

Topic: Rules meeting

When: October 30th 2016 at Crossroads restaurant Abbotsford

1.1 Appointment of chairperson: Tim Madonna

1.2 Appointment of recording secretary: George Rickman

2.0 Confirmation of a Quorum (10) Members present list attached.

Proxy votes: 5 presented

3.2 review membership dues for 2016 performance

3.3 New business. rules submissions for 2016 .

3.4 Change section 4.3 of WCKC rule book. A revision of how club champions are calculated The final should count heavier than a pre-final and/or qualifier (Erik Gerlof) SUBMISSION CHANGED TO: points awarded as follows Qualifying 100, Pre Final 200, final 300. Erik to work with Colleen to integrate in scoring system. PASSED

3.5 Not allowing the pole sitter or anyone else to start at rear of pack/reset grid. I think, especially in LO206 this might create dangerous situations and frustrates drivers new to the club. (Erik Gerlof) MOTION CHANGED BY ERIK Start where you are gridded not allowed to start anywhere else. PASSED

3.6 Fixed race schedule. At the beginning of the year we set a schedule and racers can decide on this schedule if they can/will drive more than one class. (Erik Gerlof). DISCUSSION. MOTION WITHDRAWN BY ERIK

3.7 Change section 4.1 of WCKC rule book. the maximum of 34 karts allowed on the track rule. Rule 4.1 reading as: " Once there are 35 or more entries the class will be split into A and B groups." Should be changed to : " 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." PROPOSED BY ERIK SECONDED COLLEEN ADAMS. UNANIMOUS VOTE FOR

3,8 WCKC rule Section 3.7.4. Reading as: "Bikes, scooters and skateboards are not allowed during the event, unless allowed in designated areas by the Race Director" This rule is conflicting with the general practice rules. It should be changed to: 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 (Erik Gerlof) PROPOSED BY ERIK SECONDED BY EVAN 8 FOR 7 AGAINST PASSED

3.9 WCKC rule section 3.19 Reads as: "FUEL Spec fuel for 4 cycle is 87 octane" Change to: "FUEL Spec fuel for 4 cycle is 94 octane" (Erik Gerlof) PROPOSED BY ERIK SECONDED BY DAVID. FOR UNANIMOUS PASSED

4.0 WCKC rule Section 3.21 reads as: “Driver’s safety equipment to be as per ASN Canada FIA Sporting Regulations, except that a heavy jacket and heavy denim pants is permissible in lieu of a “driver’s suit”. “Driver’s Suits” are highly recommended but not mandatory.” Change to: “Driver’s safety equipment to be as per ASN Canada FIA Sporting Regulations “Driver’s Suits” are mandatory.” Too many times I had to tell members that their clothing was not appropriate. This rule change will add to drivers safety and eliminate all discussion. (Erik Gerlof) PROPOSED BY ERIK SECONDED BY PETER CHUNG UNANIMOUS PASSED

4.1 Eliminate or change this part of WCKC rule Section 3.21: “Rib Protectors are highly recommended but not mandatory” to: Rib Protectors are mandatory” As per ASN Canada FIA Sportings Regulations Section 5. PROPOSED BY ERIK SECONDED BY DAVID FOR 18 AGAINST 2 PASSED

4.2 In this season the Tag Senior class has always been the first one to start (practice, qualifying and the races). I suggest that for next year, we change the race schedule to have different classes starting as first, and rotate every time. (Rossario) PROPOSAL WITHDRAWN AS THIS WAS DEALT WITH

4.3 Smoking/e-cigarettes at the track, the signs clearly state no smoking on the property but people are smoking at the driver’s meetings, pit road, the viewing areas and along the pit fence; (john Yettaw) PROPOSED BY JOHN YETTAW SECONDED BY DANA CAVE VOTE UNANIMOUS FOR PASSED.

4.4 Numbers on karts, so we can mix some classes and the competitors know who they are racing; (John Yettaw) PROPOSED BY JOHN SECONDED BY CLAY FOR 12 AGAINST 2 PASSED

4.5 Inspections (John Yettaw) WITHDRAWN BY JOHN YETTAW

4.6 That the club adopt a 2 stroke class policy **strictly** made up of Rotax 125 engines from Micro to Senior.

While there are options in this regard the majority of 2 stroke racers are currently using this engine package. The X30 option, while attractive, would force a number of Junior drivers to replace engines before moving up in class. The X125 T option is simply not what the club requires. The X125T package is limited to a single venue that offers TaG US based rules and would require a wholesale switch for WCKC. PROPOSED BY CHRIS RITTED SECONDED BY ERIK GERLOF 2 FOR 17 AGAINST FAILED.

4.7 That the 10 entries and a new class is formed rule be deleted from the rule book; THIS RULE WAS **TABLED TO THE AGM.**

4.8 That the rules be effective for not less than 3 years subject to force majeure; PROPOSED BY CHRIS RITTER NO SECOND PROPOSAL FAILED

4.9 Change licensing for shifters from “A” to “B” **DEFERRED TO AGM**

LO206:

5.0 Junior weight increases to go to 320 as per can am (Tim Madonna)SECONDED BY ROSARIO FOR 11 AGAINST 6 PASSED

5.1 ***This topic can also be discussed in conjunction with the suggested tire change rule as mentioned further*** Eliminate the Vega (Nordan) blue tire. This tire is not a 6" tire which was not explained at last year's rules meeting. The MG Red tire was not as expensive as one of the dealers explained in the rules meeting and members rushed into making a decision based on inaccurate data. Our US clubs South of the border use the MG Red tire and if we want Americans to come up and race we need to be on the same tire. (Don Choquer) **THIS WAS TABLED TO AGM**

Rotax:

5.2 As we all know there is a difference in terms of performance between the EVO and non-EVO engines, so it would be a good idea to have different weights for Rotax Evo and non-Evo. This will balance out the two engines and allow for a fair competition with older motors too, without forcing the drivers to purchase a new engine. The difference in weight should be 10 - 15 lbs between the Rotax Evo and Non-Evo. (Rosario) PRESENTED BY ROSARIO NO SECOND FAILED

Tag:

5.3 That the TaG classes be restricted to Leopard and RoK engines. The reasoning here is to not allow yet another engine manufacturer to effectively back door a new class with what is another latest and greatest engine package. (Chris Ritter)NO SECONDER FAILED

5.4Change weights in Tag senior as per schedule (to help karters from SIMA to come over)

	Senior	Master/Heavy
Leopard + ROK (old/square head)	355 lbs	375 lbs
Rotax + ROK GP + X30	375 lbs	410 lbs
Maxter-125T	370 lbs	400 lbs

I have based the weight according to the 2016/ 24H Le Mans European Championship .

The winners of Group 1 were using a Sodi/Parilla OK engine and their best time was 56.290 The Group 2 was made of Rotax + ROK GP + X30 their best times was separated by 0.168 after 24 hours of racing ,close enough !!!!

Ex; Rok Gp :57.138 -Rotax :57.291 - X30 :57.324

As the all grid was using the same tires (Leconte) , we better consider their race time instead of accepting their manufacturer technical specs as a useful value for setting weight .

For our next season, the weight of each engine could be modified after the second race to unsure fair play. (Christian Fau) NO SECOND FAILED

5.5 My suggestion is to keep the MG Yellow in the TAG Senior class. If that is not a doable option, then it would be a good idea to use the same official tires that the main events in Chilliwack will have. So, run with the same tires that CAN-AM and Gold Cup have. That way we will use the same tires for these two events as we would normally have in the club races.

(Rosario) **DEFERRED TO AGM**

5.6 That the club adopt a single tire policy for all classes for 3 years beginning in 2017. Given that Rotax/Max Speed is moving to a new tire supplier I suggest that the Club utilize the same group for the Rotax and LO206 classes. I understand that this may be an issue with the LO206 class as Northwest racers are currently using the MG Red tire. Honestly the number of entries from the US is relatively small. If the Club were to adopt a Club wide tire rule the supplier would be encouraged to provide either a rebate to the club based on units sold or a discounted price to club members at point of sale. This has been done before at other clubs and has resulted in lower prices to the racers. I am told the tire that Rotax in North America is using will be Vega Blue for the Junior classes and Vega Purple for the Senior and DD2 classes. (Chris

Ritter)**DEFERRED TO THE AGM**