permitted	EDKRA will allow use of the non-EVO ignition system, ONLY in conjunction with other non-EVO accessories as described at 6.5 above.
6.7.1 – Spark Plug	Only NGK GR9DI or GR8DI are permitted	EDKRA will allow use of other spark plugs, only if following the principal of non-EVO as described at 6.5 above.
6.8 - Battery	Only YUASA YT7B-BS or ROTAX RX7-12B or RX7-12L batteries are permitted	EDKRA will allow use of other batteries, only if following the principal of non-EVO as described at 6.5 above.
6.9 – Intake Silencer	Only the current intake silencer is permitted.	EDKRA will allow use of the old style intake silencer, only if following the principal of non-EVO as described at 6.5 above.
6.10 – Carburetor	Only the current carburetor is permitted.	EDKRA will allow use of the old style carburetor, only if following the principal of non-EVO as described at 6.5 above.
6.16 – Exhaust System	Only the current EVO exhaust is permitted.	EDKRA will allow use of older style exhaust systems, regardless of whether following EVO or non-EVO principals for other accessories.

Engine Claim Rule:

The EDKRA will follow RMCC Sporting Reg 32.16 – Claim Rule.

In an attempt to increase participation in Shifter karts, the EDKRA Shifter class has formulated regulations similar to those of the Calgary Kart Racing Club (“CKRC”).

The class is based on an “open” engine concept to encourage participation of any and all gearbox engine-based karts of past and present, so long as the karts meet current safety standards.

For the purpose of balancing performance between different types of engine packages, the following groupings of engines and weights are permitted:

Group	Engine Description and Examples of Make / Model	Modifications Allowed	Minimum Weight (lbs)
Moto	“Motocross” based – Honda CR, TM Moto, etc	Open, maximum 125cc	370
“Old” CIK – ICC / FC	2009 and prior CIK-based engines (i.e. ICC or Formula C) – TM-K9”x”, TM KV-95, etc	Open, maximum 125cc	395 (EDKRA scales = 394)
“Current” CIK – KZ	2010 to current CIK KZ homologated engines – TM KZ10”x”, TM KZ R1, etc	CIK regulations	405 (EDKRA scales = 404)
“Hobby” ICC/KZ	Electric start ICC/KZ-based engines – TM K9es, TM KZ10es, Parilla X30 shifter, etc	Open, maximum 125cc	395 (EDKRA scales = 394)
Rok Shifter	Vortex ROK Shifter	Run to Rok Cup regulations	395 (EDKRA scales = 394)
DD2	RMCC DD2	RMCC Tech Regs	381 (EDKRA scales = 380)

Any questions with respect to engine grouping should be directed to the EDKRA Executive.

General Engine Technical Regulations:

- Single cylinder
- Maximum 125cc displacement (i.e. no SKUSA-spec IAME SSE 175cc)
- Sequential shift gearbox, maximum 6-speeds (or DD2)

Chassis Technical Regulations:

- Per ASN Tech Regs for Shifters (i.e. front brakes are mandatory)

Tires (DRY):

- Any CIK Medium or similar (MG Yellow, VEGA Max One Purple, Mojo D5, Bridgestone YLR ROK-Cup, etc)

In order to comply with Sporting Regs 9.1, EDKRA Event Supplementary Regulations for each event shall be prepared in the following format (note highlighted areas may be event-specific; all other information is standard) and posted on the Official Notice Board:

1. **THE EVENT:**

- a. **Name:** 2019 EDKRA Club Race Number [redacted]
- b. **Place:** Rotax MOJO Raceway, Warburg, Alberta, Canada
- c. **Date:** [redacted], 2020
- d. The event is sanctioned by the EDKRA.

2. **EVENT ORGANIZER:**

- a. **Name:** EDKRA Executive
- b. **Details of Organizers / Promoters:**

Name	Position	Address	Phone	Email
[redacted]	President	c/o EDKRA PO Box 11545 Station Main Edmonton, AB T5J 3K7	[redacted]	[redacted]
[redacted]	Vice President		[redacted]	[redacted]
[redacted]	Treasurer		[redacted]	[redacted]
[redacted]	Secretary		[redacted]	[redacted]

3. **THE RACE TRACK:**

- a. **Length:** 1.189 km
- b. **Number of corners:** 13
- c. **Direction** (select one): **Clockwise / Counterclockwise**

4. **EVENT OFFICIALS:**

- a. **Details of Officials:**

Name	Position
[redacted]	Race Director / Race Steward
[redacted]	Technical Director
[redacted]	Timing and Scoring
[redacted]	Registrar
[redacted]	Grid Marshall
[redacted]	Scale Official

5. **REGULATIONS:**

- a. **Regulations in force and precedence of regulations:**
Refer to EDKRA Supplementary Regulations section E

6. **ELIGIBLE ENTRIES AND LICENCE REQUIREMENTS:**

- a. **Driver eligibility:**
Refer to EDKRA Supplementary Regulations section B.e)
- b. **Licence requirements:**
Refer to EDKRA Supplementary Regulations section C)

7. **CLASSES:**

- a. **List of classes:**
Refer to EDKRA Supplementary Regulations section C

8. **CHAMPIONSHIP POINTS AND AWARDS:**

- a. **Method and distribution of points and event awards:**
Refer to EDKRA Supplementary Regulations Appendix 4

9. **ENTRY FEES:**

- a. **Opening and closing of entries:**
Online registration is open and closes at (time) _____ (select one) am / pm of the day (select one) of / immediately prior to the event.
- b. **How to enter:**
All entries are done online at <https://www.motorsportreg.com/>

Once on the website, search for “EDKRA” and register for the appropriate event.
- c. **Entry fees:**
Refer to EDKRA Supplementary Regulations section B.b)
- d. **Late entries and right to refuse entries:**
Late entries can only be done at the track on the date of the event and are at the discretion of the Registrar. The Registrar has the right to refuse any entry on any grounds.

10. **REGISTRATION:**

a. **Pre-race registration:**

An insurance waiver (and any parental consent forms) must be signed prior to entering the track to make the online event entry official.

11. **TECHNICAL INSPECTION:**

a. **Pre-race technical inspection used:**

Technical Self-Declaration to be completed by the participant and provided to the Registrar. Form is available for download from edkra.ca

b. **Post-race technical inspection:**

At the discretion of the Technical Director, location and other details to be explained in the Driver's Meeting

12. **QUALIFYING PROCEDURES:**

a. **Method of timing and scoring:**

AMB transponder system. All drivers must provide their own transponder. No backup system.

b. **Determination of starting grid:**

Qualifying procedures are as described in EDKRA Supplement Regulations F. 10.2.5.

13. **OFFICIAL NOTICE BOARD:**

a. **Location of official notice board:**

The official notice board is located adjacent to the grid area, to the west next to the grid marshal's stand.

14. **DESIGNATED FUEL STATION:**

a. **Fuel station and grade of fuel:**

Refer to EDKRA Supplementary Regulations section G. 33 and G. 34.

15. **OTHER REGULATIONS TO BE SPECIFIED:**

a. **Start signal used:**

Refer to EDKRA Supplementary Regulations section F. 10.5(g) / 10.6(d)

b. **Use of blue and red “X” overlap flag (lapped karts):**

This flag will not be enforced. Lapped drivers will be shown a regular blue flag, and do not have to return to the pits when lapped.

c. **Hot pits:**

Refer to EDKRA Supplementary Regulations section F. 13.11

16. **OFFICIAL SCHEDULE:**

a. **Event format and schedule (select one):**

- **Format 1 (Qualify, Pre-Final, Final) – refer to EDKRA Supplemental Regulations section D.a)**
- **Format 2 (Qualify, 2 Heats, Final) – refer to EDKRA Supplemental Regulations section D.b)**

Note that either event format schedule may be amended at any time at the discretion of the Race Director for any purpose, including, but not limited to:

- Combining classes
- Weather
- Unforeseen delays
- Changing the number of laps or time of a session

b. **Race order:**

Each event’s race order will be specified at the Driver’s Meeting and posted on the Official Notice Board.

17. **OTHER REGULATIONS IN FORCE:**

a. **Track signals and flags:**

In addition to flags, the EDKRA uses an electronic signaling system. Both systems must be observed at all times by all drivers.

a) Race Day Event Points

Points will be awarded in each class for qualifying, heat, pre-finals and finals in accordance with the tables at the end of Appendix 4, depending on the choice of event format.

b) Eligibility for Points and Other Awards

Only EDKRA Annual or Mid-Season Membership holders are eligible for points. Other competitors are eligible for daily awards (trophies) presented during the podium ceremony.

c) Awarding of Points if Non-Members are Participating

Points will be awarded to all eligible points-scoring participants, as if any non-members' results were not included. For example, if a non-member finished in 3rd place, and EDKRA members finished in 4th and 5th place, the 4th place finisher will be awarded 3rd place points, and the 5th place finisher will be awarded 4th place points, etc.

d) Bonus Points

The following bonus points will be awarded for each event:

- 5 points to the EDKRA member with the fastest lap in the Final
- 1 point for each paid entrant in the class, regardless of whether it was an EDKRA member or not (i.e. if 8 entries in class, each EDKRA member receives 8 bonus points for the event)

e) Podium Ceremony and Daily Awards

Podium ceremonies will be held to recognize the top 3 finishers in each class for the day's Final. Trophies will normally only be awarded to Junior drivers. Other awards (plaques or other) may also be presented.

f) Number of Events to Count Towards Year End Championship – “Drops”

Total points for the year will be based on the participant's best 10 out of 14 events. If a driver receives a Disqualification (“DQ”) in any session of an event, **for any reason other than not meeting minimum weight**, that event's results must be counted as one of the best 10 events.

g) Minimum Laps Required to Score Points in a Session

To receive points for Heats, Pre-Finals or Finals, the driver must COMPLETE AT LEAST 1 GREEN FLAG LAP. Failure to do so will result in a did not start (“DNS”) and receive zero (0) points.

h) Electronic Scoring

Timing and scoring is done by AMB electronic transponders and computer system.

Failure to utilize a properly charged transponder that remains attached to the kart for the duration of a session will be dealt with accordingly:

- No time will be recorded for qualifying, as there is no accurate backup manual system
- It will be at the Official's sole discretion to include the driver within the results for any Heat, Pre-Final or Final

i) End of Season Awards

The selection of appropriate non-cash End of Season Awards to the top 3 points finishers of each class will be to the discretion of the EDKRA Executive.

Points Structure – Event Format 1 - Qualifying, Pre-Final and Final

Position	Qualifying	Pre-Final	Final
1	5	60	200
2	4	50	175
3	3	44	155
4	2	40	140
5	1	38	130
6		36	120
7		34	110
8		32	100
9		30	90
10		28	80
11		26	75
12		24	70
13		22	65
14		20	60
15		18	55
16		16	50
17		14	45
18		12	40
19		10	35
20		8	30
21		6	28
22		4	26
23		2	24
24			22
25			20
26			18
27			16
28			14
29			12
30			10
31			8
32			6
33			4
34			2
35			0

Points Structure – Event Format 2 - Qualifying, 2 Heats and Final

Position	Qualifying	Heat 1	Heat 2	Final
1	5	30	30	200
2	4	25	25	175
3	3	22	22	155
4	2	20	20	140
5	1	19	19	130
6		18	18	120
7		17	17	110
8		16	16	100
9		15	15	90
10		14	14	80
11		13	13	75
12		12	12	70
13		11	11	65
14		10	10	60
15		9	9	55
16		8	8	50
17		7	7	45
18		6	6	40
19		5	5	35
20		4	4	30
21		3	3	28
22		2	2	26
23		1	1	24
24				22
25				20
26				18
27				16
28				14
29				12
30				10
31				8
32				6
33				4
34				2
35				0

EDRKA has adopted a Briggs Claim Rule, as follows:

In order to maintain a level playing field for members and guests, EDKRA Members adopt a CLAIMING RULE FOR BRIGGS & STRATTON LO206 CLASSES.

1. Competitors making a claim at an event must be entered in the affected class, and must have finished on the same lap as the engine being claimed. They may only claim an engine within their entered class with a maximum of two claims throughout the calendar season. A competitor, or representative thereof, cannot claim their own engine. A claimed engine CANNOT be re-claimed by the original owner in the same season. The engine being claimed does not have to have been the winning engine for the day.
2. The competitor making a claim must give written notice to the Event Technical Director prior to the display of the chequered flag of the class final race and must include payment in full. In the absence of an Event Technical Director, all karts will be held at the scales for two (2) minutes, in which time, a claim will be made to the scale official who will inform the Race Director. Any karts involved in an engine claim will be held at scales until the end of the event.
3. The price, payable to EDKRA, to claim an engine is: a) \$1000, b) plus a \$200 transfer fee, c) plus a \$200 administrative fee, d) Total - \$1,400 plus GST, or \$1,470 TOTAL.
4. There can only be one claim on an engine per day. If multiple claims are made in a day, the driver with the worst place finish will have priority. Inspection of claimed engine is according to the ASN Briggs & Stratton regulations and MAY NOT be waived by any party.
5. The claimed engine will be tagged as soon as it comes across the scales and will be immediately taken to the EDKRA Technical Director for inspection and remain in EDKRA's possession throughout the entire process. Both claimer and claimed have the option to be present at the time of inspection. The decision by the EDKRA Technical Director is final and binding and no further action can be taken by any party.
6. If the claimed engine is found to be legal: a) The claimed engine will be awarded to the claimer. b) The claimer will receive any and all items which are found in a sealed LO206 box. c) All external components are subject to inspection but will be returned to the claimed party. d) EDKRA will award the claimed party a NEW LO206 in a factory sealed box, plus a \$200.00 transfer fee.
7. If the claimed engine is found to be illegal: a) The Tech Director must confiscate ALL illegal parts and related parts from the claimed engine. b) The Claimer has the option to void the claim if engine is found illegal. c) The Claimed engine owner will be responsible for payment of the \$200 administrative fee, and will not be able to compete in an EDKRA event until such time as payment is made to EDKRA.
8. Refusal of claim, destroying or withholding of parts, or any other lack of cooperation in this claim or inspection process will be interpreted as an admission that the engine is illegal and may subject the driver to further penalties by EDKRA officials.
9. EDKRA Officials may make alternative concessions if a particular situation justifies it.
10. This Claiming Rule is subject to change at the discretion of EDKRA Officials. Any change in this rule will be posted on-line in accordance with our Rules and Regulations.

11. If a claim is made on the first day (Saturday) of a 2-day event, the remaining procedures will occur at the end of the day on Sunday, in order to allow a driver with a claimed engine the opportunity to obtain a replacement engine. If the same driver has their engine claimed during the Saturday and Sunday races, the first day with a claim on that winning engine will be the applicable engine claim for the purpose of the remainder of this rule. If different engines are claimed on Saturday and Sunday, there may be up to two (2) separate engine claims in a weekend.