

**2009 Western Canadian Karting Championship
May 15, 16, 17 2009
Chilliwack Event Supplementary Regulations
“Greg Moore Raceway”**

1. THE EVENT

- Registration will be open during Thursday and Friday practice and from 7:30 am – 8:30 am on Saturday and Sunday.
- Thursday practice is from practice is from 10:00 am until 6:00pm and will be governed by non-speed insurance.
- Friday practice is from 8:30 am to 12:30 pm and 1:00 pm until 5:00 pm. All competitors must fill out necessary waivers before entering the track.
- All competitors must fill out a pre-tech self declaration form before event morning practice.
- Saturday Round 1 practice, qualifying, pre-final and final.
- Sunday Round 2 practice, qualifying, pre-final and final.
- Drivers Meetings will take place at 8:30am on both Saturday and Sunday. Every driver must attend the meeting. There may be roll call. If you are not there, a fine of \$20.00 will be imposed and must be paid before you are allowed on the track.
- Race Fees are as follows:

	Description	Cost
1	First Entry	\$135.00
2	2 nd Entry	\$80.00
3	Friday Practice	\$25.00
4	Thursday Practice	\$25.00
5	Extra Pit Passes	\$5.00

- Entry Fee/Registration Fee Refund Policy – No fees will be refunded after a kart has driven on the track in practice, qualifying or racing. There will be no credit issued for another race, event or fine.

2. EVENT ORGANIZER / HOST CLUB

West Coast Kart Club Association

3. THE RACE TRACK

Greg Moore Raceway, Dyke Road Chilliwack BC

- The track itself is 1.2 km in length, 8-10 Meters in width.
- The start line will be on the main straight.
- The finish line will be on the main straight
- The race itself will be run in the ***Clockwise direction using the full track.***
- Race Distances will be as per posted schedule

4. THE CHILLIWACK EVENT OFFICIALS

Position	Official
Clerk of the Course	Fred Causer
Assistant Clerk of Course	Peter Sorrell
Technical Director	Brian Campbell
Starter	TBA
Timing	TBA
Scoring	Murray Bantle
Grid Marshall	TBA
Scale Marshall	TBA
Registration	TBA

5. REGULATIONS

The Series will be run in accordance with the following regulations in order of precedence:

1. Instructions from approved Officials
2. These Event Supplementary Regulations
3. ASN Bulletins
5. ASN Sporting and Technical Regulations / RMC Sporting and Technical Regulations

6. RACE STARTS: All heats will use the following procedure:

- Removable starting cones shall be placed down the center line of the track from 25 meters preceding the start line, to the start line itself.
 - During the warm-up lap(s) the pace speed shall be determined by the #1 position on the grid.
 - During the short track layout will be used (from corner 7 to corner 12). The Green flag will be given the second time across the start finish line, by discretion of the flagman.
 - On the lap leading to the race start, pace shall be maintained constant by #1 position, and respected by the rest of the field, from the white Grid line after turn 5.
 - There shall be no acceleration until the starting (green) flag is displayed.
 - On the lap leading to the race start, karts positioned on the left side of the grid must pass to the left side of the start cones in single file, maintaining their grid position until past the start line. Karts positioned on the right side of the grid must pass to the right side of the start cones in single file, maintaining their grid position until past the start line.
 - Once the start flag has been displayed, karts may begin acceleration. However there shall be no pulling out of grid position nor passing until after crossing the start line.
- It is an offence to accelerate prior to the start (green) flag.**
- It is an offence to break formation before crossing the start line itself.
- Infractions of this nature may result in the offender(s) being moved to the back of the grid (in the instance of an aborted start) or otherwise penalized afterwards.

- Time limit to leave the grid area: Once the signal is given to drive on the track, you have one minute to leave the grid under your own power. After one minute has past, no competitors may leave the grid area.

7. PASSING & BLUE FLAGS:

- As per national rules Lapped traffic flag to be used for the RMC classes as follows: Rotax Junior, Rotax Senior, Rotax DD2

8. RED FLAGS:

- In the event of a RED Flag, Proceed to and stop where directed to by an official under the orders of the Clerk of the Course.

9. GRID SIZES:

There shall be no splitting of race grids until a category surpasses the maximum number of karts that the circuit is licensed for by ASN Canada, which are 34. However when a field surpasses 17 competitors, qualifying will be split as determined by the Clerk of the Course.

10. GROUP ORDER AS PER SCHEDULE

11. FUELS:

- The **SPEC GAS STATION** is the **Chevron** station at the corner of Yale Road & 1st ave.
Note: Some pumps use one common hose for all grades of fuel – be sure to flush the hose out with the correct grade before drawing your fuel. Highest even number pump available on that day will serve as the spec fuel.
 - a. ROTAX MAX: Spec premium unleaded gas is to be sourced from the highest even numbered working pump at the spec gas station. (This is for all Rotax Max engines)
 - b. 4-stroke spec fuels will be Premium unleaded gas for the World Formula 4-stroke engines to be sourced from the highest even numbered working pump at the spec gas station.
 - c. Regular unleaded gas for the Honda 4-stroke engines (Honda GX) to be sourced from the highest even numbered working pump at the spec gas station.
 - d. TAG – as per supp rules
 - e. Rotax Classes Spec oil is Motul as follows: Kart 2t, Kart Grand Prix, 8002t

12. RESTRICTED AREAS

- Kart entry to the track is only permitted from the pre-grid. Only designated grid pass personnel are allowed in the scale area without permission from an Official. Some racers may require assistance in the scale area.

- Permission to assist must be sought and granted. No persons are allowed beyond the chain link fence while the track is declared HOT and without permission from the Clerk of the Course.
- Only the driver and one mechanic (other person) allowed in the pre-grid area. No viewing in the pre-grid area. The designated mechanic may perform set-up changes in the hot pit during designated track sessions (practice). If a driver uses the hot-pit, he/she must re-enter the track and exit the track using Parc Ferme. Scaling is optional.
- Only the driver or his/her mechanic is allowed in post technical inspection area. No persons other than requested are allowed in the designated post technical inspection area.

13. TIRE RULES:

- a. 4 Cycle Classes – The spec Tire is the Bridgestone YHC*. Each competitor will be allowed 1 set of slick tires per race **weekend** (as of Saturday qualifying to Sunday' Final). A tire may be replaced if damaged by a comparable wear replacement tire and must be approved by the technical inspector. You will be allowed rain tires if it rains. All tires will be marked with a number code prior to qualifying on Saturday. Make sure that your tires are marked before you leave the scale area after qualifying. If the tires do not have the correct code number to match the kart, the kart will be disqualified in post race inspection. ASN rules in effect. The spec. for the wet tire is open.
 - b. Rotax Max Junior and Senior– 4 tires per race day (as of that day's qualifying to the main event). MOJO D2 for both classes, damaged tires replaced as per Tech directors instructions. The spec. wet tires are Mojo W1 or W2.
 - c. Rotax Mini Max – 4 tires per race **weekend** (as of Saturday qualifying to Sunday' Final). Bridgestone YHC* 4.5/6.0 slick tires, damaged tires replaced as per tech director's instructions. The spec. wet tires are Bridgestone of any designation.
 - d. DD2 – 4 tires per race day. Mojo D3, damaged tires replaced as per tech director's instructions. The spec. wet tires are Mojo W1 or W2
- c. TAG – as per CARTBC rules

2009 will see a new product in the Bridgestone line-up as the YHC tire compound will cease production by mid-season. The new YKC tire will be the replacement for the YHC which has now been in production for 8 years.

It is expected that inventory levels will see a constant supply of the YHC tire for the majority of the WCC schedule. We will work closely with clubs and shops to see continued parity and clear regulations as to how the YKC will be introduced. We will delay the introduction of the YKC tire until supplies of the YHC tire have been exhausted. Classes affected will be Junior 1 Honda, Junior 2 Honda, Sr 4 cycle and Mini max.

14. QUALIFYING PROCEDURE:

- Qualifying time will be used from the AMB Track Timing and Scoring system. Should your transponder fail to provide a signal, or you do not attach your transponder, you will be scored with last place grid position.
- Transponders will be mandatory as of morning warm-up. The grid order for qualifying will be set by order of fastest lap time to slowest in the morning warm-up.
- All qualifying sessions will be 1 warm up lap and 4 timed laps
- In the event of a timing system failure, the Race Director may elect to use the "Pea Pick" system.

15. PROCEDURE FOR CLASSES WITH OVER 34 ENTRIES

- a. The grid will be split into Groups A, B and C.
- b. Groups A, B and C will run in three separate point heats consisting of 12 laps. Group A vs. B, B vs. C and A vs. C. The heat grid will be determined by qualifying time.
- c. The top twenty-eight (28) competitors based on points from the two heats will move on to the pre-final. The remaining competitors will run in a Second Chance Heat of 12 laps. The grid will be determined from the finishing order of the heats points. Ties will be determined by finish position in Heats.
- d. The top six (6) finishers in the Second Chance Heat advance to the final, starting behind the earlier qualifiers in order of the finish in the Second Chance Heat.

16. SCORING:

- Each class will qualify for grid position to start the pre-final. The finishing positions of the pre-final determine the grid for the final. Only the final counts towards the awards for the day (although pre-finals and finals will count toward year end point). All races may be video taped and used as backup for scoring.
- You must compete in 2 events (4 race days) in order to qualify for a series championship. There are 3 events with 6 races. Your top 5 events count towards championship.

17. CLASSES

WESTERN CANADIAN ROTAX CHALLENGE SERIES					
Class	Description	Engine	Age	Fuel	Weight
Class 1	Rotax Micro Max	Rotax FR125 Micro Max		Gas	
Class 2	Rotax Mini Max	Rotax FR125 Mini Max	10/13*	Gas	291 lbs
Class 3	Rotax Junior	Rotax FR125Jr	RMC	Gas	320 lbs
Class 4	Rotax Masters	Rotax FR125	RMC	Gas	381 lbs
Class 5	Rotax Senior	Rotax FR125	RMC	Gas	364 lbs
Class 6	Rotax DD2	Rotax DD2	RMC	Gas	381 lbs
SUPPORT CLASSES					
Class 7	Junior I 2-Cycle	As Per WCKC		Gas	
Class 8	4 Cycle Junior 1	Honda GX 160K1 .500 restrictor plate as per ASN tech regs	8-12	Gas	235 lbs
Class 9	4 Cycle Junior 2	Honda GX 160K1	12-15	Gas	291 lbs
Class 10	WF Junior	Briggs W/F	12-15	Gas	345 lbs
Class 11	4 Cycle Senior	Honda GX200 Honda GX160K1	15+	Gas	340 lbs 340 lbs
Class 12	4 Cycle Sr. Hvy	Honda GX 200	15+	Gas	395 lbs
Class 13	WF Light	Briggs W/F	15+	Gas	365 lbs
Class 14	WF Heavy	Briggs W/F	15+	Gas	395 lbs
Class 15	TAG Senior	As Per TAG USA	15+	Gas	360 lbs
Class will run in 9 groups					

- Karts will be allowed on the track for practice from 8:30am to **5:00pm** on Friday.
- No karts to be run prior to 8:15am or after 8:00pm (including the pit area)

18. CLASS REGULATIONS

- Mini max: Allowable ages are from 11 to 13. A 10 year old may race if he or she has attained the age of 10 AND has 1 year of previous karting experience.
- Mini max: The spec gear ratio for the Chilliwack and Calgary rounds will be 13/82, testing in Saskatoon prior to the event will determine if this gear ratio is suitable as well – with the agreement of the 4 provincial Rotax reps
- Mini max: National rules will apply for clutch and carburetion (“old style” clutch and open carburetion apply)

19. MISCELLANEOUS REGULATIONS

- Each pit must have a 5 BC fire extinguisher.
- Updates and race documentation for this event will be posted on “ckrc.com” website.
- The Clerk of the Course in the event of unforeseen circumstances, like weather, red flag condition, medical emergency and the like, may revise the schedule and number of laps.
- The timing system of the day is the official clock.
- Failure to take directions from any Event Worker or Official may result in disqualification from the event.
- Physical or verbal abuse to any official, volunteer, or competitor, will not be tolerated
- **Karters competing in the event may not drive, test, break-in engines or practice on the track from the Sunday prior to the event to the Wednesday prior to the event. Local officials must monitor and enforce this restriction. Karters competing in the event MAY test on the Thursday prior to the event if the club holds a test and tune session. (non-speed insurance, maximum 10 karts on track at a time).**
- **Once practice and racing sessions have ended, the circuit will close and remain closed until the next morning (no testing after 5pm on Thursday or Friday)**

19. FACILITY

- People staying at the track are to be quiet after 10:00pm. No stereos, engines etc. As this is a family event put on for the pleasure of all, appropriate behavior is expected AT ALL TIMES while on the premises. This is in effect 24 hours a day. Inappropriate behavior will not be tolerated and will result in immediate expulsion from the site and event. Fees are non-refundable. Please help ensure a pleasant time by all, by being considerate of the families and children staying with us.
- No riding of scooters, bikes, skateboards etc. in the paddock area.
- Motor homes, tow vehicles, competitor and spectator parking is located in the farthest area from the pits. Please disconnect your tow vehicle from your trailer and park in this area. Please respect the marked paddock box lines and access lanes.
- Smoking is not permitted in the pre grid area.