

2017 General Club Rules

For ease of use, we have compiled all of the West Coast Kart Club Rules into a printable pdf: [2017 WCKC Rules & Classes](#). These rules need to be printed off and kept in your pit area. If you have a laptop, a digital version of the rules will satisfy this requirement.

If you have any questions about the rules, please [contact us](#).

Are you looking for rules and regulations about the classes driven at WCKC? Please go to [competition classes](#) for more information.

The following supplemental rules are for use within our club and are based on the ASN CANADA FIA GENERAL COMPETITION REGULATIONS. The information contained within this rule package is intended as a supplement to the ASN CANADA FIA GENERAL COMPETITION REGULATIONS and may be incomplete and is subject to change by the club executive without further notice.

Where there is a conflict between the rules stated herein and ASN rules, these rules shall take precedence.

To completely understand the scope of the entire club rules contract, it is recommended that all members acquire and familiarize themselves with the rules as set out in the ASN competition regulations and technical manual. For interpretation or clarification of these rules contact the Race Director.

1.0 GENERAL

1.1 RELEASE OF LIABILITY

- All spectators entering the facility must obtain a wristband and sign the general waiver. Spectators must not enter restricted areas of the facility without having obtained a wrist band from registration located in the lower tower on the right side.
- All persons who enter the premises must sign a “RELEASE OF LIABILITY” form before being allowed on the premises. All visitors, drivers, officials, mechanics and parents of juniors are required to sign the “RELEASE OF LIABILITY” form.

- Restricted areas include, but are not restricted to the: racing surface, run off areas, grid area, scale area, tech area, timing, scoring, flagging stands and any other area used to run the event. Generally anywhere other than the parking lot and the grandstands at the entrance to the property.
- All minors must submit a “RELEASE OF LIABILITY” and “HOLD HARMLESS AGREEMENT” at any time an adult would have to sign a “RELEASE OF LIABILITY”.
- Legal guardians of minors must present a notarized authorization from the parents authorizing the guardianship of their child or children.
- All competitors, mechanics, etc. must sign the “RELEASE OF LIABILITY” and “HOLD HARMLESS AGREEMENT”.
- Upon payment of entry fees, the Registrar will issue the appropriate armbands and Tech Sheets.

1.2 KART ENTRY FEES

- See the West Coast Karting Event Fee’s 2017 schedule at registration for details.
- See registration form for further details.

2.0 FACILITY

2.1 HOURS OF OPERATION

- No karts to be run prior to 8:15am, during lunch break and drivers briefings or after 8:30 pm. No participant’s generators or motorized equipment to be run prior to 8:00 am, during driver’s briefings and lunch breaks or after 10:00 pm.
- No karts will be run past 8:00 PM.
- Try a kart and Kid Karts may run during lunch and after the race has been completed. No karts are permitted on the track until trophy presentations are completed.
- People staying at the track are to be quiet after 10:00 PM. No stereos, generators, etc.

2.2 NOISE

- All karts & motorized equipment must meet the WCKC noise limit of 82db. All karts are to be equipped with an appropriate silencer.

2.3 PIT SPACES

- Each pit must have a garbage container.
- It is recommended that a tarp/carpet be placed under any area a kart will be worked on. Carpet is not a drip pan. Floor dry must be applied to all spills immediately and cleaned up before the racer leaves the site.
- To prevent asphalt and other surfaces from becoming contaminated with fuel/oil or other harmful products, DRIP PANS must be used at all times.
- Event Organizers shall provide absorptive products for spills.
- Used tires must be taken home. **NO TIRES MAY BE LEFT AT THE TRACK.**
- NO disposal of fuel/oil, or fuel containers on site.
- **Safety wire must be picked up and properly disposed of.**
- Trailer tongues to be supported. i.e. set on a board so they don't dig into the pavement.
- Entrants responsible for putting garbage in the garbage bin located in the south west corner of the site.
- Pit spaces must be left clean at the end of the event.

3.0 TECHNICAL AND RACE PROCEDURE

3.1 MEMBERSHIP FOR COMPETITION

- To compete in a club event, entrants must meet the requirements in items #1, #2 or #3 & #4 below:
 1. Be a current member in good standing of the club and hold a current WCKC license.
- Club members will receive Club Championship Points.

2. Be a member of an ASN club that WCKC has a reciprocal agreement with.
 - No points will be awarded without a WCKC membership.
3. US and International Competitors may compete but must purchase an event membership that is Non Voting & expires at the end of the event. Cost of this licence is included in the non-member entree fee.
4. Each driver, or delegate, must donate time to work at each event unless fulfilling an annual commitment.
 - Annual commitments include, executive positions, family members doing full time race weekend jobs and other jobs that take a significant amount of personal time away from the track.
 - All members are required to donate a minimum of 16 hours of volunteer time in order to be a member in good standing.

3.2 LICENSING

- All new members must provide proof of age in accordance with ASN rules when applying for a competition race license.
- All drivers require a competition race license.
- All new drivers will be required to pass the ASN License exam before obtaining a race license.
- Annual Club License Fees: Junior \$20.00 and Senior License \$30.00 are included in the annual membership dues. All upgrades during the year will be \$20.00.
- National & International licenses are issued directly by ASN Canada. Licensees are required to be a member in good standing and hold a valid WCKC license in order to apply for a National or International licence.

3.3 REGISTRATION FOR CLUB EVENTS

- In order to register for Club events, entrants must:
 1. Sign or have on Club record, a signed “ANNUAL RELEASE OF LIABILITY” and ‘HOLD HARMLESS AGREEMENT”;

2. Junior driver's parents and guardians must sign additional minor waiver forms. Legal guardians will require a notarized document authorizing the supervision of a minor.
3. Present a valid membership card and current club rule book if requested.
4. Present a valid recognized karting license if requested.
5. Pay the prescribed entry fees OR have on Club record a prepaid account for the Event;
6. Upon payment of race fees, the Registrar will issue the Tech card/s and appropriate armbands.
7. Drivers shall complete their Tech cards, in full, at their discretion, but shall not do so within the registration area. It is the driver's responsibility to ensure their tech card has been handed in to registration for scoring to input the data into the timing system.
8. No kart shall be allowed on the racing circuit until such time as it has been Safety Tech Approved. Refer to section 3.8

3.4 REFUNDS

- After a driver receives SAFETY TECH APPROVAL, no refunds will be granted.

3.5 WORKERS / STAFFING

- Saturday flagging rotation (if required) - One group will be skipped each rotation. That group will be responsible for flagging that rotation. Racer/guardian attendance is Mandatory.
- Sunday flagging rotation (if required) - Each group will be responsible for flagging one half of either heat #1, heat #2 or final. Please remember track workers are only volunteers and should be treated with the utmost respect. Without their continued support we would not be able to race.

3.6 RACE DAY ISSUES

- The **Race Director** is responsible for **all** on and off the track activities during racing events. The directors and specifically the President are not responsible for dealing with race day event issues while at the track. It is up to the race director to bring race event issues to the executive by way of written reports and subsequent meetings in order for the executive to deal with outstanding issues.

- If the executive is unable to deal with the situation ASN will be called upon for assistance as needed.

3.7 PIT SAFETY

The Safety Tech inspectors shall require the following safety and tech items at each pit area:

1. Copy of WCKC Supplemental Club Rules & ASN Canada FIA rules for the current year.
2. Fire extinguisher 2.5lbs ABC.
3. First aid kit.
4. Bikes, scooters and skateboards are not allowed during the event when the track is hot, unless allowed in designated areas by the Race Director
5. All Dogs and other pets must remain on a lease at all times
6. Excessive speed (10 km+) by motorized vehicles will result in immediate exclusion.
7. No Junior drivers are permitted to drive motorized vehicles while on the premises.

3.8 SAFETY TECH APPROVAL

- For Rookie Drivers Consists of:
 1. Tech card filled in and signed by the Registrar acknowledging payment
 2. Kart displaying a current tech sticker/band, and
 3. Submitting of tech card to the Safety Tech inspector(s).
- If a driver is caught on the racing circuit at any time without Tech Approval, they will be disqualified for the day.
- For Non Rookie Drivers:
 - The ASN Technical Self Declaration form must be completed, signed and submitted at registration and the safety Tech sticker/band must be installed by the competitor.

3.9 DRIVER REQUIREMENTS

- In order to compete, drivers must meet the criteria regarding age and weight, as set forth in the CLUB COMPETITION CLASSES for the current year.
- Drivers must hold the correct license for the kart they are driving as per ASN rules.

3.10 NEW / ROOKIE KART DRIVERS

- All NEW/ROOKIE drivers must wear a contrasting colour X on the back of their helmet. Their kart must be equipped with a contrasting X on the rear number panel.
- All NEW/ROOKIE drivers will start at the back of their class in all sessions or heats. NEW/ROOKIE drivers will NOT start at the back of a multi class group.
- When there is more than one NEW/ROOKIE driver in a class they will be gridded after the non Rookie drivers, but amongst the other rookie drivers by the standard pea pick procedures during heats and by points from the heats for finals.
- All NEW/ROOKIE drivers must attend an orientation session given by a WCKC member before practice on race weekends (this is also open to any driver wanting to attend).

3.11 RACING PROCEDURES

- No “speed” competition shall take place unless 2 personnel with a minimum of BC Workers Compensation Level 2 training are at the track. Safety personnel must be dedicated to that position.
- All classes may elect to use the following format: qualify, pre-final and final.
- All classes that use the random order system from scoring for grid position will use the following procedure: Heat #1 will be gridded in order of the random order. Heat #2 will be gridded in the reverse order of the random order. The grid order of the final will be based on the combined finishes of the two heats using the club points system.
- All races will be started using a green flag.
- The Formula X class will have a minimum lap time of 54:40 seconds. Any driver that lap times consistently below the minimum may be moved to another class or have an increased weight imposed. This is a non championship class.

3.12 HOT PIT

- The designated hot pit area shall not be used during qualifying or racing. All karts/drivers/crew members stopping in the hot pit during practice must be well clear of the racing surface. NO REFUELING IN THE HOT GRID AREA AT ANY

TIME. Karts may only re-enter the racing surface with the permission of the Grid Marshal, Starter or Race Director.

- Drivers coming in the hot pit must leave the lane closest to the track surface open in order to let drivers use the hot pit lane to get back onto the track at all times.

3.13 KARTS OFF THE RACING SURFACE

- Flagging Marshals / Race Officials may assist all junior drivers.
- Parents may assist Junior drivers to get going if they obtain acknowledgement from a race official.
- In junior classes, karts with stalled engines may be restarted if equipped with a starting mechanism.
- Senior drivers may restart even if the driver gets out of the kart as per ASN.

3.14 POST RACE TECH

- There shall be absolutely no excessive speed in the shut down area. All karts must stop at or before the stop line/sign. Absolutely no driving onto the scales
- Driver and kart must weigh-in after qualifying or Heat #1, Heat #2 and Final. If a driver is found to be under weight they will be disqualified from the qualifying, heat or final. No person shall be permitted to assist or meet with any driver prior to weigh-in without permission of the Scale Technician. Failure to comply may result in a driver being disqualified from the session, (Qualifying & Heat #1, Heat #2 or Final).
- All competitors must weigh-in except for medical reasons as a result of an on track incident.
- The Scale Marshal shall have the authority to determine weight legality.
- All karts and drivers must proceed to legality tech, and must be approved to receive points.
- Fuel, tires, chassis, engine and engine components shall be subject to post race legality technical inspections at the discretion of the Technical Director or Race Director.
- It is the driver's responsibility to ensure they clear Tech before leaving the scale area.

3.16 TIRES

- All tires may be marked as per tech procedures after qualifying, heat #1 or heat #2 at the discretion of the Technical Director.
- Any tires, which have not been approved for replacement by the Technical Director, or do not display the proper tech marking, shall be considered illegal.
- See Class listing for tire compounds.
- No use of tire compound softeners is allowed. Tires checked with a durometer may not be more than 5 points lower than the factory known readings. Tires to be checked when the core temperature is 70°F.
- No tire warming allowed.
- Any kart that has illegal compound tires for its class will be denied access to the grid prior to the start of the race.

3.17 ENGINE

- The Race Director reserves the right to impound the engine and seal it for technical inspection at a later time. Refusal to comply with the technical inspection request shall result in disqualification for the event.
- For reference of engine specifications see Briggs Racing, RMC (rotax) and/or ASN General Technical Regulations .

3.18 BALLAST

- All weights must be painted white prior to installation.

3.19 FUEL

- Spec fuel for 4 cycle is 94 octane from the Chevron station on Yale road in Chilliwack.

Spec fuel for all 2 Cycle engines will 94 octane from the Chevron on Yale road.

3.20 REAR BUMPER

- Wide rear bumpers are mandatory in all Junior and Senior classes as per ASN. All dimensions are covered in the ASN Technical Regulations. In addition, WCKC requires a 5 inch minimum height on the outside edges and RECOMMENDS using a plastic bumper.

3.21 DRIVER'S WEAR

- Driver's safety equipment to be as per ASN Canada FIA Sporting Regulations. Driver's suits are mandatory.
- Rib Protectors are mandatory as per ASN Canada FIA Sporting Regulations.
- Helmet supports are highly recommended but not mandatory.

3.22 DISC CLUTCHES

- Engine mounted dry disc type clutches are allowed in all 4-cycle classes.

4.0 RACE FORMAT AND CHAMPIONSHIP POINTS

4.1 RACE FORMAT

- A race consists of two heats and a final in classes with 34 or less entries that choose not to use the qualify, pre-final and final race format. Points equal to the karts finish position in each heat will be awarded to determine grid position for the Final. For example a kart that finishes 3rd and 5th will have 8 points. Karts will be gridded for the Final with the lowest points kart on pole, second lowest off pole and so on. In the event of a tie finish position in the second Heat will be the tie breaker.
- Once there are 35 or more entries the race director, at his discretion, has the ability to split the class into A and B groups

Rules for splitting classes with over 34 entries:

1. The lowest pea pick will go into group A, the second lowest will go into group B, the third lowest will go into group A. This pattern will continue until all the racers have been placed into group A or B.
2. Both group A and B will race two Heats with the second heat being inverted as normal.
3. Based on the points from the two Heats the top 12 from each group will advance to the Final.
4. All remaining competitors will run an 8 lap last chance qualifier with the top 10 finishers moving to the final.
5. Grid position for the Last Chance Qualifier is based on points from the two Heats. The kart that would have been gridded 21st will be on pole and the kart that would have been 22nd will be off pole and so on.
6. For the Final the grid will be as follows. Pole position will be taken by either the winner from group A or B, who ever posted the faster time in the Heats. The other group winner will be off pole. If group A's driver wins pole all of group A will be on the pole side of the grid and all of group B will be on the off pole side of the grid in order of their points from the heats. The remaining places up to 34 will be gridded in an alternating pattern by their finishing position in the Last Chance Qualifier.
7. The pea pick method may be changed to qualifying and the lowest would then be the fastest qualifier and so on.

4.2 RACE LENGTH

- Heat races will be 8 laps (max. time 10 minutes) and the final will be 10 laps (max. time 12 minutes).
- Qualifying sessions when used will be 4 timed laps.
- The race director may change the number of laps of the Heats and Final to compensate for unforeseen circumstances and track designations.
- When a qualifying, pre-final and final race format is used the following will apply:
 1. Qualifying shall be 4 timed laps
 2. The pre-final shall be 12 laps (max. time 12 minutes).
 3. The Final shall be 16 laps (max. time 16 minutes).

4.3 CLUB CLASS CHAMPIONSHIP POINTS

- In order to qualify for club class championships, drivers must compete in at least 50% plus 1 of the season's races. There will be 2 throwaways.
- Class championship points to be awarded based on the finishing order of all competitors in that race, NOT just the racers who are club members.
- The series championship is based on the sum of each driver's point totals less the drivers' four lowest point events or events not attended or a combination of both. In this case an event is the combination of one days two heats and main or qualifying, pre-final and final.
- A DQ cannot be used for a throwaway race.
- The last weekend of the season's race events may only be used as a throwaway if the driver participated in them.
- Championship points will be awarded based on Qualifying and the finishing positions in Heat #1, Heat #2 and Final races as follows:
- Championship points will only be awarded to members and no points will be counted toward the club championship prior to obtaining membership.

1. Qualifying,

1 st – 100	2 nd – 85	3 rd – 75	4 th – 65	5 th – 55	6 th – 50
7 th – 45	8 th – 40	9 th – 35	10 th – 30	11 th – 25	12 th – 20
13 th – 15	14 th – 10	15 th – 5			

All finishers 15th place on will receive 5 points.

2. Heats,

1 st – 200	2 nd – 175	3 rd – 155	4 th – 140	5 th – 130	6 th – 120
7 th – 110	8 th – 100	9 th – 90	10 th – 80	11 th – 75	12 th – 70
13 th – 65	14 th – 60	15 th – 55	16 th – 50	17 th – 45	18 th – 40
19 th – 35	20 th – 30	21 st – 25	22 nd – 20	23 rd – 15	24 th – 10

All finishers 25th place on will receive 5 points.

3. Finals

1 st – 300	2 nd – 250	3 rd – 210	4 th – 185	5 th – 150	6 th – 130
7 th – 120	8 th – 110	9 th – 100	10 th – 90	11 th – 80	12 th – 75
13 th – 70	14 th – 65	15 th – 60	16 th – 55	17 th – 50	18 th – 45
19 th – 40	20 th – 35	21 st – 30	22 nd – 25	23 rd – 20	24 th – 15

2. All finishers 25th place on will receive 10 points.

- Points will be awarded subject to the following rules:
 1. A driver who does not take the Green Flag will receive a DNS (Did Not Start) and will receive no points.
 2. A driver who does not take the Checkered Flag will receive a DNF (Did Not Finish) and will receive points based on the number of laps completed as compared to the other drivers in the race.
 3. A driver who is disqualified will receive a DQ and will receive no points for that heat. A technical disqualification in a main may result in the loss of points for the entire event. DQ's can result from the following and will be imposed by the appropriate officials:
 - Driving violations
 - Technical violations
 - Failure to weigh-In and meet the weight regulations after each race.
 4. In the event of a disqualification, the scorekeepers will recalculate points for all drivers.
 5. Resetting of the grid (eg. pole sitter or anyone else to start at rear of pack) is not permitted.

4.4 EVENT TROPHIES

- For club races trophies will be presented only to the first place finisher in classes with 4 or less entries
- For club races trophies will be presented to the top 3 finishers in classes with 5 or more entries.
- On standard race weekends trophies are awarded based on points from Qualifying, Pre-final and Final.
- On double header weekends trophies are awarded based the points from qualifying, heats, bonus points and finals for each day. Treated as 2 separate race dates.

4.5 COMMUNICATION

- Pit boards are permitted for club events
- Team members may stand in the Grid B area along the fence during a race heat or final
- Team members may only communicate with their driver or drivers.
- Use of inappropriate language or graphics may result in loss of pit board privileges.

5.0 RETIRED NUMBERS

The number 7 was retired from use at Coastal Kart Racers in memory of Dean Hassett Sellinger. Dean passed away in Vernon Jubilee Hospital on January 29, 2006 at the age of 14 after a long battle with cancer. Dean was a member of CKR and raced with us for several years. West Coast Kart Club honors this as well.

Greg Moore's number, 99, was retired by Coastal Kart Racers as a mark of respect after Greg's death. The number 99 was Greg's chosen number because it was assigned to him when he first started racing go-karts. West Coast Kart Club honors this as well. CartBC was renamed the Greg Moore Raceway in honor of Greg Moore and his family.

Graham Moffet although he was not a gokart racer contributed the last part of his career to the club by serving as a race director and our facility manager.