

NATIONAL CAPITAL KART CLUB

2010 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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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	2.0	AGM revisions
June 6, 2005	P. McDermott	2.1	Kt class, weight breaks
April 3, 2007	J. Bolton	3.0	AGM revisions
April 18, 2008	J. Bolton	3.1	Correction to trophies
December 24, 2008	D. North	4.0	Class updates, "box stock" class rules
January 29, 2009	2009 Exec	4.1	Edits at Jan 29 th Exec meeting
February 10, 2009	2009 Exec	4.2	All classes to Bridgestone; add box-stock details
February 12, 2009	2009 Exec	4.3	Amend max senior kart weight for heavy class only
February 22, 2009	2009 Exec	4.4	Reset heavy weight Remove max kart weight for Jr. and Sr. Adjust tires for box stock Add rule about kart numbers
February 24, 2009	2009 Exec	4.5	Rotax and TAG will run on Mojo tires Document starting procedure for Rotax and TAG Update box-stock specifics
March 1 st , 2009	2009 Members	4.6	Final copy approved from AGM. Note that novice and rotax will NOT use the 'dice roll'
January 28 th , 2010	2010 Rules Committee	5.0	2010 first draft from Jan 26 th meeting
February 10 th , 2010	D. North	5.1	Clarify tech sheets for multiple classes
March 14 th , 2010	D. North	5.2	Modifications from Spring AGM (clarify who scores, rotax points scoring)

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. Rookie Drivers

1.1 Rookie of the Year

1.1.1 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

1.1.2 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.

2. Mechanics License

NCKC does not issue a Mechanics License.

3. Grid Positions and Starts

3.1 Start Procedure for Rotax Senior, Masters and TAG

Rotax senior, Rotax masters and TAG will run together on the track at the same time but be scored as separate classes. Further, the TAG class will start ½ a lap back from the Rotax classes. Rotax senior and masters will start together.

3.2 Start Procedure for Rotax Junior and Mini max

Rotax junior and mini max will run together on the track at the same time but be scored as separate classes. Unless deemed so by the race director, the mini max class will start the race behind the junior class.

4. Points

4.1 Structure

4.1.1 Qualification Heat

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

4.1.2 Pre-Final 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

4.1.3 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

4.1.4 Championship Points

Aggregate of all points earned on race day

4.1.5 Points Scoring for DNF and DNS Classifications

Karts classified as DNF (did not finish) according to the ASN Sporting Regulations definition will score points towards the season total.

Karts classified as DNS (did not start) according to the ASN Sporting Regulations definition will NOT score points towards the season total.

4.1.6 Points Scoring Rotax Senior and Rotax Masters

Rotax Senior and Rotax Masters will run on the track together as separate classes but run for the same combined set of championship points. For example:

Finishing position 1 on the track is a Rotax Senior entrant

Finishing position 2 on the track is a Rotax Senior entrant

Finishing position 3 on the track is a Rotax Masters entrant

The rotax masters entrant would be scored as the race winner for their heat but the points awarded would be for 3rd place. Trophies for the top three positions will be awarded for both classes.

4.2 Pole Sitter for Feature Race

The pole sitter for the feature race will be the winning driver of Heat #2 (pre-final)

4.3 Dropped Races

A driver is allowed 1 (one) dropped race events for the Points Championship

4.4 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.

5. Classes

-----ENGINES-----

Class:	Age:	GX160 K1/T1	GX200	Muffler	Tires	License
Novice	8-10 yrs	240 lbs *	N/A	Stock	Bridgestone YHC/YKP	E
Junior Light	8-12 yrs	265 lbs**	N/A	Open	Bridgestone YHC/YKP	D
Junior Heavy	10-15 yrs	290 lbs	370***	Open	Bridgestone YHC/YKP	C
Sr 6.5 Light	15+	N/A	335 lbs	Open	Bridgestone YHC/YKP	B
Sr 6.5 Heavy	15 +	N/A	370 lbs	Open	Bridgestone YHC/YKP	B
Box-Stock †	15 +	N/A	None †	Stock	Open	B
Rotax Mini Max****	10 - 13	N/A	290 lbs	Stock	Bridgestone YHC/YKP	C +
Rotax Max Jr	12 – 15	N/A	320 lbs	Stock	Mojo D2 & W2/W1	C +
Rotax Max Sr	15 +	N/A	364 lbs	Stock	Mojo D2 & W2/W1	B +
Rotax Max Masters	32+	N/A	375 lbs	Stock	Mojo D2 & W2/W1	B +
TAG ‡	15+	N/A	Varies	Stock	Mojo D2 & W2/W1	B +

* 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.

**** Mini-max will run a spec jet and gear which will be announced on race day morning

† Box-stock class can be stock Honda GX200 or any GX200 clone <= 200 cc. Motor must be stock and governed to 4000 rpm. Muffler and airbox must be stock. Fuel tank must be replaced and a pulse-pump used. No weight limit for this class. Non-CIK chassis must be pre-approved by the rules chair.

‡ TAG class will run according to TAG USA rules (www.tagusa.com)

5.1 Box-Stock Class Specific Rules

The box-stock class shall be governed by these simple rules. The spirit and intent of this class is to introduce newcomers to the sport while still providing some level of competition.

- Karts submitted to this class MUST be pre-approved by the rules chair before the beginning of the season
- Existing Honda/CIK chassis are permitted as are non-CIK chassis
 - Non-CIK chassis MUST be approved by the rules chair
- All engines will be a commercial 200cc 4 stroke, overhead valve
 - Must be one of the following makes: Honda ,Champion ,Jiang Dong ,etc
 - Generally Honda GX200 or GX200 “clone”
 - These engines are dependable, reasonably priced and easily available
 - No purpose built engines
 - i.e.: Briggs Animal ,Raptor or any other overhead valve engine specifically built

- o for karting.
 - o No internal modifications such as porting or aftermarket or modified camshafts
 - o Engine MUST be governed to a max of 4000 rpm
 - rpm limit will be verified each race day in pre-tech
 - o Carburetors must be stock but jetting changes will be allowed
 - o The engine must use the stock exhaust (no pipes)
 - o Stock air cleaner (stock plastic housing ,foam element)
- Fuel tank must be a standard “between the legs” regular kart tank
 - o Pulse fuel pump is required
- Economy clutches must be used (no disc or Dragginskin)
- Class will run same schedule as other classes on race day
- There will be no trophies or points
 - o Medals only for top 3 participants
- Open tires (any brand and compound)
- Full safety equipment required (suit, helmet, etc.)
- Pre-tech form required
- Regular ASN license (including medical) required
- No weight limits

5.2 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.

5.3 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.

5.4 Minimum Class Numbers

All classes will run all NCKC events and a minimum of three (3) entrants are required to run the class.

6. General Sprint Kart Specifications

6.1 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 or
- black on yellow

All number panels must be easily readable by the scorekeepers.

6.2 Kart Number Assignment

No duplicate numbers are permitted within a class for the entire season. In addition, no kart number may be re-used by a participant in a class once a number has been assigned. For example:

- Bob runs 6.5 Medium race 1 with kart # 10
- Bob then moves to Sr. heavy
- Mary wants to run sr. Medium. She cannot use kart #10 even if Bob is no longer using it.

This is because the timing system tracks drivers by class and kart number.

If a driver enters the track for a race heat with a duplicate number, that driver will be DQ'ed from that heat. It is the driver's responsibility (working with the registrar) to ensure their number is unique.

7. Tires

7.1 Four Cycle

All four-cycle classes (except Box-Stock) must run Bridgestone YHC/YKC (Dry) and YKP (Wet) 4.5 fronts and 6.0 rears. NO EXCEPTIONS.

Mixing dry compounds front and rear is acceptable (i.e. YHC rear, YKC front)

7.2 Two Stroke

All two-stroke classes (except mini Max) must run Mojo D2 (dry) or W1/W2 (wet). 4.5 fronts and 7.10 rears.

Mini max must run Bridgestone YHC/YKC 4.5 fronts and 6.0 rears. Mixing dry compounds front and rear is acceptable (i.e. YHC rear, YKC front)

8. Fuel

8.1 Spec Fuel

The only fuel allowed for 4-cycle will be **Esso** 87 octane.

The only fuel allowed for 2-cycle will be Esso 91 octane mixed with MOTUL "Grand Prix" kart oil

9. Restrictor Plates

9.1 General

- The NCKC approved 2010 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.

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

10.1 Weigh in procedure

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.

A kart is permitted to weigh a maximum of three (3) times at the end of any heat or final

11. Technical Inspection

11.1 Pre-Season Technical Inspection

All karts must be inspected by a member of the tech committee prior to the competitor's first race of the season. A yearly decal will be issued and must be placed on the kart indicating seasonal certification. The decal must be placed on the driver's right side of the front fairing by the technical inspector.

11.2 Pre-Race Technical Inspection

11.2.1 Pre-Race Tech Form

- a. All entrants must fill out an NCKC pre-race tech form with the required information, before registration. Failure to present a completed form will result in the entrant losing their place in line.
- b. An entrant entering multiple classes must fill out a tech sheet for each class – even if the same kart is being used in multiple classes. I.e. One tech sheet for one class entry.
- c. Blank copies of the pre-race tech form will be available to entrants ahead of time for download from the club web site. There is no guarantee sheets will be available at the track.
- c. An item not listed on the pre-race tech form does not exempt it from inspection and possible failure.

11.2.2 Pre-race Technical Procedure (Box-Stock Class)

- All motors will be tested to verify 4000 RPM maximum prior to track activities commencing. It is your responsibility to ensure your motor has been pre-teched.

11.3 Performance Technical Infraction/Penalties

In the event of a disqualification for a technical infraction, unsportsmanlike conduct or exclusion from the race results, the entrant will be scored with zero (0) points for the event and will not be allowed to count said event as a drop towards the series total.

Acknowledgements

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