

2020 Supplementary Competition Rules

West Coast Kart Club



West Coast Kart Club is a CACC affiliated club

To be read and applied in conjunction with the following:

2019 ASN Canada FIA Karting Sporting Regulations (Book 1) Please check for updates at www.asncanada.com/kartsport/

2018 ASN Canada FIA Karting Technical Regulations (Book 2) Please check for updates at www.asncanada.com/kartsport/

2020 Canadian Rotax Max Challenge Technical Regulations and 2019* Sporting Regulations (*Sporting, Technical, any and all Appendices, Bulletins, Information Circular Letters) Please check for updates at www.maxchallenge.ca/regulation/

ASN 2019 Briggs & Stratton – Regulations Please check for updates at www.asncanada.com/kartsport/

ASN Canada FIA Code of Conduct for Participants Please check for updates at www.asncanada.com/kartsport/

2019 CACC karting regulations www.caccautosport.org/rules/

2019 ICP Rules and Regulations http://www.tagracing.net/assets/2019-icp-cup--tag-local-option_tech_manual.pdf (For TAG and shifter classes)

Effective March 1 2020 *****all changes for the 2020 season are marked in red*****

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.

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1.0 INTRODUCTION

West Coast Kart Club (Further referred to as WCKC) is a private membership club incorporated as a not for profit society with the mandate to promote the sport of karting. WCKC manages a kart racing track on their members behalf located in Chilliwack B.C. also referred to as Greg Moore Raceway.

WCKC Rule book consist of 2 parts.

Part 1, General club rule set including rules and regulations for practicing at WCKC on non-racing dates. (1.0 -2.12)

Part 2, competition rule set including rules and regulations for club racing at WCKC. (3.0 – 5.0)

Both rule sets work in conjunction with each other. Please read them carefully and familiarize yourself to avoid confusion and disappointment while practising and racing at WCKC.

2.0 GENERAL

2.1 RELEASE OF LIABILITY

- 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.
- At race weekends 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.
- 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.

2.2 MEMBERSHIP

- Annual memberships are family memberships and as such the spouse and all children living on the same address under the age of 19, taken at the time of membership purchase, have practice privileges with each membership.
- All drivers who use the WCKC facility must be a member of WCKC. (See WCKC website for membership information)
- Non-members will only be permitted to practice at WCKC if accompanied with a sponsor full practice member from Wednesday to Sunday or if the Track Manger is present and the appropriate waivers, fees and membership forms have been paid for and completed to the Track Managers satisfaction. Day pass charges are also applicable.
- All members are required to contribute a minimum of 16 hours of volunteer time per year or forfeit the volunteer bond to maintain their membership. The executive will retain a Volunteer Work Log Book for all members. It is the responsibility of each member to ensure that their time has been properly recorded in the log book to count towards the requirements of their membership. See appendix 1 for volunteer bond requirements.

2.3 TRACK OPERATIONS

- The default track direction is clockwise. In case of a Counter-clockwise race the direction will be in effect on the Saturday prior to the race coming up. The track direction will be counter-clockwise until the race event is over. On the Monday following the event the track again will revert to the default direction (clockwise).
- Maximum of ten (10) karts on the track at any one time.
- No competitive passing allowed.
- No contact allowed.
- All participants (i.e. drivers, mechanics and observers) to sign the “Waiver of Liability” form prior to use of the facility.
- Karts, ATVs, scooters, bikes, skateboards are not to be operated in the pit area or the track while the track is hot. Karts being pushed on kart stands to the hot pit area are not permitted to be running.
- Karts are not to be operated under their own power in the pit area at any time.
- Opening and closing the facility is the responsibility of every participating WCKC member. During non-operation, all gates and buildings are to be locked in a secure manner. The last person leaving the facility is responsible for ensuring that the track and facilities are all locked up and secure.
- Junior Drivers (Under 15) may, request junior only practice sessions. Remember junior racers can be very intimidated by faster senior karts, be respectful of their feelings.
- **NEW/ROOKIE drivers have the right to a dedicated 10-minute novice practice session on the top of each hour. (open practice days. DOES NOT apply at race weekends)**
- Maximum time for any practice session not to exceed 10 minutes.

2.4 Storage at Facility

- Rental of storage units is still available.
- Rental storage units. 10', 20' and 40' units as currently available for rent. Pricing will be per 2020 rate schedule. Billing will occur per year starting at the beginning of race season, March 1st. No restitution will be given for early termination of the rental agreement. Prices are excluding 5% GST. Non payment may result in eviction and forfeiting stored property as per rental agreement. Only WCKC full practice members, and PCMRC bike pass holders are eligible to rent storage units.
- All WCKC members in good standing can leave their motorhome, travel trailer or trailer at the facility.
- You have to be a member in good standing with WCKC.
- Only one unit per membership. (Motorhome/trailer combination will count as 1 unit)
- All units have to be properly insured with ICBC
- The units must be used during the racing season
- Cargo trailers have to be outfitted and/or used for karting
- All units have to be movable. Permanent structures and structures not insured with ICBC are NOT allowed to be left at WCKC (Campers, sheds)
- No units can be left on the premises during off season. (Oct 31- March 1st.)
- Units have to be removed from the asphalt pit area on to the grass area in case there is a scheduled event during the time the unit is left on the premises.
- A storage fee will apply as per 2020 rate schedule. (appendix 2) Nonpayment will affect the ability to renew the membership for the following year.

2.5 Drivers, Mechanics and Observers

- All drivers participating in club racing events are required to hold a valid CACC/ASN karting licence. A one day licence is available. A fee will be charged for a one-day licence. No Licence is required for open practice days. Licensed drivers to observe ASN licensing rules for a practice event (i.e.: one license category higher).

- Driver's safety equipment to be as per ASN Canada FIA Sporting Regulations. Driver's suits are mandatory. Rib protectors are mandatory.
- ASN Canada FIA rules of conduct are in effect at all times.
- Only Adult Driving Instructors and Parents of minors are permitted to enter the track in a safe manner and location suitable for observing a driver. At no time is the Karter allowed to stop on the track surface to communicate with the Driving Instructor or Parent. All communications will be done in the grid or pit area. Driving Instructors and Parents must wear an appropriate safety vest at all times when entering onto the hot track for instructional purposes.

2.6 COMPLIANCE

- Membership is a privilege and is not a right.
- Members who do not comply with the WCKC rules and or the WCKC Executive(s) may be subject to an immediate loss of their practice privileges or other sanction recourse without any refunds of paid membership dues.
- Penalties of membership are assessed and adjudged by the WCKC Executive without recourse by the offender.

2.7 TIRE COMPOUNTS

- Tire treatment (ie: doping) is not allowed.

2.8 NOISE

- Maximum kart engine sound level permitted is 82db as measured in accordance with WCKC specifications. All karts are to be equipped with an air box and an appropriate silencer. Note: Some engine packages may not require an additional silencer, but it is the driver's responsibility to ensure their engine does not exceed the 82 db level. (Measured 100' perpendicular to the straightaway at a height of 3')
- The following engines require additional CIK silencers or a silencer that is approved by WCKC. The engines are: KF Series, JICA, all 125 cc 2 Cycle engines, ICA, all shifter karts, and Tag engines except Rotax, and all other kart engines as determined by the WCKC executive.
- Kart engines may be run from 8:00 AM to 8:00 PM, motor cycle engines have to be shut off by 7:00 PM.
- Generators and compressors may be run from 8:00 AM to 10:00 PM. Radios, stereos, etc. must be quiet by 10:00 PM. All generators to be turned off during drivers meetings. People staying at the track are to be quiet after 10:00 PM. No stereos, generators, etc.
- Excessively loud generators are not permitted to be used at GMR. Judgement of volume will be determined by any club executive, Race director or steward. WCKC will work toward a "silent generator style only" policy such as inverter generators, built in Onan and other low noise built in style generators in the future. To be implemented in 2020.
- 2All karts must use an air box with the exception of kid karts and 4 Cycle engines. CIK classes must use CIK approved air box, F80 & F125 to use CIK approved air box.
- All karts in the grids or pit area that are being warmed up must have exhaust pointed towards the track, and positioned behind the blue line

2.9 SAFETY

- At least one adult must be an observer during a practice event. That person must be equipped with a cellular telephone for communication with emergency services.
A vehicle for emergency transportation must be on site.
- A first aid kit is mandatory.

2.10 HOURS OF OPERATION

- The facility is accessible to full practice members 24/7. Excluded are the days the facility is rented out to a 3rd party. (eg. CanAm, Westerns. Kart Start)
- No karts to be run prior to 8:00 am, during lunch break and drivers briefings or after 8:00 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 a race has been completed. No karts are permitted on the track until trophy presentations are completed.

2.11 PIT SPACES

- All pits will require: First Aid Kit, Fire Extinguisher, Drain pan, garbage container/bag.
- All asphalt surfaces are to be protected and kept free of debris at all times. It is also recommended that a tarp/carpet be placed under any area a kart will be worked on.
- To prevent asphalt and other surfaces from becoming contaminated with fuel/oil or other harmful products, DRIP PANS must be used at all times.
- Floor dry must be applied to all spills immediately and cleaned up before the racer leaves the site.
- Event Organizers shall provide absorptive products for spills.
- Damaged kart parts, tires, used fuel containers and any other discardable material are to be removed from the facility on completion of practice.
- All fluids (fuel, oil, lubricants, cleaners, etc.) are to be removed from the facility on completion of practice or race. NO disposal of fuel/oil, or fuel containers on site.
- All safety wire, tie straps, etc. are to be picked up and put into the garbage at all times.
- Trailer tongues to be supported. i.e. set on a board so they don't dig into the pavement.
- Entrants/user of the facility are 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.
- Tent pegs are not allowed to be used to secure tents on paved surfaces.
- Some pit spaces are reserved for our platinum members and/or Platinum Dealer members. If the reserved pit spaces are not occupied or claimed by the Platinum member before 9.30 AM on the practice day before a race day any member can use these pit spaces. However, upon request of the reserved pit space owner the member occupying these spots have to move to a different location in the pitting area in case the platinum member claims his spot before 9.30 AM on the practice day before race day.

2.12 Hot Grid

- 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.

3.0 SUPPLEMENTARY COMPETITION RULES

3.1 COMPETITION CLASSES

Classes West Coast Kart Club 2020						
Class	Engine(s)	Age	Weight	Tech	Chassis	Tires
Kid Kart - HPD Rookie	**Honda GXH50 - 15/89 Gea	5-7	150	WCKC	Kid Kart	4.5/10.0-5 (Mojo D2 / Lecont FZO RED / Vega Green)
Kid Kart - HPD Performance	* Honda GXH50 - 15/89 Gea	5-7	150	WCKC	Kid Kart	4.5/10.0-5 (Mojo D2 / Lecont FZO RED / Vega Green)
** Neighbouring Kart clubs or existing approved local kid karts may run : Comer C50/51 10:89 gearing / Honda GX35 7:89 Gearing						
Note : Please Read Kid Kart Supplemental Rules for complete ruleset regarding championship & Kid kart program						
LO206 Jr 1	B&S LO-206 (Blue Slide)	7-11	240	ASN	Cadet	Vega Blue Nordam/MaxBlue/MojoD2 LeContFZORed 10x4.60-5 front and rear
LO206 Jr II	B&S LO-206 (Black Slide)	*12-15	320 as per ICP	ASN	Full Size	Vega Blue Nordam/MaxBlue/MojoD2 LeContFZORed/7.1 rear allow ed
LO206 Sr	B&S LO-206 (Black Slide)	15+	355	ASN	Full Size	Vega Blue Nordam/MaxBlue/MojoD2 LeContFZORed 7.1 rear allow ed
Super* (No year end trophy)	B&S WF		404+	ASN	Full Size	Vega Blue Nordam/MaxBlue LeContFZORed 7.1 rear allow ed
TKMC Medium	TKM	15+	380	TKM	Full Size	VegaBlue/LeContFZORed/MojoD5/Br.StoneYLR
TKM 4 Heavy	TKM	15+	410	TKM	Full Size	VegaBlue/LeContFZORed/MojoD5/Br.StoneYLR
Rotax Micro	Rotax Micro-Max	8-11	235	RMC	Cadet	Vega Blue Nordam/MaxBlue MojoD2/LeContFZORed/Bridgestone YLR
Rotax Mini	Rotax Mini-Max	10-13	290	RMC	Cadet	Vega Blue Nordam/MaxBlue MojoD2/LeContFZORed/Bridgestone YLR
Rotax Jr.	Jr Rotax	12-16	320	RMC	Full Size	Vega Blue Nordam/MaxBlue MojoD2/LeContFZORed/Bridgestone YLR
Rotax Sr.	Sr. Rotax	*14+	364	RMC	Full Size	Vega Blue Nordam/MaxBlue Mojo D5/LeContFZOWhite/Bridgestone YLR
Rotax Masters	Rotax Masters	32+	390	RMC	Full Size	Vega Blue Nordam/MaxBlue Mojo D5/LeContFZOWhite/Bridgestone YLR
Tag Cadet	ICP 2019	7-12	See	ICP 2019	Cadet	Vega Blue Nordam/MaxBlue LeContFZORed/Bridgestone YLR/MojoD2
Tag Junior	ICP 2019	12-16	See	ICP 2019	Full Size	Vega Blue Nordam/MaxBlue LeContFZORed/Bridgestone YLR/MojoD2
Tag Senior	ICP 2019	15+	See	ICP 2019	Full Size	Vega Blue Nordam/MaxBlue LeContFZOWhite/Bridgestone YLR/MojoD5
Tag Heavy	ICP 2019	32+	See	ICP 2019	Full Size	Vega Blue Nordam/MaxBlue LeContFZOWhite/Bridgestone YLR/MojoD5
Shifters	ICC, ROK KZ2, Honda	15+	See	ICP 2019	Full Size	Open Open
DD2	DD2 Rotax		381	RMC		Mojo D5

3.2 KART ENTRY FEES

- See the West Coast Karting Event Fee's 2020 schedule. Appendix 2.
- Spectators access/pit passes will be free of charge for club events.

3.3 MEMBERSHIP FOR COMPETITION

- To compete in a club event, entrants must meet the requirements below:
- Drivers must meet the criteria regarding age and weight, as set forth in the CLUB COMPETITION CLASSES for the current year.
- Be a current member in good standing of the club and hold a current ASN/CACC (Day) license, OR
- Be a member of an ASN/CACC sanctioned club that WCKC has a reciprocal agreement with.
- US, International Competitors and non-members 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.
- NOTE: All members are required to donate a minimum of 16 hours of volunteer time or forfeit the volunteer bond in order to be a member in good standing.
- Only WCKC Club members in good standing will receive Club Championship Points.
- No points will be awarded towards the WCKC championship without a WCKC membership.

3.4 LICENSING

- All drivers must hold a valid ASN/CACC valid regional licence in order to compete at WCKC. A CACC day licence may be obtained as per 2018 CACC regulations
- National & International licenses are accepted and issued directly by ASN Canada. Licensees are required to be a member in good standing at WCKC in order to apply for a National or International licence.

3.5 REGISTRATION FOR CLUB EVENTS

- In order to register for Club events, entrants must:
- Sign or have on Club record, a signed "ANNUAL RELEASE OF LIABILITY" and "HOLD HARMLESS AGREEMENT";
- 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.
- Present a valid membership card and current club rule book if requested.
- Present a valid recognized CACC karting license if requested.
- Pay the prescribed entry fees OR have on Club record a prepaid account for the Event;
- Upon payment of race fees, the Registrar will issue the ASN Technical Self Declaration form and appropriate armbands.
- Drivers shall complete their ASN Technical Self Declaration form, in full, at their discretion, but shall not do so within the registration area. It is the driver's responsibility to ensure their ASN Technical Self Declaration form has been handed in to registration for scoring to input the data into the timing system.
- No kart shall be allowed on the racing circuit until such time as it has been Safety Tech Approved. Refer to section 3.6
- **All registrations for club events will go through Motorsportreg.com. No manual entries at registration will be accepted.**

3.6 SAFETY TECH APPROVAL

- For Rookie Drivers Consists of:
- Tech card filled in and signed by the Registrar acknowledging payment
- Kart displaying a current tech sticker on Nassau panel or band on the right front spindle, and
- 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 may be disqualified for the day.
- For Non-Rookie Drivers: The tech card must be completed, signed and submitted at registration and the safety Tech sticker on the Nassau panel or the band located on the right front spindle must be installed by the competitor.

3.7 REFUNDS

- After a driver submits an ASN Technical Self Declaration form, no refunds will be granted.

3.8 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.
- setting up and taking down of tech tents and scales is included in the duties of the week end track workers

3.9 RACE DAY DISPUTES

- 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 the CACC steward on site or ASN/CACC will be called upon for assistance as needed.
- Protest fee's and procedures are per ASN Canada regulations. Protest fee is set at \$ 100 for WCKC Club Events.
- Video evidence may be considered in the discretion of the Race Director/ Steward

3.10 PIT SAFETY

- The Safety Tech inspectors shall require the following safety and tech items at each pit area:
- Copy (digital or printed) of these WCKC Supplemental Club Rules, CACC rules & ASN Canada FIA rules for the current year.
- Fire extinguisher 2.5lbs ABC. and a first aid kit.
- Bikes, scooters and skateboards are not allowed during the event when the track is hot, unless allowed in designated areas by the Race Director
- All Dogs and other pets must remain on a leash at all times
- Excessive speed (10 km+) by motorized vehicles will result in immediate exclusion.
- No Junior drivers are permitted to drive motorized vehicles while on the premises.
- **The main road (in front of dealer row) will be closed for all motorized traffic from 9.00 AM till the last race on race days. This to improve safety in the paddock**

3.11 DRIVER REQUIREMENTS

- In order to compete, drivers must meet the criteria regarding age and weight, as set forth in the CLUB COMPETITION CLASSES for 2018. Appendix 3
- Drivers must hold the correct license for the kart they are driving as per CACC rules.

3.12 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).
- After 3 races the Rookie/New driver can request to have the rookie status removed. A simple test and evaluation of driver skills and etiquette will be conducted before removal of the Rookie/new driver designation.

3.13 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, or Heat 1, Heat 2, 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.
- The short track will be used for all warm up laps and race “start” laps.
- All races will be started using a green flag.
- **Pole position must cross the start line in front of other competitors. If the off pole competitor crosses the line prior to the pole sitter they will be assessed a 10 second penalty for the first offence. Second offence would be assessed a 20 second penalty. Shifter Class will be exempt from this requirement as a result of standing starts.**

3.14 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.

3.15 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.

3.16 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.

3.17 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.

3.18 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 ASN general technical Regulations and Rotax Technical regulations.
- **LO206 header wrap required on header only.**

3.19 BALLAST

- All weights must be painted white prior to installation.
- For all senior Heavy classes, no more than 40 lbs of ballast may be added to the vehicles total weight

3.20 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 is 94 octane from the Chevron on Yale road in Chilliwack.

3.21 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.
- All full size chassis must use a homologated rear bumper. (3 piece plastic rear bumpers only allowed on Cadet Chassis)

3.22 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.

3.21 FRONT BUMPER

- CIK approved Drop Down bumper system is mandatory in all classes.

3.22 Kart Numbers

- Kart numbers assigned at the beginning of the race season can not be changed until the following season. This makes scoring much easier to track racers during the year.
- Karters assigned racing numbers from the previous season will have a first right of use as long as they are a paid up member in good standing.

4.0 RACE FORMAT AND CHAMPIONSHIP POINTS

4.1 RACE FORMAT

- The race schedule format for race day will be Practice-drivers meeting-practice-qualifier-pre final-final. The option of a three heat format is allowed.
- Racing order for the pre-final/heat race will be based on qualifying times, and racing order for finals will be based on finishing order of the pre-final. Racing classes will not be separated.
- 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:
- 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.
- 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.

- 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

- Practice on race day may consist of one 16-minute practice session with hot pit.
- Heat races will be 12 minutes + 1 lap.
- **Qualifying sessions when used will be 4 minutes**
- 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:
 - Qualifying shall be 4 timed laps
 - Pre-final races will be 12 minutes + 1 lap
 - The Final shall be 14 minutes + 1 lap

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' two 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.
 - All Qualifying 15th place on will receive 5 points.
 - All finishing heats 25th place on will receive 5 points.
 - All finishers in the finals 25th place on will receive 10 points.
 - Points will be awarded subject to the following rules:
 - A driver who does not take the Green Flag will receive a DNS (Did Not Start) and will receive no points.
 - A driver who does not take the checkered flag will receive a DNF (did not finish) and will receive points based on the position compared to the other drivers in the race.
 - 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 and/or Technical violations
 - Failure to weigh-In and meet the weight regulations after each race.
 - In the event of a disqualification, the scorekeepers will recalculate points for all drivers.
 - Resetting of the grid (eg. pole sitter or anyone else to start at rear of pack) is not permitted.

Position:	Qualifying:	Heats/Pre-finals	Final
1	100	200	300
2	85	175	250
3	75	155	210
4	65	140	185
5	55	130	150
6	50	120	130
7	45	110	120
8	40	100	110
9	35	90	100
10	30	80	90
11	25	75	80
12	20	70	75
13	15	65	70
14	10	60	65
15	5	55	60
16	5	50	55
17	5	45	50
18	5	40	45
19	5	35	40
20	5	30	35
21	5	25	30
22	5	20	25
23	5	15	20
24	5	10	15
25	5	5	10

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.

4.6 ENGINE CLAIM RULES

Rotax Claim Rule

Only the drivers who finished on the same lap as the winner of a final race can claim an engine.

The claim must be submitted to the Technical Director after the end of the final race. The five hundred dollar (\$500.00) verification and sealing fee must be submitted in cash with the written claim to WCKC. The claim can be submitted at any time before the winning engine is released from technical inspection by the Technical Director. After the release, no one is allowed to claim the winning engine.

Double Header/ Two (2) Day Event

(a) If a claim is made on the first day (Saturday) of a 2-day event the remaining procedures of this Claim Rule 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 wins both 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 there are different winners on Saturday and Sunday, there may be up to two (2) separate engine claims in a weekend.

(b) If no Technical Director is present, all karts will be held at scales at the end of final race for two (2) minutes during which time a claim can 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.

If more than one driver wishes to claim the winning engine, the driver with the worst place finish will have priority. Driver(s) who want to claim the winning engine must be at the technical area when the kart is released by the technical inspector. If the driver is not available at the technical area they will lose their right to claim the engine.

The claim applies to the engine itself and all accessories that come with a new engine. The price to pay for the claimed engine is the suggested retail price, plus local taxes plus the initial five hundred dollar (\$500.00) verification and seal fee which is required to make the claim Find below the suggested retail price for each

Rotax Class: DD2 engine: \$4999.99

FR125 Max Junior/Mini: 3699.99

FR125 Max: \$3979.99

Micro-Max : \$2749.99

Example: A FR125 MAX Junior engine claimed: \$3,700 + 12% (GST/PST \$444) + \$500 = \$4,644* The prices represent the purchase of a new engine with accessories, plus taxes plus original verification & sealing procedure. Prices are subject to change if retail price of the engine changes.

The engine must be paid in cash or certified funds before trophy awards. The money will be given to the winner when he or she will give the engine, its accessories and technical passport to the claimer. The Technical Director must write a report showing the name of the race winner, the name of the Claimer, the serial number, seal number(s) of the engine and the fact that the engine was given to the Claimer and paid. This report must be immediately given to the event Steward. A copy of the report must be sent as soon as possible to the RMC national manager Patrick Moreau by e-mail at patrick@maxchallenge.ca

If no Technical Director is present, the Race Director will make the report. The engine and accessories are sold "as is" without any warranty from the winner.

If an engine is claimed on Saturday the engine and its components being claimed will be marked and the seal number will be recorded by the Technical Director or in the absence of a Technical Director the Race Director before it is permitted to leave the Technical area or Scales. The claimed engine being presented at the end of the event on Sunday must be complete as marked on Saturday.

In the event the engine has been altered in any way the entrant will be disqualified for both days the Claimer may decide to keep the engine or cancel his or her claim without penalty.

If a driver fails to follow through with the claim they will forfeit the \$500.00 verification and sealing procedure fee to WCKC. The intent being that the claiming driver does not claim a motor just to be antagonistic without some form of penalty.

A driver cannot have their engine bought more than twice during the same season (to prevent abuse). If the winner does not want to sell their engine to the claimer, they will be automatically excluded from the event and their results of the day or in the case of a claim on Saturday during a double header both days results will be treated as a disqualification.

The technical inspector will prepare a written report of the refusal from the winner to sell their engine to the claimer. This report will be prepared after the first refusal from the winner and the winner will not be allowed to change their decision. If no Technical Director is present, the Race Director will make the report.

A driver cannot claim more than one engine during the same year (to prevent abuse). Only the driver who claimed the engine will be allowed to use the claimed engine at WCKC events during the same year. The only exception is if the same engine is claimed by another competitor in a subsequent race.

After another claim for the same engine, only the last driver who claimed the engine will be allowed to use this engine in the same season.

LO206 Claim Rule

In order to maintain a level playing field for members and guests, WCKC Members adopt a CLAIMING RULE FOR BRIGGS & STRATTON LO206 CLASSES. The claiming rule has been very successful at clubs across Canada and continues to foster growth in the grass roots 4- cycle 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. (a) 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. (b) 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 WCKC to claim an engine is: \$1,000 for the engine + \$ 350 Claim fee, + \$150 administration fee. (\$1,500.00 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 WCKC Technical Director for inspection and remain in WCKC possession throughout the entire process. Both claimer and claimed have the option to be present at the time of inspection. The decision by the WCKC 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 originally in a sealed LO206 box
 - C. All external components are subject to inspection but will be returned to the claimed party.
 - D. WCKC will award the claimed party a NEW LO206 in a factory sealed box plus a \$350 transfer fee.
7. If the claimed engine is found to be illegal:
 - A. The Technical Director will confiscate ALL illegal parts and related parts from the claimed engine.
 - B. The Claimer has the option to void the claim if the engine is found illegal.
 - C. The Claimed engine owner will be responsible for payment of the \$150 administrative fee, and will not be able to compete in an WCKC event until such time as payment is made to WCKC.
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 WCKC officials.
9. WCKC Officials may make alternative concessions if a particular situation justifies it.
10. This Claiming Rule is subject to change at the discretion of WCKC Officials. Any change in this rule will be posted online 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 outlined in this claim rule 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. If an engine is claimed on Saturday, the engine and its components being claimed will be marked and the seal number will be recorded by the Technical Director or in the absence of a Technical Director the Race Director before it is permitted to leave the Technical area or Scales.

The claimed engine being presented at the end of the event on Sunday must be complete as marked on Saturday. In the event the engine has been altered in any way the entrant will be disqualified for both days the Claimer may decide to keep the engine or cancel his or her claim without penalty.

If a driver fails to follow through with the claim they will forfeit the \$150.00 administration fee to WCKC. The intent being that the claiming driver does not claim a motor just to be antagonistic without some form of penalty

4.7 WCKC ROTAX SUPPLEMENTAL REGULATIONS

- Advertising on engines (replaces 2018 RMC Canada technical regulation 2.10) Sponsors stickers and badges are allowed.
- Cylinder (in conjunction with 2018 RMC Canada Technical Regulation 5.5) Cylinders with early production codes (Pre 2016 | Junior | Mini | Micro) & (Pre 2018 | Senior) are allowed, and must conform to the 2015 RMC Canada Technical Regulation 5.5
- Balance drive 125 Junior MAX and 125 MAX (in conjunction with 2018 RMC Canada Technical Regulation 6.1) Early model plastic type balance drive gears are allowed.
- Centrifugal clutch (in conjunction with 2018 RMC Canada Technical Regulation 6.2) Early model spring type clutch is allowed
- Combinations of ignition system, carburetor and exhaust system (replaces 2018 RMC Canada Technical Regulation 6.5) Refer to 2016 RMC Canada Technical Regulation 6.5
- Intake silencer (in conjunction with 2018 RMC Canada Technical Regulation 6.9)
 - a. Early model intake silencer is allowed (does not have to be marked "rotax")
 - b. Early model intake silencer tube is allowed (does not have to be marked "rotax")
 - c. Early model carburetor socket is allowed (does not have to be marked "rotax")
- Aftermarket batteries with the Rotax specifications is allowed for WCKC club events.

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 kart racer contributed the last part of his career to the club by serving as a race director and our facility manager.

APPENDIX 1, VOLUNTEER BOND

Volunteer bond/Volunteer program

Previous programs:

This program will replace the 16 volunteer hours in order to keep the membership in good standing, and the volunteer credit program introduced at the 2017 season.

Method of payments:

At the time of purchasing the membership the member will supply a post dated cheque of \$350, dated October 31 of the current race season. By choice, the member can “pay off” the bond at any time of the year by providing a payment of \$350. The cheques will be cashed October 31st of that year if the member did not fulfill the required amount of volunteer time.

Eligible volunteer tasks:

At WCKC there are many volunteer positions to be filled. All members who paid the bond can “earn” their bond back by volunteering for a large variety of chores to be done.

In order to get a refund a person has to put in a full day (min. 6 hours when it’s not a race day position) of work. One day will be “worth” \$ 125. Consequently, filling only 2 days will get a member a full refund of the bond. Refunds are issued by Cheque to the member as soon as the treasurer receives the ok to submit the refund. I would strongly advise against allowing partial jobs or half days to count towards bond refunds. This would be too much of a administrative burden. Every volunteer filling a position will be paid \$125, regardless if they already fulfilled their obligations. This said, the member who did not get a chance yet to work and get the bond refunded will have priority over members who already earned back their bond back. Key positions such as race director, scoring, starter and registration are excluded as tasks that can be applied to the volunteer bond. The volunteer coordinator has the duty to make sure positions are filled by members capable to do so.

The executive will be exempted of putting down the bond as the required hours for these positions are more than sufficient to comply with the above set benchmark. Collecting and refunding a bond would create an unnecessary workload.

Besides random tasks as described earlier there are many continuous jobs available that will qualify. If a member commits to one of these tasks the bond will be marked as “paid”. These jobs are:

Volunteer coordinator. This person will coordinate all the volunteers, and manage the volunteer agenda.

Marketing Assistant. We have a marketing Director, and this person can use some assistant in managing social media, instagram, etc..IT person. Sometimes computers have a mind of their own, we need a person who can help us keep the systems running.

Advertising person. Assisting the marketing director in finding different ways to advertise WCKC.

Web design, maintenance.

Membership Coordinator. We could use some help managing the membership. This person will work together with the track Manager and administer the membership roster and print membership cards.

The executive has the right to revoke and add tasks during the year as they seem fit.

Volunteering in non-WCKC related events such as, but not limited to, PCMRC, Westerns, CanAm, Gold Cup etc. will not count towards the volunteer bond unless approved in writing by the volunteer bond administrator.

In short, put your name down twice a year and you get your bond refunded. Don’t volunteer, you pay \$ 250 towards another person taking on the job.

APPENDIX 2, 2020 RATE SCHEDULE

WCKC Members Race Fees (+GST)

Race Fees	\$ 100	
Additional Class	\$ 30	
Transponder Rental (included in your WCKC membership. First come first serve)	Free	
Max Family Rate	\$275.00	

WCKC Non-Members Race Fees (+GST)

Race Fees (Race Day only)	\$ 125	
Additional Class	\$ 30	
Practice Day before Race Day (must be entered in race)	\$ 30	
Transponder Rental	\$ 25	
Max Family Rate	\$ 325	

RaceNow! Fees (+GST)

Race Now by Dealer: _____	\$ 55	
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Miscellaneous fee's

Power (amount per day)	\$ 10	
Log Book	\$ 10	
Rule Book	\$ 35	
WCKC T-Shirt S M L XL XXL	\$ 10	
1 Day Pass, open practice day (Check www.westcoastkartclub.com for restrictions)	\$ 75	
Volunteer Bond	\$ 350	

Annual Membership Fees (GST included)

Annual General WCKC Membership	\$ 125	
Annual Full Access WCKC Membership	\$ 600	
Fall Full Access WCKC Membership after Sept. 1	\$ 370	
Dealer membership	\$ 925	
**New Membership Application Fee (One-time fee for all 1 st time members)	\$ 50	
Storage Membership: Membership required (GST+PST)		
Bronze Storage Membership 8' x 10' Unit	\$ 700	
Silver Storage Membership 8' x 20' Unit	\$ 1,350	
Gold Storage Membership 8' x 40' Unit	\$ 2,600	

Subtotal: _____

***Storage Deposit (No GST)	\$250.00	
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Total: _____

Payment Online (MSReg.com)
(Circle method of payment)