

## 2023 Club & Supplementary Competition Rules

### West Coast Kart Club



West Coast Kart Club is a non-affiliated club

To be read and applied in conjunction with the following:

ASN Canada FIA Karting Sporting Regulations (Book 1) Please check for updates [here](#)

ASN Canada FIA Karting Technical Regulations (Book 2) Please check for updates [here](#)

ASN Canada FIA Front Fairing Drop-Down Regulations Please check for updates [here](#)

ASN Canada FIA helmet regulations Please check for updates [here](#)

ASN Canada FIA penalty guidelines check for updates [here](#)

[2021 ASN Canada FIA bulletin: Dynamic Kart Steering \(DKS\)](#)

2022 Rotax Max Challenge Global Technical regulations\* [here](#)

ASN Briggs & Stratton – Regulations Please check for updates [here](#)

\* WCKC utilizes Rotax Max **Technical regulations only** as per link above. These are the Rotax Max Technical regulations for the 2023 season as per February 1st 2023.

Changes made to these regulations by Rotax Max **after** February 1st 2023 WILL NOT apply on WCKC events.

Effective March 1 2023 **\*\*all changes for the 2023 season are highlighted in Yellow**

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.

West Coast Kart Club mission statement is to promote the sport of karting in BC and beyond, to provide a safe, fair and competitive environment for its members and guests with safety and fairness as the top priority.

WCKC Rule book consists 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.

## 1.1 Dealer Membership Conditions and code of ethics

When becoming a dealer member or renewing a dealer membership, all dealer members and platinum dealer members confirm and agree to the following:

- Uphold the highest standard of quality and service and will always act in the best interest of the membership and/or the club
- Clearly inform a member or prospect member in writing about the consequences if selling an engine type or platform that's not currently used in the WCKC club racing series
- not to sell items, parts or products over and above MSRP or normal advertised pricing or charge a premium when selling trackside at Greg Moore Raceway.

# 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 **electronic "RELEASE OF LIABILITY" form. A QR code and weblink can be found at the gate and scoring tower.**
- At race weekends all spectators entering the facility must obtain a wristband and sign the **electronic "RELEASE OF LIABILITY" form. A QR code and weblink can be found at the gate and scoring tower.**
- Spectators must not enter restricted areas of the facility without having obtained a wristband 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 dependent children under the age of 21, 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 during weekends when a track supervisor 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.
- Any person that may have personal, financial or business benefits that may be in conflict of interest with the wellbeing of the club and the membership will have to excuse themselves of making decisions and discussing subjects that may benefit their business or financial interests at executive and club meetings. Furthermore, any person that may have a conflict of interest will not be able to participate in any committee that will create this conflict of interest.

## 2.3 TRACK OPERATIONS

- The default track direction is clockwise. In case of a Counter-clockwise race the track direction will be counter-clockwise until the race event is over. Immediately after the Sunday race event the track again will revert to the default direction (clockwise). Under no circumstances other than mentioned above will the track be used in counter-clockwise
- Maximum of twelve (12) karts on the track at any one time.
- No competitive passing allowed.
- No contact or dangerous driving allowed, Dangerous and/or competitive driving during T&T witnessed on the track will result in immediate removal from the track for the day. Repeat contact with other karts during T&T may result in loss of practice privileges.
- All participants (i.e. drivers, mechanics and observers) sign the “Waiver of Liability” form prior to use of the facility, or have signed an annual waiver as marked on the membership card.
- 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, and be respectful of their feelings.
- NEW/ROOKIE drivers have the right to a dedicated 10-minute novice practice session added to the practice rotation. (open practice days only. DOES NOT apply at race weekends)
- Maximum time for any practice session not to exceed 10 minutes.

- Always follow the class rotation board set by the track supervisor during non-race weekend practice. No exceptions.

## 2.4 STORAGE AT THE FACILITY

- Rental of storage units is available on a first come, first serve basis.
- Rental storage units. 10', 20' and 40' units as currently available for rent. Pricing will be per 2023 rate schedule. Billing will occur per year starting at the beginning of race season, March 1<sup>st</sup>. 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 members are eligible to rent storage units.
- Only WCKC members in good standing can leave their motorhome, travel trailer or trailer at the facility. A storage fee as per 2023 rate structure will be charged annually in advance. No refunds when removed before year end.
- Nonpayment will affect the ability to renew the membership for the following year.
- 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 for test & tune and racing events
- **GMR is NOT** a campground. Overnight stays for anything other than test & tune and racing events is strictly forbidden.
- 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)
- Units have to be removed from the asphalt pit area onto the grass area at the end of the day unless the trailer will be used the following Day. Exemptions might be made IN relation to race weekends on discretion of the track supervisor or executive.
- **All trailers**, motorhomes and other non fixed structures that are stored on the paddock asphalt area will have to be removed of the paddock area no later than 30 days after the last WCKC event and be erected or placed back on the paddock area no earlier than 30 days before the first WCKC racing event. Placing trailers, motorhomes and non fixed structures for day or overnight use is permitted if used for test & tune purposes during that period.
- **No fuel** other than the fuel in the kart fuel tank can be stored in the storage containers or trailers on site. The size of any fuel storage tank or container present at GMR will not exceed 5 gallon.

## 2.5 Drivers, Mechanics and Observers

- 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 always in effect.
- No parents, instructors or anyone else than the track supervisor or appointed officials are allowed to access a hot track. In case of an incident the practice session will be immediately terminated by means of displaying the red flag and the track can be entered in a safe manner to help the driver involved.
- At no time is the Karter allowed to stop on the track surface to communicate with the Driving Instructor or Parent or to perform repairs or tuning. All communications will be done in the grid or pit area.
- Any Member, Parent, Driver, Mechanic, or any other person participating in GMR events (including T&T) who will threaten to take legal action, engage legal action, or retain legal council towards any official, parent, driver,

spectator or whomever is attending GMR events will no longer be able to use the facility until the executive board of WCKC decides otherwise.

## 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 COMPOUNDS

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

## 2.8 NOISE

- Maximum kart engine sound level permitted is 82db as measured in accordance with WCKC/lease 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 may 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.
- 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.
- No other generators than inverter style, ultra quiet or purpose build silent RV generators are allowed to be used at GMR.
- All 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.
- " In an effort to minimize noise at the facility, engine warm-up must be done in the designated " Warm-up Areas" located in marked locations within the facility. Engines must not be revved for more than 5minutes at any time. Excessive, sustained high revving is to be avoided. Karts may be started and kept at idle within the pit-space for no more than one minute to confirm the engine is ready to race. NO revving allowed.

## 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 first aid kit and valid fire extinguisher 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 3<sup>rd</sup> party. (eg. CanAm, Westerns. Kart Start). Check [www.westcoastkartclub.ca](http://www.westcoastkartclub.ca) before you go out.
- No karts to be run prior to 9.00 am, during lunch break and drivers briefings or after 8:00 pm.
- No karts to be run after dusk even if it's before 8.00 PM

- No participant's generators or motorized equipment to be run prior to 9.00 am, during driver's briefings or after 10:00 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.

Opening Hours:

- 9.00 – 5.00 PM / dusk Monday to Sunday from November 1st till February 28th
- 9.00 – 6.00 PM / dusk Monday to Thursday,
- 9.00 – 8.00 PM / dusk Friday, Saturday and Sunday from March 1st to October 31st
- No engines running after track closing hours.

## 2.11 PIT SPACES

- Pit spaces are marked on the paddock. Stay within the marked pit box. At no time will a driver or member allow karts, trailers, vehicles, trailer hitches sticking out and/or any other belonging on the travel lanes of the paddock
- At no time will any structure, trailer or tent hang over or cross the pit space boundaries towards the travel lanes
- All pits will require: First Aid Kit, Fire Extinguisher, Drain pan, garbage container/bag.
- All asphalt surfaces are to be always protected and kept free of debris. 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 always used.
- 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, fluids (fuel, oil, lubricants, cleaners, etc.), used/empty fuel containers and any other discardable material are to be removed from the facility on completion of practice or race weekend. NO disposal of fuel/oil, or fuel containers on site.
- All safety wire, tie straps, etc. are to be picked up and always put into the garbage.
- Trailer tongues to be supported. i.e. set on a board so they don't dig into the pavement.
- Entrants/users of the facility are responsible for putting garbage in the garbage bin located in the southwest 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 before 9.00 AM on the practice day before a race day or claimed by means of registering for the event 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 9.00 AM on the practice day before race day, or has been pre-registered for the event.

## 2.12 HOT PIT

- 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.
- Drivers shall not park their karts in the open area in the front of the hot pit, but rather park the kart as much towards the track access point as possible to avoid congestion.



## 2.13 Track access when track is hot

No one, and this includes parents, spectators, mechanics and drivers' coaches, will be allowed to enter a hot track unless:

- The person is an assigned WCKC official wearing a proper High Vis vest or jacket;
- To assist a Junior or Rookie driver that is unable to place their kart in a secure spot on their own;
- To assist in an accident after the Red flag is displayed;

In case of a mechanical breakdown or a driver is unable to return to the hotpit on their own power the driver should put the kart out of harm's way and walk to the nearest flagging tower in a safe manner. A driver cannot remove their helmet and other safety gear until the driver has arrived at the flagging tower. The driver should stay in the flagging tower until the session is ended.

DO NOT recover a kart on a hot track. This is NOT a valid reason to enter a hot track under any circumstances.

Violation of this regulation will result in the following penalty:

- First offence, one month suspension of practice rights
- Second offence, 3-month suspension of practice rights
- Third event, suspension of the practice rights for the balance of the season and the following season.

## 3.0 SUPPLEMENTARY COMPETITION RULES

### 3.1 COMPETITION CLASSES

See Appendix 1

### 3.2 KART ENTRY FEES

- See the West Coast Karting Event Fee's 2023 schedule.
- 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,
- 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 entry fee.
- 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

No licensing required at this moment.

### 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
- 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.
- No kart shall be allowed on the racing circuit to qualify or race, until such time as it has been Safety Tech Approved.
- All registrations for club events will go through Motorsportreg.com. No manual entries at registration/on site will be accepted.

### 3.6 SAFETY TECH APPROVAL

- ASN Technical Self Declaration form 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
- 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 to the tech director or a person appointed by the tech director before the qualifier.
- If a driver is caught on the racing circuit at any time during, qualifying or racing sessions, without Tech Approval, they may be disqualified for the day.

### 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 weekend track workers

### 3.9 RACE DAY DISPUTES

- DO NOT approach an executive member during the race weekend to address concerns or complaints about the race procedures, penalties or other race day related events.
- 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.

- Protest fees and procedures are per ASN Canada regulations. Protest fee is set at \$ 100 for WCKC Club Events.
- Video evidence may be considered to the discretion of the Race Director and/or 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, ASN Canada technical regulations book 1 and sporting regulations book 2 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
- 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 2023.

### 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 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.
- The rookie status can be removed before 3 races upon the discretion of the race director, novice Director and/or steward.

### 3.13 RACING PROCEDURES

- No “speed” competition shall take place unless a person with a minimum of BC Workers Compensation Level 2 training is present at the track, or third party safety personnel are present. 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 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.
- Except shifter classes all races will be started using a green flag.

### 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/GDS sporting regulations book 1.

### 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. All karts must be stopped then removed from the tech area. No coasting through the tech area into the paddock is allowed.
- All drivers and karts must weigh-in after qualifying or Heat #1, Heat #2 and Final. Failure to weigh in at scales and if the driver found to be underweighted the driver 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.
- In case of a weight dispute the driver can request a second and third weight-in after all participants have passed scales.
- All karts and drivers must, if requested by the tech Director, 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.

- Tire compounds, brands and sizes are determined at the annual rules meeting and not to be changed or re-voted on for a period of 2 years starting at the beginning of the 2020 season.

### 3.18 ENGINE

- The Race Director reserves the right to impound the engine and seal it for technical inspection later. Refusal to comply with the technical inspection request shall result in disqualification for the event.
- **For** reference of engine specifications see 3.1 Competition classes & weights at the bottom of this document
- LO206 header wrap required on header only.
- **Any** modifications on the kart for the purpose of equalizing the engine platforms will be done by any of the following means:
  - Adding and subtracting weight,
  - Tire compounds
  - Fixed set gearing.
  - Exhaust restrictor. Restrictor must be of the same manufacturer as the engine as it will be applied upon and readily available through multiple retailers.

**In no** circumstances will there be any changes, additions or modifications made to the engine platforms to accomplish engine parity, other than forementioned methods.

### 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
- All ballast must be bolted to frame or seat. No ballast may be attached to side pod bars. Ballast may be retained with the following methods:
  - The use of non-locking nuts is permitted so long as two are used to be locked together and the nuts are retained with safety wire or locking cotter pins.
  - Single Self locking nuts made from Plastic ( Nylock), or metal ( K-nut, Jet nut) may be used. This method is the recommended method.

### 3.20 FUEL

- **Spec fuel** for 2 Cycle and 4 cycle engines is Chevron 94. Engines that require higher octane may use commercially available race gas only. In all instances the motor octane number must not exceed 110. No oxygenation additives or octane boosters are allowed.
- **All fuel** used at GMR, practice and race weekends, will be lead free as of July 1 2023.

### 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. Cadet, Junior and senior classes chassis must use a plastic homologated rear bumper, regardless if the kart is homologated or not.

### 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 push back system is mandatory in all classes as per ASN/GDS technical regulations book 1

### 3.22 Kart Numbers

- Kart numbers assigned at the beginning of the race season can not be changed until the following season.
- Karters assigned racing numbers from the previous season will have a first right of use as long as they are a member in good standing.
- Numbers 7 and 99 are retired and can't be used at WCKC club events.

## 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 3<sup>rd</sup> and 5<sup>th</sup> 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 21<sup>st</sup> will be on pole and the kart that would have been 22<sup>nd</sup> 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 fastest 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.
- **Qualifier grids** will be determined by the results of the practice session prior to the qualifying session

### 4.2 RACE LENGTH

- Practice on race day may consist of one up to 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 on his discretion 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 the 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 15<sup>th</sup> place on will receive 5 points.
- All finishing heats 25<sup>th</sup> place on will receive 5 points.
- All finishers in the finals 25<sup>th</sup> 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 event 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 the rear of the 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 on the points from qualifying, heats, bonus points and

Points will be awarded according to the following schedule:

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



## 4.5 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.
- Radio communication to drivers is Prohibited during race days. Use will result in disqualification.

## 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

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 email at [patrick@maxchallenge.ca](mailto: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.

**Furthermore, if** a participant refuses to sell the claimed engine the participant will be excluded from participating in any WCKC organized events for a period of 6 months

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: engine retail price + \$ 350 Claim fee, + \$150 administration fee.
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.

## **2 Stroke Claim Rule Applicable to any 2 stroke class except shifter & Rotax classes.**

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 published suggested retail price from any authorized dealer, plus local taxes plus the initial five hundred dollar (\$500.00) verification and seal fee which is required to make the claim. 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.

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.

2023 Supplementary Regulations and Club Procedures West Coast Kart Club 17 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.

Furthermore, if a participant refuses to sell the claimed engine the participant will be excluded from participating in any WCKC organized events for 3 race events.

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.

#### 4.7 WCKC ROTAX SUPPLEMENTAL REGULATIONS

- 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)
  - Early model intake silencer is allowed (does not have to be marked “rotax”)
  - Early model intake silencer tube is allowed (does not have to be marked “rotax”)
  - Early model carburetor socket is allowed (does not have to be marked “rotax”)
- Aftermarket batteries that are within the Rotax specifications are allowed for WCKC club events.
- Advertising on engines (replaces 2018 RMC Canada technical regulation 2.10) Sponsors stickers and badges are allowed.
- Any participant in the Rotax Senior class must have his/her 15th birthday during the year of the event.
- Cylinder (in conjunction with 2018 RMC Canada Technical Regulation 5.5)

## 5 Retired Numbers

The number 7 was retired from use at Coastal Kart Racers in memory of Dean Hasset 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, or register with Motorsportreg.com by providing a valid CC,. 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 31<sup>st</sup> 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” \$120. 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 an administrative burden. Every volunteer filling a position will be paid \$120, 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 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 of doing so.

The executive will be exempted from 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 assistance 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, 2023 RATE SCHEDULE

Check WCKC Online webpage -> <https://westcoastkartclub.ca/>

## APPENDIX 3, 2023 Weight and technical regulations

See separate PDF document. Posted online -> <https://westcoastkartclub.ca/Rules-WCKC.html>

## APPENDIX 4, Micro Swift, Mini Swift and X30 technical regulations

\*As per Skusa 2023 regulations

1.1 The technical inspector may employ any recognized method of determining legality, even if the specific test or procedure is not contained herein. Parts may be compared to known stock parts to determine compliance.

1.1.1 Factory fiche and supplemental rules may also be used to determine compliance. In the event of a conflict between the factory fiche and the SKUSA rules, the SKUSA rules take precedence.

1.2 Graphics, painting, coatings: No attempt to alter cooling or airflow allowed. Limited to one decal on the left and right side of the cylinder head or cylinder. No additional covers, shields or heat retention devices allowed. Final determination rests with the head tech official.

1.3 Spark plug: Must be stock, unmodified, commercially available spark plugs. Note special rules for X30, Swift, KA100 and SSE. May be compared to a known stock plug to determine any modification. Must have stock or indexing washer or CHT lead in place. Maximum length 18.5 mm (including washer or temp lead.) May be verified with a spark plug gauge – with plug tightened to no more than 180 in/lb.

1.4 Aftermarket availability: All aftermarket products used in competition must be of standard production, be commercially available in North America, and must have been so for no less than thirty days prior to the SKUSA event.

1.5.1.1 Minor: failing the Digatron test (or specific Gravity test) indicating the use of pump gas, incorrect oil, contaminated tank or fuel container. The technical inspector may use his own discretion in applying this penalty.

1.5.1.2 Major: failing the Digatron or Specific Gravity test by a large margin and/or failing the Germaine (NHRA) test. This may indicate the presence of performance-enhancing chemical additive(s), many of which are known to be cancer-causing or otherwise harmful to human health. The technical inspector has the discretion to determine the extent of the non-compliance and the penalty assessed. The technical inspector may choose to retain samples for additional laboratory tests. Results may remain Provisional pending the outcome of these tests.

1.8 Non-Conforming Equipment: As many components in the SKUSA race program are “spec” or controlled, they must always conform to regulation in every competition session. Examples of these components are ignition modules, carburetors, exhaust systems and exhaust restrictors/headers, as well as all engine components. If a component is found to be non-conforming, it will be grounds for a disqualification, and may incur additional penalties. The item may be confiscated by the technical official and not returned. In addition to the competitor disqualification, the engine builder may also be penalized. In the event of a dispute regarding its legality, an appeal may be submitted. Should the non-conforming component be found under the seal (or paint), the disqualification applies to all previous competition sessions of the event.

1.9 CCV Measurement Procedure: ● Where applicable, combustion chamber volume (ccv) measurements should be made with the L.A.D. Specialties #CCMP measuring plug tool. ● Allow the engine to reach ambient temperature. ● Remove the spark plug and measure the thread length. Measurement from the tip of the threaded portion of the plug body to the bottom of the factory-installed washer may not exceed 18.5mm. ● Screw in the designated CC tool for the class. Rotate the piston to TDC. Then rotate back approximately 20° BTDC. ● Screw in the designated CC tool for the class. ● With a Class A graduated burette, mechanical or electronic, fill to the proper level using either the top or the bottom (recommended) of the meniscus as the starting point. Dispense approximately 90% of the specified amount of Marvel Mystery Oil. ● Wait 15 seconds and dispense the balance of the specified amount before reading the burette at the same point as the beginning reading. (This allows fluid clinging to the interior of the burette to settle for a more



accurate reading.) ● Rotate the piston to TDC. No fluid may overflow the CC tool. 401.10 Deck Height or 'Squish' Measurement: All squish measurements will be made using a 1/16" (.0625") 50% lead / 50% tin solder parallel to the wrist-pin. McMaster-Carr #7667A32. Both sides must conform to the stated dimension.

10.1 Squish Check Procedure: ● Position piston just before top dead center and insert solder thru spark plug hole pointed at cylinder wall (should contact cylinder wall). ● Revised 5/12: Roll the piston thru top dead center and measure along the crushed area. Repeat the process on the other side using a separate piece of solder. ● Both sides must be compliant with the spec's defined for the particular engine being checked (not an average). ● If the measurement is found to be non-compliant, it may be checked by two other tech officials (maximum three tests).

2 All engine specifications shall be per the SKUSA website PDF links and rules below. The basic intent of the class is to run the engines as supplied by the manufacturer without modification or substitution of components. All engines used in SKUSA competition must be USA models originally sold in the USA. Links to Engine Spec PDFs: [superkartsusa.com/rulebook.html](http://superkartsusa.com/rulebook.html)

## 2.2 Carburetors, Air Box (Inlet Silencers) and Adapters

2.2.1 Carburetors: OEM as supplied from the engine manufacturer. Throttle shaft, butterfly and butterfly screw must remain stock. Surface finish of venturi and bore must remain as manufactured. All dimensions shown in PDF apply, no additional machining permitted. The color of diaphragms and gaskets is non-tech so long as the dimensions defined in the PDF fiche are observed. Auxiliary return spring is required for all butterfly type carbs.

2.2.2 Carburetors - SSE: 402.2.2.1 Tillotson HB15A: Venturi diameter is Max 34mm (1.339") -- Throttle bore diameter maximum is 36mm (1.417") Must be run in position shown on fiche .pdf -- Auxiliary return spring required.

2.2.2.2 Dellorto VHSH30: Approved for usage on the SSE. All size jets, tubes and slides are legal so long as they are original Dellorto items. The carburetor must otherwise be run as supplied with no additional machine work or changes permitted. Two mounting systems are approved:

2.2.2.2.1 A - IAME conveyor Z2NB41000, rubber carb flange IZB-41551 and flange IZB-41350N may be used.

2.2.2.2.2 B - IAME conveyor IZB-41040 and the rubber carb mounting flange IFG-30900 Any external fuel pump may be used 402.

2.3 Air Box/Inlet Silencer: The position of the air box is non-tech. (Note special requirements for IAME Micro/Mini Swift, IAME X30, KA100 and SSE as posted in fiche / PDFs.) Large or full cover wraps / graphics / coatings are not permitted. The final determination of compliance rests with the tech inspector. If there is doubt about compliance, ask before using. Decals may be removed at the discretion of the tech inspector at any time to verify compliance (no additional holes). No additional holes other than the air intake tubes and one .200" water drain hole are permitted. One strip of tape may be used at the connection of the rubber mounting flange and the silencer body. One strip of tape may be used to secure the inlet tubes. Silicone or other sealant may be used to secure inlet tubes. Foam filter is required as noted in the factory documents. If the rubber adapter is reversible, it may only be cut on one side, with the altered one to be located inside the body of the silencer (rain conditions where no foam filter is required).

2.2.4 Reed Cage Assembly: Only OEM/IAME fiberglass reeds are allowed with a minimum thickness of 0.011". Manifold shape and design shall remain as manufactured. No grinding or polishing of the reed cage or manifold is allowed. Removal of excess rubber at the molded parting lines, resurfacing the reed contact surface and gasket surface is legal. Reed screws are non-tech.

2.2.5 Reed Cage Assembly - SSE: Single reed petals (no two stage systems). Minimum petal thickness .012". Stops and stiffeners are open. No modifications to the reed box or manifold

2.3 Starter Batteries: Must be of a sealed or dry cell design. All batteries used must be of enough capacity to start the engine. 402.3.1 Mounting: All batteries are to be labeled with the kart number. THIS IS A TECH ITEM. They are to be affixed in one of the following manners: (1) Factory IAME box and velcro strap with one 175-lb tie wrap, or (2) Aftermarket battery box with minimum of two 175-lb tie wraps, at least one of which is installed around the chassis.  
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2.4 Starters: It is expected that the competitor can demonstrate on-board starting when requested by a tech official. 402.4.1 In the event of a starting system component failure, an auxiliary starter may be used without penalty. The intent of this rule update is to allow temporary auxiliary starting for engines in the event of a starter system failure. It is not intended to replace the on-board system. Use of an auxiliary starter on consecutive race days may result in penalties being assessed. A small hole is allowed in the side pod to facilitate the use of an auxiliary starter in the event of starting a 'loaded up' engine. The use of universal joints to clear a non-drilled side pod is discouraged.

2.4.2 Regardless of the starting method employed, all starting system components (including charging system) must always be installed per OEM specifications. Failure to comply with this requirement will result in disqualification.

2.4.3 Any competitor using auxiliary starting may be subject to additional tech to verify complete starter system installation and legitimate component failure at the discretion of the Race Director.

2.5 Clutch: OEM as per engine manufacturer PDF. Clutch engagement must not exceed 6000 RPM (Swift 5000 RPM). Slip must not be adjustable. Clutch components may not contain significant amounts of any oil or grease. Saturated friction surfaces are grounds for exclusion. Drive sprocket and drum to be OEM factory supplied - no after-market items allowed. Only OEM drums without holes are permitted per the factory fiche

2.5.1 Optional test procedure: Place kart on stand in a safe location with axle free to turn with no obstructions. Start engine. Apply throttle a few times to ensure response. Holding throttle and brake on at same time, apply full throttle against full braking without tire rotation. It may require a few attempts to get a clean pull. Read either competitor's gauge or have a clip-on tech gauge to read RPM at highest reading. RPM's exceeding 6000 for X30 and KA100 (5000 for SWIFT) are non-compliant. A specified carburetor setting may be required.

2.6 Exhaust: All exhaust components, including header, are to remain intact during the race and until technical inspection. Intact is defined as complete as manufactured with no cracks, modifications, or missing components. Leaks at the header juncture or at end cap may result in penalties. It is highly recommended to seal these areas with silicone sealant. No repairs are allowed without prior approval of the Technical Director.

2.6.1 All exhaust silencers and headers to be run as factory supplied with no alterations. Details for each individual engine are shown in the factory fiche documents. 402.6.2 All engines / all classes: No spacers allowed between the header and the cylinder - single factory OEM gasket only - minimum thickness 1.3mm

2.6.3 Any means to by-pass an exhaust restrictor is grounds for disqualification. This includes but is not limited to leaking exhaust manifolds, gaskets, or connection joints.

402.6.4 Exhaust Headers for Restricted Classes:

Micro Swift A85365 16mm

KA100 Junior IAH-02011 22mm

X30 Junior X30125370J 22.7 mm

2.7 Cylinder damage: Cylinders that have internal damage may not be acceptable for competition.

Small nicks in ports from debris such as broken circlips, ring segments and the like are acceptable on any edge of the port. Larger damage on the top of the port may not be acceptable if the damage is above the height of the top of the exhaust port. Wrist pin damage resulting in grooving of the cylinder above the top 2/28/2022 Back to Top 25 of the exhaust port is not acceptable. It is strongly recommended that any questionable cylinder be approved in advance, at the Tech Director's discretion for a specific event.

2.8 Crankcases: Main bearing pockets may be repaired with inserts, but the crankshaft centerline must not be altered. All other dimensions must remain as published in the specifications.

2.9 Piston/Wrist Pins/Ring: As supplied by manufacturer; must conform to dimensions in PDF. No modifications allowed. Circlips are non-tech.

2.10 Radiator (X30 and SSE): One aftermarket radiator allowed to replace the IAME radiator, subject to the following: No auxiliary fans; No additional scoops, air dams or other aerodynamic additions, Water pump is non-tech but must be powered from axle. Electric pumps not allowed. Thermostat optional. Height 50cm maximum from ground (excluding filler cap). Maximum dimension: Height: 19.5" Width: 12" Depth: 3.250" (496mm x 305mm x 83mm). Shield on rear allowed to prevent damage from track debris.

2.11 Spark Plugs: Only the following spark plugs may be used:

2.11.1 Swift: NGK BR\_EG or B\_EG or DENSO W\_ESZU or Autolite AR50, AR51, AR52 and AR53. 402.11.2 KA100: NGK B10EG, NGK BR10EG, NGK 6252K-105, NGK R6254-105 402.11.3 X30: NGK R6252K-105 or NGK R6254E-105. In the event of a rain race, NGK BR10EG may be used.

2.11.4 SSE: NGK R6252K-105, NGK R6254E-105, NGK BR10EG, NGK B10EG. 402.11.5 18.5mm minimum length - all plugs, all classes. Also see Section 401.3

2.12 Spark Plug Caps: Only the following are allowed: PVL (IAME part number 10544) or NGK (Part number TB05EMA).

2.13 Ignition Timing - Swift: Open

2.14 Ignition Timing - KA100: 0.106" BTBC Max // 0.080" BTDC Min 402.15 Ignition Timing - SSE: 0.090" BTDC Max

2.16 Ignition Timing - X30: ● Key thickness open. ● Keyway slot width in the flywheel and the crankshaft is 0.103" ● Four holes in the stator are open. ● Four stator holding screws are 0.187" No-Go minimum diameter. ● Procedure for inspection using the top drawing on the factory fiche on page 7 is as follows: ○ Install a dial indicator into the spark plug hole and zero at top dead center -- Rotate the engine at least one turn of the indicator before TDC -- Rotate the engine until the needle just arrives at TDC -- The thin line on the flywheel must strike somewhere within the wider molded center line on the stator, or to the right side of this line

2.17 Reed cage screws are non-tech.

2.18 No external modifications of any type allowed including air scoops or heat retention additions.

2.19 The IAME profile gauges must be able to enter the head or header area completely in order to verify the configuration/shape. It is the responsibility of the competitor to ensure the components are free of excess carbon buildup. In post race inspection, the competitor will be given the opportunity to clean the head or header with a rag (no abrasives or scrapers allowed). If the gauge still will not properly enter to verify the shape, disqualification may occur.

2.20 Bearings, Seals, O-rings, and Gaskets: may be replaced with equivalent from aftermarket suppliers. No ceramic or exotic material bearing allowed. Changing cylinder base gasket thickness to adjust port duration is allowed. Changing head shim to adjust squish is allowed.

402.21 Ports: must remain as manufactured condition. No grinding or polishing of any kind.

Swift 1.230" 1.095" 0.585" (EXHAUST /EXHAUST LIGHT TEST / INLET)

KA100 1.420" 1.295"

X30 1.340" 1.215"

SSE 1.200"

2.22 Fuel System: No additional components are permitted. No external fuel pumps. Any fuel filter, if utilized, must be placed between the fuel tank and carburetor.

402.23 Head Squish Minimums: See 1.10 for solder specifications.

SWIFT 0.025"

KA100 0.041"

X30 0.035"

SSE 0.039"

## APPENDIX 5, Micro Rok, Rok Jr and Rok GP technical regulations

\*\* as per ROK 2023 regulations.

### **MINI ROK**

#### 1. Fuel System:

- All fuel system components must be utilized as supplied.
- b. No additional components are permitted.
- c. Any fuel filter, if utilized, must be placed between the fuel tank and the original fuel pump.
- d. Vent tubes are optional, but fittings must remain in carburetor.
- e. Fuel Pump must be mounted to the engine.
- f. A "Y" or "T" can be installed in the fuel line between the fuel pump and fuel inlet to the carburetor to facilitate the installation of a return line to the fuel tank. The "Y" or "T" must have the same inside diameters for all 3 connections.

#### 2. Carburetor:

- Dell'Orto PHBG 18 BS.
- The only allowed changes to the Dell'Orto PHBG 18 BS carburetor are main jet and needle clip position. Any other change or modification is not allowed.
- Only OEM Dell'Orto parts are allowed and must be of the same type and size as originally supplied.
- All jets must be original Dell'Orto jets.
- Stamped numbers on parts DO NOT guarantee the accuracy of the part.
- Standard Dell'Orto PHBG 18 BS Set Up: -Slide: #40 -Needle: W23
- Outer pilot: #60 -Inner pilot: #50 -Emulsion tube: 266AN -Floats: 4gm -Maximum venturi size: 18mm.

#### 3. Air Box:

- Foam air filter insert is optional.
- Air box clamps MUST be tight.
- Air box must not contain any additional holes.
- No external form of air ducts forcing air inside of air box is permitted.
- Air box must be secured completely after each track event otherwise last place position is given.
- Plastic protection under rain conditions is allowed.

#### 4. Coil:

- Must be mounted to the engine.
- Must use coil wire as supplied.

#### 5. Wiring Harness:

- Must use all components as supplied.
- No additional components are permitted.
- Must use original buttons.
- If any wire is damaged or cut, wire coupling can be used to repair cut wire area only.
- Replacing the ends of the harness is acceptable with similar part.
- Additional grounds are allowed.

#### 6. Battery:

- Battery must be of the same physical dimensions as the supplied battery.
- Battery must fit inside supplied battery box.
- Battery box must be attached to the frame.
- A secondary battery is allowed to power data systems only: Mychron, Unipro, Alfano, etc.

#### 7. Spark Plug:

- Only the following plugs allowed: i. NGK B/BR EG heat range is open. ii. Must be original and no modification is allowed. (Changing the spark plug gap is allowed).
- Original supplied spark plug washer or head temperature gauge sender must be in place.
- Spark Plug Cap must be as supplied.

#### 8. Exhaust Pipe:

- No treatment of any kind.
- No sand blasting is allowed.
- No form of thermo wrapping is allowed.
- Internal dimensions may not be altered because of rust.
- No modifications to silencer end cap.
- No major likings.
- Exhaust temperature sensor: i. One exhaust temperature sensor is allowed. ii. One hole only can be drilled on the exhaust pipe for sensor. iii. No specific location is required for the exhaust temperature sensor. iv. Any hole not being used must be completely plugged if exhaust sensor is not being used.

v. Exhaust MUST remain intact, as provided by the manufacturer. No cracks and/or welding is permitted.

#### 9. Exhaust Header:

- As per Homologation File.
- Headers cannot be cracked or leaking.
- A go-no go gauge will be used to control headers. It is allowed to clean the restrictor headers with scotch-brite or solvent.

10. Clutch: Clutch components MUST not contain significant amounts of any kind of oil or grease. b. It is mandatory to use the cover provided by Vortex of the clutch bell.

11. Ignition Timing: Standard (3mm.) +/-1 mm.

12. External Modifications: a. Any modification clearly not called out inside this document is not to be taken as legally acceptable.

13. Vortex a. Engine sprocket: Vortex 10T or 11T only.

### **MICRO ROK**

All rules, regulations, sizes and measures as per Mini Rok except for:

1. Rear Gear: 10/75 or 11/82 2. Exhaust: Restrictor as per Homologation File.

### **ROK GP Junior – Senior – Master**

1. Fuel System:

- All fuel system components must be utilized as supplied.
- No additional components are permitted.
- Any fuel filter, if utilized, must be placed between the fuel tank and the original fuel pump.
- Vent tubes are optional, but fittings must remain in carburetor.
- Fuel Pump must be mounted to the engine.
- A plastic “Y” or “T” can be installed in the fuel line between the fuel pump and fuel inlet to the carburetor to facilitate the installation of a return line to the fuel tank. The “Y” or “T” must have the same inside diameters for all 3 connections.

2. Carburetor:

- Dell’Orto VSH 30.
- The only allowed changes to the Dell’Orto VSH 30 carburetor are main jet and needle clip position. Any other change or modification is not allowed.
- Carburetor airbox clamps must be used as supplied.
- Only OEM Dell’Orto parts are allowed and must be of the same type and size as originally supplied.
- All jets must be original Dell’Orto jets.
- Stamped numbers on parts DO NOT guarantee the accuracy of the part.
- Standard Dell’Orto VSH 30 Set Up: -Slide: #40 -Needle: K33 -Outer pilot: #60 -Inner pilot: CD1 (B45 also allowed).

-Emulsion tube: DP268 -Floats: 4gm -Maximum venturi size: 30mm

### 3. Air Box

- Foam air filter insert is optional.
- Air box must not contain any additional holes. c. No external form of air ducts forcing air inside of air box is permitted.
- Air box must be secured completely after each track event otherwise last place position is given.
- Air box clamps MUST be tight.
- Unused end of carburetor socket may be trimmed away to where it intersects the slotted hub.
- Plastic protection under rain conditions is allowed.

### 4. Coil:

- Must be mounted to the engine.
- Must use coil wire as supplied.

### 5. Wiring Harness:

- Must use all components as supplied.
- No additional components are permitted.
- Must use original buttons.
- If any wire is damaged or cut, wire coupling can be used to repair cut wire area only.
- Replacing the ends of the harness is acceptable with similar part.
- Additional grounds are allowed

### 6. Battery:

- Battery must be of the same physical dimensions as the supplied battery.
- Battery must fit inside supplied battery box.
- Battery box must be attached to the frame.
- A secondary battery is allowed to power data systems only: Mychron, Unipro, Alfano, etc.

### 7. Spark Plug:

- Only the following plugs allowed: i. NGK B/BR EG heat range is open. ii. Must be original and no modification is allowed. (Changing the spark plug gap is allowed).
- Original supplied spark plug washer or head temperature gauge sender must be in place.
- Spark Plug Cap must be as supplied.

### 8. Exhaust Pipe:

- No treatment of any kind.
- No sand blasting is allowed
- No form of thermo wrapping is allowed.
- Internal dimensions may not be altered because of rust.
- No modifications to silencer end cap.
- No major leaks.
- Exhaust temperature sensor: i. One exhaust temperature sensor is allowed. ii. One hole only can be drilled on the exhaust pipe for sensor. iii. No specific location is required for the exhaust temperature sensor.

iv. Any hole not being used must be completely plugged if exhaust sensor is not being used.

#### 9. Exhaust Header:

- As per Homologation File.
- Restrictor JUNIOR ROK as per Homologation File.
- Headers cannot be cracked or leaking.
- A go-no go gauge will be used to control restrictor headers. It is allowed to clean the restrictor headers with scotch brite and solvents.

#### 10. Clutch:

- Clutch components MUST not contain significant amounts of any kind of oil or grease.
- It is mandatory to use the cover provided by Vortex of the clutch bell. 11. Ignition Timing: a. Standard (3 mm.) +/-1 mm. 12.

#### External Modifications:

a. Any modification clearly not called out inside this document is not to be taken as legally acceptable.

#### 13. Cooling System:

- Must be original as supplied. i. Minor welding is allowed to cover up small holes. ii. Additional metal mounting brackets may be used to secure Radiator. iii. All radiators MUST be mounted on the left side of the driver and placed above the chassis frame. Supplementary radiators, if needed, may be mounted either on the left or right side.
- Water hoses: i. Original and after market hoses are acceptable. ii. It is not mandatory to use thermostat but if used must be OTK W866. iii. If not using thermostat, only allowed split is for a water temperature sensor. Water cooled engines will be allowed to use Hot Head water heating system

#### 14. Water Pump:

- ONLY one water pump may be used
- External water pump MUST be located on the traverse tube of the chassis under the seat.
- The water pump must be belt-driven by the axle, and may not be electrically powered in any way, shape, or form.
- Non Glycol additives are allowed for lubrication

15. Reeds a. ONLY Vortex supplied reeds allowed.

## APPENDIX 6, Rotax Micro, Mini, JR and SR

\*\* As per 2023 RMC rules

### Engine sealing.

RMC's, engines which have been checked and sealed by the Authorized Rotax Distributor of this territory or one of the Service Centres appointed by the Authorized Distributor, are allowed to be used only. For IRMCE all Authorized Rotax Distributors and their Service Centres only are allowed to check and seal engines. Authorized Distributors and Service Centres which are legal to check and seal engines are listed at <http://www.rotax-kart.com/Find-a-Dealer>. By sealing an engine, the ROTAX Authorized Distributors and their Service Centres take over the responsibility for the conformity of the engine with according to the valid Technical Regulation. Also, a brand-new engine must be checked according to the Technical Specification before sealing.



The engines have to be sealed with specific ROTAX engine seals (black anodized aluminium seal with "ROTAX "-logo and a 6-digit serial number and a barcode). Seals with barcode only are legal to be used. Further legal seals are: Black anodized aluminium seals with "JAG"-logo and 6 digit serial number Red anodized aluminium seals with "JAG"-logo and 6 digit serial number Red anodized seals with "KORRIDAS" and 6 digit serial number Blue anodized seals with 6 digit serial number (Kombikart)

By means of the steel cable the engine must be sealed on one Allen screw of the intake flange, on one stud screw of cylinder and one Allen screw of the cylinder head cover.

After sealing the engine seal thread must be squeezed using calliper ROTAX 276110. It is not allowed to pass the end of the sealing wire through the seal a second time .

At every new sealing of an engine the ROTAX Authorized Distributor or Service Centres that checks and seals an engine is responsible for following indications at the Engine Identity Card which belongs to the owner of the engine. Serial no. of the engine Serial no. of the engine seal Stamp and signature of the Authorized Distributor/Service Center.

At scrutineering the driver has to present: The engine(s) with the undamaged engine seal(s) The Engine Identity Card(s), showing the matching engine serial no.(s), the matching engine seal no.(s), the stamp(s) and signature(s) of the Authorized Distributor or Service Center that has (have) checked and sealed the engine(s).

The ROTAX authorized Distributor organizing a national RMC may appoint before every RMC race a neutral Service Center which will be the only one allowed to re-seal an engine between scrutineering and the final in the case of an engine failure.

During an IRMCE ROTAX Authorized Distributors and their Service centers are not allowed to re-seal an engine between scrutineering and the final. The sealing of engines helps to reduce the times for scrutineering at races as during the race event just the accessories (carburettor, exhaust, radiator.....) must be checked. Of course, scrutineers can request to open and re-check an engine according to the Technical Specification, before or after a race or in case of a protest.

If an engine seal has been broken (for which reason ever), the engine has to be checked completely according to the Technical Specification and must then be re-sealed by an ROTAX authorized Distributor or one of its Service Centres.

### ***Engine modifications, repairs and additions***

#### **Modifications**

Neither the engine nor any of its ancillaries may be modified in any way. "Modified" is defined as any change in form, content or function that represents a condition of difference from that originally designed. This is to include the addition and/or omission of parts and/or material from the engine package assembly unless specifically allowed within these rules. The adjustment of elements specifically designed for that purpose shall not be classified as modifications, i.e. carburettor and exhaust valve adjustment screws. The repair of a thread on the crankcase (maximum of three threaded holes per crankcase) using a "heli-coil" or similar is allowed. Exception: The threads located under the crankcase to fix the crankcase on the engine mount may be repaired as needed. The repair of a thread on the cylinder (maximum of three threaded holes per cylinder) using a "heli-coil" or similar is allowed. Genuine ROTAX components only that are specifically designed and supplied for the 125 Micro MAX, 125 Mini MAX, 125 Junior MAX, the 125 Senior MAX and the 125 MAX DD2 engine are legal, unless otherwise specified. ANYTHING WHICH IS NOT EXPRESSLY ALLOWED IN THE TECHNICAL REGULATIONS IS FORBIDDEN.

Internal additions No additional material may be added except in the case of engine repairs and shall only restore the engine or components to original specifications. The use of thermal barrier coatings/ceramic coatings on or in the engine

and on or in the exhaust system is prohibited. The use of anti-friction coatings in or on the engine/engine components is prohibited.

Legal additions Chain guard, engine mount, temperature gauge and tachometer/hour meter, catch cans for liquids with mounting brackets. Customizing the cylinder head cover by painting is legal. Sensor for exhaust gas temperature (see exhaust systems).

Non-tech items Non-original fasteners, circlips, washers, throttle cable housing, fuel and pulse line (type and size) as well as length of coolant hoses are allowed unless otherwise specified.

Measurements When taking any dimensional reading, of the following technical regulation, in the order of accuracy of 0,10 mm or even more precise, the temperature of the part must be between +10°C and +30°C. Before taking any decision based on this regulation a check for available Bulletins is mandatory.

### **Squish gap**

The crankshaft must be turned by hand slowly over top dead center to squeeze the tin wire. The squish gap must be measured on the left and right side in the direction of the piston pin.

The average value of the two measurements counts.

125 Mini MAX minimum = 1,20 mm

125 Junior MAX minimum = 1,20 mm

125 Senior MAX minimum = 1,00 mm

125 MAX DD2 minimum = 1,30 mm

The squish gap must be measured with a certified slide gauge and by using a 2 mm tin wire (Rotax 580130).

125 Micro MAX minimum = 2,40 mm

The squish gap must be measured with a certified slide gauge and by using a 3 mm tin wire (Rotax 580132). To achieve the defined minimum squish gap one spacer (Rotax 626420, with same shape as cylinder base gasket) in combination with at least two cylinder base gaskets (one below the spacer and one above the spacer) must be used. 5.2.Combustion chamber insert Cast identification code has to be "223389" or "223389 1" or "223389 2" or 223389 2/1" or "223389 2/2". Casted wording "ROTAX" and/or "MADE IN AUSTRIA" must be shown. Height of combustion chamber insert has to be 28,80 mm +/- 0,2 mm (H). The profile of the combustion chamber insert has to be checked with a template (ROTAX 277390). The crack of light between the template and the profile of the combustion chamber insert must be the same over the whole profile.

### **Piston with ring assembly**

Original, coated, aluminium, cast piston with one piston ring. The piston has to show on the inside the cast wording "ELKO" (1) and "MADE IN AUSTRIA" (2).

Machined areas are: Top end of piston, outside diameter, groove for the piston ring, bore for the piston pin, inside diameter at bottom end of piston and some pre-existing factory removal (3) of flashing at the cut out of the piston skirt.

All other surfaces are not machined and have cast surface. Any mechanical treatment or rework of the piston is forbidden, (Altering the pistons profile by reworking carbon build-up is forbidden, if carbon is removed it must be consistently removed across the entire surface without altering the profile of the piston itself).

Example, selectively removing carbon in the squish measurement areas is forbidden.

### **Original, magnetic, rectangular piston ring.**

Ring height : 0,98 +/- 0,02 mm. Piston ring is marked either with "ROTAX 215547", "ROTAX 215548", "ROTAX 215548 X" or "1 ROTAX 215548 X".

The piston ring is legal also if just parts of the marking are still visible.

### **Piston pin**

Piston pin is made out of magnetic steel. Dimensions must be according to the drawing. The minimum weight of the piston pin must not be lower than 31,00 grams.

### **Cylinder**

Light-alloy-cylinder with GILNISIL-plating. Any re-plating of cylinder is not allowed. Maximum bore of cylinder = 54,035 mm (measured 10 mm above the exhaust port).

Cylinder has to be marked with the "ROTAX" logo (see pictures below).

#### **125 Micro MAX, 125 Mini MAX and 125 Junior MAX:**

Cylinder with one main exhaust port and without exhaust valve. Cylinders marked with identification code 223994 only are legal to be used.

#### **125 Senior MAX:**

Cylinder with one main exhaust port and exhaust valve. Cylinders marked (cast or machined) with identification code 223993 only are legal to be used.

#### **125 MAX DD2:**

Cylinder with one main exhaust port and two side exhaust ports and exhaust valve. Cylinder has to be marked with identification code 613933.

### **Height of cylinder**

Measured with a digital calliper min. length 200 mm.

125 Micro MAX, 125 Mini MAX: 87,00 mm -0,05/+0,1 mm

125 Junior MAX, 125 Senior MAX: 87,00 mm -0,05/+0,1 mm

125 MAX DD2: 86,70 mm -0,05/+0,1 mm

## **APPENDIX 7, X125 WC (red) Regulations**

**Min Squish** 2.4 mm for TaG Cadet.