

NATIONAL CAPITAL KART CLUB

2007 Supplementary Rules

The National Capital Kart Club uses the rules as outlined in the ASN-FIA Canada (herein known as ASN) Canadian Karting Regulations. The following are supplements to those regulations, to be used in all events organized by the National Capital Kart Club, unless otherwise declared.

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Glossary

ASR - ASN Sporting Regulations

ATR - ASN Technical Regulations

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Revision History

Date	Author	Version	Comment
January 10, 2004	K Murray	0.1	Created
March 1, 2004	D North	0.2	Removed alternate gridding (page 6)
March 8, 2004	K Murray	1.0	AGM Revisions
March 12, 2005	P. McDermott		AGM revisions
June 6, 2005	P. McDermott		Kt class, weight breaks
April 3, 2007	J. Bolton		AGM revisions
April 18,2007	J. Bolton		Cor. To trophies

Glossary

ASR – ASN Sporting Regulations

ATR – ASN Technical Regulations

Disclaimer

The Rules and/or Regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for NCKC events. By participating in these events, all members of the National Capital Kart Club are deemed to have complied with these rules. No expressed or implied warranty of safety shall result from publication or compliance with these Rules and/or Regulations. These rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury to participants, spectators or others.

Spirit and Intent

Karting is a sport that is designed for fun and enjoyment for the whole family.

The following Rules are the standard by which karting will be guided. Officials at the club events are authorized to decide if a change or design is an attempt to beat the rules. They can and will disqualify any entry for a violation. Should you find any area not spelled out or not clearly defined in this rulebook, ask for a clarification before you consider implementing a change.

NCKC executive or representatives shall have the right to initiate action correcting a hazardous condition or a condition not in compliance with the spirit and intent of these Regulations. Should a grey area exist, you will be found illegal if you do not bring it to the attention of the executive ahead of time.

Wherever possible, an attempt was made to provide references to relevant ASN rules, that these supplemental rules replace, or enhance. There may be some missing references.

1. Safety Considerations

1.1 Unsafe Race Conditions

If at any point in a race, the Race Director or a member of the executive determines conditions are unsafe, the race will be red flagged. If the unsafe condition is a result of the action of a guest or crew of an entrant, the entrant will be disqualified for the day.

1.2 Track Specific Considerations

1.2.1 Quyon

- When exiting the track, all drivers must slow to a walking pace BEFORE they enter the pits.
- Entrants missing a turn and driving through the hot pit area in front of the grandstand, must traverse the hot pit at a walking pace. Failure to do so will result in disqualification for the day.

1.2.2 St. Lawrence Motorsports Park

- Entrants missing the turn on to the main straight, and driving through the hot pit area must traverse the hot pit at a walking pace. Failure to do so will result in disqualification for the day. The hot pit is the paved area on the track side of the fence, including the grassy strip between the track and the paved area.
- Only gridding karts are allowed past the fence, if a race is in progress.
- Nobody is permitted on the track side of the fence unless:
 - they are a track official,
 - gridding for the next event,
 - or exiting the track.

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- No stands will be permitted on the track side of the fence, except when placing a kart on the grid, before removing a kart from the weigh in area

2. Rookie Drivers

2.1 Rookie Designation

ASR Section 4.6.d

A “Rookie” is driver of any age, having 3 or less race events of experience. Rookies must mark a large “X” on the back of their helmet, and start at the back of the grid. After completing 3 full race events, a rookie driver may be granted an unrestricted kart racing license of the appropriate grade.

2.2 Rookie of the Year

2.2.1 Eligibility

To be eligible for a “Rookie of the Year Award”, you must be a “New Driver”, and must complete at least 50 percent of the sanctioned club races, example 12 club races you must complete at least 6. Specialty races (Enduro) are not included in this total.

If you have not completed 50 percent of the races from the prior year, you can be eligible for a “rookie of the year award” again, under the following requirements:

- a) You must start from the rear of grid for three (3) full race events, regardless of prior years race events.
- b) You must wear the “X” on the back of your helmet for the first three (3) full race events

2.2.2 Waiving Eligibility

If you have not completed 50 percent of the races from the prior year, but have completed the required three (3) race events, you have the right to waive your “Rookie of the Year Award” eligibility “ and take a regular start position in heats and feature events.

3. Drivers Test

ASR Section 4.7.a

Written Test – A written test must be taken and marked by the ASN affiliated club before a license is issued to a Rookie or Novice driver.

The drivers test is available from the club website (www.nckc.net), or from a member of the executive.

4. Mechanics License

ASR Section 3.b

NCKC does not issue a Mechanics License.

5. Grid Positions

5.1 Pre-tech Identification

Karts and drivers that are not displaying proper pre-tech identification will not be allowed on the track.

5.2 Registration deadline

If you have not registered by the cut off time for grid position, you will have to start at the back of the pack for both heat races.

5.3 Determining starting order.

All races will be run using the qualify format

Grids will be determined for all classes as follows:

Heat #1 – Random number generator

Heat #2 – Results of Qualification fastest at front modified by dice roll for inversion

Heat #3 – Aggregate points of Heats # 1 & 2 with the highest at the front.

Rookies will start all heats from the rear determined by their points vs other rookies in class

DICE ROLL

The number of inversions will be determined by a roll of the dice. The inversion will be as follows:

- 1 = invert 1st row only (pole moves to off pole & off pole moves to pole)
- 2 = invert 1st & 2nd rows (pole moves to 4th etc)
- 3 = invert 1st, 2nd, & 3rd rows (pole moves to 6th etc.)
- 4 = invert 1st, 2nd, 3rd, & 4th rows (pole moves to 8th etc)
- 5 = invert 1st, 2nd, 3rd, 4th & 5th rows (pole moves to 10th etc)
- 6 = no inversion

In all cases rookies will be moved to the rear and the positions adjusted accordingly

5.4 Rolling Start Grids

ASR Section 10.5.a

- Two kart widths (110 inches or 280 cm) separating the parallel lines

NCKC modification

- Two kart widths (110 inches or 280 cm) separating the parallel lines, **where track width permits.**

5.5 Race Day Trophies

Podium Positions

Highest in Final Heat = first place

2nd highest in Final Heat = second place

3rd highest in Final Heat = third place

etc.

5.6 Safety Discretion

At the discretion of the race director:

- An entrant can be moved in or out of a class.
- An entrant can be moved to the back of the grid for safety reasons.

6. Points

6.1 Structure

Qualification Heat

Fastest time	5 points
Second fastest time	3 points
Third fastest time	1 point

Prefinal Heat

POSITION	POINTS	POSITION	POINTS	POSITION	POINTS
1 st	40	9 th	22	17 th	6
2 nd	36	10 th	20	18 th	4
3 rd	34	11 th	18	19 th	2
4 th	32	12 th	16	20 th	1
5 th	30	13 th	14	21 st	1
6 th	28	14 th	12	22 nd	1
7 th	26	15 th	10	23 rd	1
8 th	24	16 th	8	24 th +	1

Final Heat

POSITION	POINTS	POSITION	POINTS	POSITION	POINTS
1 st	60	9 th	41	17 th	25
2 nd	55	10 th	39	18 th	23
3 rd	53	11 th	37	19 th	21
4 th	51	12 th	35	20 th	19
5 th	49	13 th	33	21 st	17
6 th	47	14 th	31	22 nd	15
7 th	45	15 th	29	23 rd	13
8 th	43	16 th	27	24 th +	11

Championship Points

Aggregate of all points earned on race day

6.2 Pole Sitter for Feature Race

The pole sitter for the feature race will be the driver in each class with the highest point total from heats 1 and 2. In event of a tie the pole will be determined by a dice roll with the lowest number having pole.

6.3 Dropped Races

A driver is allowed 2 (two) dropped race events for the Points Championship

6.4 Calculating Championship Points

In case of a tie when calculating Points Championship totals, the racer who has won the most feature races shall be declared the winner.

7. Classes

-----ENGINES-----

Class:	Age:	GX160 K1/T1	GX200	Muffler	Tires	License
Novice	8-10 yrs	240 lbs *	N/A	Stock	YHC	E
Junior Light	8-12 yrs	260 lbs**	N/A	Open	YHC	D
Junior Heavy	10-15 yrs	290 lbs	370***	Open	YHC	C
Sr. 6.5 Light	16+	N/A	320	Open	YHC	B
Sr 6.5 Medium	16+	N/A	340	Open	YHC	B
Sr 6.5 Heavy	16 +	N/A	370 lbs	Open	YHC	B
Rotax Max Sr	16 +	N/A	N/A	N/A	YHC	B +
Rotax Max Masters	32+	N/A	N/A	N/A	YHC	B+

Rotax Senior and Masters 364 lbs

* Novice class - carburetor .450 restrictor plate must be used.

** Junior Light class - carburetor .500 restrictor plate must be used.

*** Entrants must receive permission of Rules Chair to run a GX200. In addition the driver must weigh a minimum of 170 lbs.

7.1 Proof of Age

Proof of age is required for the classes with age limitations.

7.2 Executive Discretion and Juvenile Class Safety

For the classes with age limitations, for the safety of all concerned some advancement or demotion might be required at the discretion of the Executive.

7.3 Moving Down a Class (Juveniles)

Once a driver in the juvenile levels has moved up a class, he/she cannot move back down unless all parties agree it to. Safety, of course being the main concern here.

7.4 Moving Up a Class (Juveniles)

At the discretion of the Executive, after two races at the beginning of the season, a driver can move up and take their current points for 2 races. (E.g. if, after two races a novice is definitely not a novice they can move up and take their points).

7.5 Drivers Record Card

ASR Section 4.7.e

The Driver's Record Card must be presented at registration and will be retained by the Secretary of the Meeting. At the conclusion of the event the endorsed Driver's Record Card will be returned to the driver.

NCKC Amendment

It is the driver's responsibility and option to present their Driver Record card to the Race Director for endorsement, at the conclusion of the event.

NCKC Amendment

All classes will run all NCKC events. Classes with less than 5 entrants will not score championship points or receive trophies.

8. General Sprint Kart Specifications

ATR Section 8

8.1 Ballast Weight Mounting:

ATR Section 8.24

NCKC Addition

h. All weight ballast must be painted yellow

8.2 Maximum Junior Kart Weight

ATR Section 8.4

Maximum Junior Kart weight, less driver - fully equipped and race ready is 200 lb.

8.3 Clutches

ATR Section 8.26.f

Dry clutches are mandatory in all four-cycle classes.

8.4 Number Panels

ATR Section 8.30.a

All competitors must use a YELLOW number panel and solid black numbers.

NCKC Amendment

All competitors must use the following colour combinations:

- black on white
- black on yellow

All number panels must be easily readable by the scorekeepers.

8.5 Number Height

ATR Section 8.30.b

Each numerical digit must be at least 6-inches (15 cm) high with a 1inch (2.5 cm) stroke.

8.6 Duplicate Numbers

No duplicate numbers are permitted within a class for the entire season.

9. Tires

9.1 Four Cycle

All four-cycle classes must run Bridgestone YHC 4.5 fronts and 6.0 rears. NO EXCEPTIONS.

9.2 Two Stroke

All two-stroke classes must run Bridgestone YHC tires. 4.5 fronts and 7.10 rears. NO EXCEPTIONS.

10. Bodywork

ATR Section 10

10.1 Nose Cones:

ATR Section 10.3.a

CIK-FIA registered, breakaway type nose cones, or an exact equivalent as accepted by the Technical Director, must be used by all competitors in all classes.

ATR Section 10.3.b

All classes must utilize CIK-FIA breakaway type mounting hardware.

11. Fuel

ATR Section 37

11.1 Spec Fuel

ATR Section 37.1

11.1.1 Allowed Fuel

The only fuel allowed for 4-cycle will be **Esso high test**

11.1.2 Sample Fuel

The sample fuel shall be purchased from the designated source, the day before the event. The sample fuel will be used as a baseline for comparative checking of competitor's fuel.

11.1.3 Designated Source

Quyon Approx 175 Aylmer rd Aylmer
SLMPAngelo's Esso Hwy 16 at the 401
Karters' Korner.....Esso station Eagleson At Hazeldean road

11.2 Multi-Grade Pumps

Most gas station pumps dispense various grades of gasoline. It is **strongly** advised that, if you are using a multi-grade pump, members 'flush' the pump, by first putting gas in their vehicle, or another container.

11.3 Fuel Testing Tolerance

ATR Section 37.3

The fuel shall not exceed plus or minus ten (10) of the sample fuel when using a Digitron meter

12. Restrictor Plates

12.1 General

The ASN approved 2004 restrictor plates MUST be used. No other plates are permitted. Any violation is considered a Performance Technical Infraction.

The legal restrictor plates are available from the club for a nominal fee.

12.2 Novice Class

.450 restrictor plate

12.3 Junior Light Class

.500 restrictor plate

13. Procedure at the End of a Heat or Feature Race

Section 10.17 ASR

No person, except Officials, may approach a driver or kart for any reason until the driver and kart has passed across the scale. If a driver is approached, it may result in a penalty being issued.

If a driver requires assistance, permission must be obtained from an Official. Permission must be requested every time it is required. Failure to request permission may result in a penalty being issued.

14. Technical Inspection

14.1 Purpose of Technical Inspection

14.1.1 General

Technical specifications and procedures are intended to provide a means for orderly conduct of karting events with regard to reasonable safety and competitive equality.

14.1.2 Spirit and Intent

It is not possible to establish rules and procedures that can provide for every possible condition and situation encountered in the field. In all cases, where rule interpretation is required, the primary consideration will be the spirit and intent of the written rule. Establishing the spirit and intent of a rule in the field is the responsibility of the officials in charge and ultimately rests with the executive.

14.1.3 Attitude

The attitude of those individuals charged with the responsibility of conducting technical inspection should be to:

1. Help the competitor be aware of possible deficiencies in a timely manner.
2. Help establish that all entrants are competing under equal conditions.
3. Help establish that entrants are legal.
4. Help ensure that all competitors adhere to specifications and regulations.

14.2 Pre-Race Technical Inspection

ATR Section 4

ATR Section 5

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14.2.1 Technical Passport/Form

- a. All entrants must fill out a technical passport, with the required information, before registration or presenting the kart for pre-race technical inspection. Failure to present a completed form will result in the entrant losing their place in line.
- b. Blank copies of the pre-race tech form will be available to entrants ahead of time, sources include
 - club web site
 - race day registration desk
 - Rules Committee members and the executive
- c. An item not listed on the pre-race tech form does not exempt it from inspection and possible failure.

14.2.2 Pre-race Technical Procedure

- a) all rookies will be pre teched.
- b) Any other kart **can** be pre teched by placing the kart in the pre tech designated area.
- c) Karts will be checked on the grid at random.
- d) Any other kart choosing not to be pre teched will hand in their pre tech sheet at registration.
- e) Any kart in technical violation will be removed from the grid immediately to comply. The race will not be held up. If the kart returns in compliance the kart will form up at the back of the grid.

14.2.3 Entrant Responsibility

It is the responsibility of the entrant to ensure a valid pre-race tech approval sticker is properly affixed to the kart before entering the track.

14.2.4 Technical Inspection Violation

Anyone who has been on the track without a valid pre-race tech approval sticker will face disciplinary action by the Race Director or Rules Chair.

14.2.5 Tire and Engine Marking

ATR Section 5

Marking of tires and engine is mandatory. Entrants may still be painted or repainted up until the end of the first heat, as per section 5.2 a) of the ASN Technical Regulations.

14.3 Post Race Technical Inspection

ATR Section 6,36

14.3.1 Missing Seals and/or Markings

ATR Section 6.j

Technical inspection begins when the inspector checks the technical engine markings and the tire markings. If any seals are broken or missing, or tires or chassis unmarked, then the entrant is excluded and is not subject to further inspection. If the seals are unbroken and present, the inspector should begin a detailed engine inspection to a level determined by a Technical Inspector.

If any seals are broken or missing, or tires or chassis unmarked, then the entrant will be subject to a Performance Technical Penalty.

NOTE: Chassis marking refers to pre-tech approval sticker.

14.3.2 Guidelines for Inspection

- a) One tech official and a witness (another tech official) present during post race tech of karts. Witness can be driver, driver representative or any individual present, deemed to be impartial.
- b) Only one representative per kart, in addition to the driver, is permitted in the impound before, during and after the post race tech.
- c) After entrant has completed tech, the kart, driver, and driver representative must leave the impound area

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in a timely fashion.

- d) **No exact measurements are permitted to be taken and/or recorded during post race tech, unless specified in the rules.** Items to be inspected are strictly GO or NOGO, as defined *in ATR 36.1*.
- e) If a GO/NOGO gauge is not available or appropriate for the item, an appropriate vernier caliper, micrometer gauge or a measuring tape is to be used.
- f) In the case of calipers, they will be set to the appropriate GO/NOGO value, and the item checked.
- g) In the case of a measuring tape or micrometer, the part must fall within the range specified in the rules.
- h) The tech official should make every effort to explain the test involved and results expected to drivers and/or drivers representative.
- i) The tech official should make every opportunity to allow the driver or driver representative to view and confirm the test. If the driver and driver representative are not present, the tech official may ask somebody present to observe and confirm the test.

14.4 Performance Technical Infraction/Penalties

A kart found illegal with a performance technical infraction will be disqualified and will lose all points accumulated that day in all classes participated. There will also be the loss of 40 driver championship points. The disqualified day may not count as a dropped race.

Other entrants who finished below the penalized driver, will have their finish results adjusted upwards accordingly.

14.5 Non Performance Technical Infraction/Penalties

A kart found illegal, with non-performance technical infractions, will be disqualified and lose points for the best race finish of the day in all classes participated.

Other entrants who finished below the penalized driver, will have their finish results adjusted upwards accordingly.

14.6 Loss of a nose cone or muffler during a race.

A loss of a nose cone or a muffler during a race will result in a meatball flag and the entrant will receive last place points.

14.7 Red flag repairs.

Repairs to a kart during a red flag situation may be made by a driver or parent by his or her own hands using no tools or materials. The repaired kart will forfeit its position on the grid or the track and form up at the rear of the field.

14.8 Protests

All protests will be presented first to the race director commonly known as the “clerk of the course”. If the protestor is not satisfied they may approach the “chief steward” who is the club president or the vice president in his absence. The protestor will have “cheque in hand” and comply with the ASN rules regarding the submission of protests. No other procedure will be condoned or allowed.

Acknowledgements

WRKC Supplementary Regulations
Toronto Kart Club Supplementary Regulations
Simcoe Kart Club Supplementary Regulations

