

2009 MKA Supplementary Rules

1.1 Application of Rules

1. The Manitoba Karting Association (MKA) Supplementary Rules are to be used in conjunction with the current ASN Canada FIA Canadian Karting Regulations; Book1 (Sporting Regulations) and Book 2 (Technical Regulations).
2. The application and precedence of these regulations is listed in the current ASN Canada FIA Canadian Karting Regulations, Book1 (Sporting Regulations).

1.2 Race Event Information

1. The MKA Race & Event Schedule will consist of 10 club events. Eight (8) of the events will count toward the year-end championship.

NOTE: Unless otherwise scheduled or predetermined by the Race Director, all races at MKA events will be run in CCW direction.

1.3 Event Registration

1. All race entrants must register prior to race events.
2. The Registration Committee will be available for registration prior to race events at the MKA trailer (Refer to Daily Race Schedule, section 1.8 for time).
3. All drivers must have a visible marking on kart steering wheel fairing indicating the proper waivers have been signed for the event.
4. Drivers require valid MKA or ASN membership and Drivers Log

1.4 License Fees

1. Club License fees are included in the MKA membership fee.

1.5 MKA Race Entry Fees

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|-------------------------------|---------|
| ▪ Junior 1 & 2 Honda | \$50.00 |
| ▪ Junior Rotax Max | \$50.00 |
| ▪ Micro MAX | \$50.00 |
| ▪ Micro Mini MAX | \$50.00 |
| ▪ Senior Honda 6.5 | \$60.00 |
| ▪ Senior Rotax Max | \$60.00 |
| ▪ Practice / Test & Tune days | \$10.00 |

NOTE: Price breaks for same driver in 2 classes reduces total by 10.00
Same driver in 3 classes reduces total by 20.00

1.6 Pre-Race Driver's Meeting

1. A pre-race driver's meeting will be conducted by the Race Director (or his designate) in front of the deck of the MKA trailer. This will take place before all race events begin on race day (Refer to Daily Race Schedule, section 1.8 for time). The pre-race driver's meeting is mandatory for all drivers. Drivers not attending are subject to disqualification from that event.

1.7 Podium Presentations

1. The wearing of Race Suits is mandatory for podium presentations.

1.8 Race Order and Daily Race Schedules

1. The Race Director will communicate the race order and daily race schedule.

NOTE: The following schedule(s) may be subject to change during the event by the Race Director.

MKA Race Day Schedule – “Saturday” Race Day

Race & practice order:

1. J1 Honda
2. J2 Honda
3. 6.5 Honda
4. SR Rotax
5. Micro/Mini MAX
6. JR Rotax

Table 1: Saturday Race Day Schedule

8:30 – 9:45	Registration
9:00 – 12:00	Test & Tune (3 Sessions, 8 minutes each)
12:00 – 12:30	Lunch Break
12:30 – 12:45	Drivers Meeting
12:45	Marshall Briefing
12:55	Corner marshals, timing and scoring report to stations
12:00 – 12:30	During lunch break - Seal engines and mark
1:00	Qualifying
2:15	Pre-Final
3:30	Break 30 minutes
4:00	Finals all classes
5:30	Track Clean up
5:45	Podium presentation

MKA Race Day Schedule – “Sunday” Race Day

Race & practice order:

1. J1 Honda
2. J2 Honda
3. 6.5 Honda
4. SR Rotax
5. Micro/Mini MAX
6. JR Rotax

Table 2: Sunday Race Day Schedule

8:30 – 9:45	Registration
9:00 – 10:55	Test & Tune (2 Sessions, 8 minutes each)
11:00 – 11:30	Lunch Break
11:30 – 11:45	Drivers Meeting
11:45 – 11:55	Marshall Briefing
11:55	Corner marshals, timing and scoring report to stations
<i>11:00 – 11:30</i>	<i>During lunch break - Seal engines and mark tires</i>
12:00	Qualifying
1:15	Pre-Final
2:30	Break 30 minutes
3:00	Finals all classes
4:30	Track Clean up
4:45	Podium presentation

1.9 Pre-Race Technical Inspection Process

1. It is the competitor's responsibility to ensure that the kart meets the technical requirements for the class throughout the entire race event. Drivers found on the track without having completed a Pre-Technical Inspection Form are subject to penalty.
2. Any kart is subject to Technical Inspection at any time during an event.
3. At Registration, each participant must submit a fully completed Pre-Technical Inspection Self-Declaration form (available at registration).
4. Registration will issue the appropriate kart sticker for the event only after payment of event fees and completion of all required documents.

1.10 Scoring and Race Format

1. For junior classes a race shall consist of two (2) heats of ten (10) laps each and one (1) main race of fifteen (15) laps.
2. For senior classes a race shall consist of two (2) heats of fifteen (15) laps each and one (1) main race of Twenty (20) laps.
3. Club series points shall be awarded based on finishing position in the main race only.
4. All classes will run a timed qualifying session, one 15 lap pre-final and a 22 Lap feature race. The grid for the pre-final is determined by the qualifying time with the fastest time on Pole and slowest time the last position on the grid. The grid for the final is determined by the finishing position of the pre-final race.
5. Grid positions for the main race will be posted immediately after the pre-final are completed, & following compilation of pre-final scores by the scoring committee.
6. For the purpose of scoring a race, a DNF that passes a weigh-in shall finish ahead of another DNF passing a weigh-in with less completed laps. DNF's shall finish ahead of DQs.
7. For a main race a driver must take the green flag to receive points.

1.11 Rain Outs or Incomplete events

1. The start of the event can be delayed for up to 2 hours before the Race Director cancels it.
2. Due to weather conditions or other factors, as determined by the Race Director, racing may be stopped at any point during the day. In such cases, points will be awarded to all entrants that have personally signed in on race day. Points will be awarded as per current ASN rules.
3. Incomplete events will not be counted in total driver points when considering the "Driver of the Year Award" if it effects classes unequally.

1.12 Scoring and Results Posting

1. The scoring Committee will post unofficial Final Results of the main race on the MKA trailer following the completion of all racing events of the day. Official results will be released following Technical Inspection.
2. Points will be calculated for the MKA Club Championship according to the following schedule unless specific bonuses are prescribed for events as allocated by the MKA Executive Committee:

Finish	Points	Finish	Points
1 st	200+ (#of entries)	16 th	50(#of entries)
2 nd	175+ (#of entries)	17 th	45(#of entries)
3 rd	155+ (#of entries)	18 th	40(#of entries)
4 th	140+ (#of entries)	19 th	35(#of entries)
5 th	130+ (#of entries)	20 th	30(#of entries)
6 th	120+ (#of entries)	21 st	27(#of entries)
7 th	110+ (#of entries)	22 nd	24(#of entries)
8 th	100+ (#of entries)	23 rd	21(#of entries)
9 th	90+ (#of entries)	24 th	18 (#of entries)
10 th	80+ (#of entries)	25 th	15(#of entries)
11 th	75+ (#of entries)	26 th	12(#of entries)
12 th	70+ (#of entries)	27 th	9(#of entries)
13 th	65+ (#of entries)	28 th	6(#of entries)
14 th	60+ (#of entries)	29 th	3(#of entries)
15 th	55+ (#of entries)	30 th	0(#of entries)

1.13 Ages of Eligibility for Classes

1. Proof of Age: All Competitors must submit proof of age when registering for each MKA race event. A copy of a birth certificate left on file with the Registration Committee will satisfy this requirement.
2. Determination of Eligibility: A driver may race as a Junior until the day preceding their 16th birthday. On their 16th birthday, a driver automatically becomes a Senior. A driver 15 years of age who moves up to race with a Senior grade license cannot race again as a Junior.
3. At the beginning of the race season, an 11-year-old driver who achieves the age of 12 years during the calendar year has the option of racing Junior 1 or Junior 2. A driver may race as a Junior 1 until the day preceding their 12th birthday. On their 12th birthday a driver automatically becomes a Junior 2. A Junior 2 driver cannot carry their Junior 1 points forward to Junior 2. Once a driver races Junior 2, they cannot return to Junior 1.
4. All competitors must have attained the age of 8 prior to the start of the racing season.

1.14 Membership Fee Schedule

- Active Member \$ 100.00
- Family Member \$ 100.00

- Associate \$ 30.00
- Honorary N/C

Memberships include one Club Competition License. Additional Competition Licenses with a Family Membership are \$20.00 each.

For memberships renewed after the April club meeting, there will be a \$15.00 late Registration Fee added.

For New Memberships purchased after June 30th, the Membership Fee will be reduced by \$5.00 per Race Day missed.

There will not be a reduction prior to June 30th.

Example: New membership purchased on July 20th

Active member /Registration	\$ 100.00
Less 5 Races	- \$ 25.00
Total Membership	\$ 75.00

At the beginning of the year with the membership application the club will collect postdated cheques from members for volunteer days, equal to the amount of days you're required to volunteer. Each cheque will be written for the sum of \$75.00. After your day(s) have been fulfilled, your cheque(s) will be returned or destroyed. If the member fails to supply a volunteer, the MKA will cash the cheque(s) to offset the cost of providing the missing volunteer.

Note: If post dates are not given, cash must be paid at the time of membership application and will be reimbursed at time of volunteering.

If a current member sponsors a new member into the club, the existing member will receive the new members' membership fee, however pro-rated back as an incentive to bring in new members.

1.15 Class Structure

- Note: Kart **CLASS** and class **WEIGHT** must be visibly marked on steering wheel fairing.
- Note: **No Fuel or Oil additives will be tolerated.**

Junior 1 Honda 5.5

- **Tires:** Bridgestone YHC; Rain Tires - Open

- **Minimum Racing Weight:** 245lb
- **Age:** 8 to 11 (see Ages of Eligibility section 1.13)
- **License Required:** D
- **Nose Cones:** CIK-FIA registered breakaway type (small) required.
- **Rear Bumpers:** CIK-FIA registered rear bumpers required. Transverse bars required between rear frame members if small rear bumper utilized. Large type optional.
- **Engine:** As per current ASN - Canada Junior rules with the addition of a restrictor plate placed between the carburetor and intake. The restrictor plate will be supplied by the MKA for all MKA race events. The MKA supplied restrictor plate must be used, no other restrictor plate will be allowed. The club may use Marvel Mystery Oil for measuring combustion chamber volumes.
- **Fuel:** Pre-determined pump; premium unleaded.

Junior 2 Honda 5.5

- **Tires:** Bridgestone YHC; Rain Tires - Open
- **Minimum Racing Weight:** 291lb
- **Age:** 11 to 15 (see Ages of Eligibility section 1.13)
- **License Required:** C
- **Nose Cones:** CIK-FIA registered breakaway type (small) required.
- **Rear Bumpers:** CIK-FIA registered rear bumpers required. Transverse bars required between rear frame members if small rear bumper utilized. Large type optional.
- **Engine:** As per current ASN - Canada Junior rules. The club may use Marvel Mystery Oil for measuring combustion chamber volumes.
- **Fuel:** Pre-determined pump; premium unleaded.

Senior Honda 6.5

- **Tires:** Bridgestone YHC; Rain Tires - Open
- **Minimum Racing Weight:** 345 LB (for combined class)
- **Age:** 16 and up (upon attaining the age of 15 a driver may race as a Senior but cannot return to a Junior class - see Ages of Eligibility section 1.13).
- **License Required:** B
- **Nose Cones:** CIK-FIA registered breakaway type (small) required.
- **Rear Bumpers:** CIK-FIA registered rear bumpers required. Transverse bars required between rear frame members.
- **Engine:** As per current ASN - Canada Senior rules. The club may use Marvel Mystery Oil for measuring combustion chamber volumes.
- **Fuel:** Pre-determined pump; premium unleaded

Micro/Mini MAX

- Will be inspected according to the Western Canadian Micro Mini MAX supplemental regulations.

Rotax FR125 Max – Junior & Senior

- Will be inspected according to the current Canadian Rotax Max Challenge Regulations.

1.16 Competition Number

1. The number “1” will be reserved for use by the returning champion from the previous year in the same class. This number can be used as their kart number for the competition year. In addition, the champion’s regular number will be reserved for the race year in which they use the **# 1**.

1.17 Exhaust Systems

1. As per current ASN rules except for the following: an entrant in post race Technical Inspection with a cracked or broken header and or silencer, will receive a DNF result and will be awarded last place points.

1.18 Rookies

1. Rookies will have an “X” mark on their rear number plate and an “X” on the rear of their helmet (in contrasting colors) for a minimum of three races or until they demonstrate satisfactory driving skills. While the “X” is in place, the driver will start at the back of the grid.

1.19 Pits

The following items are mandatory equipment required for each pit:

- Rule Book / ASN & MKA supplemental rules.
- 1.5 lb ABC fire extinguisher.
- First Aid Kit
- Oil catch pan and waste oil container
- Large garbage bag.

Note: All garbage must be removed from track **every weekend!** The club will be charged for waste removal if left on property. TAKE YOUR GARBAGE HOME!

These items may be spot checked at any time by officials during the race event.

Table 3: Revision Log

Date	Revised By	Revision(s)
April 22, 2008	Peter Wtorek	<ol style="list-style-type: none">1. Clarification of J1 restrictor plate rules.2. Update of race day schedule for Saturday/Sunday race days as per 2007 race day schedule.3. Updated minimum racing weight for Senior Honda classes.4. Added revision log to last page.
April 29, 2008	Peter Wtorek	<ol style="list-style-type: none">1. Updated Table 1 and Table 2 notes to indicate that passing for Junior 1 and Junior 2 Honda classes can be done while EMS are present.2. Adjusted qualifying method for Senior Honda classes to match that of Junior 1 and 2 Honda classes.3. Removed Senior Honda Heavy class.
June 17, 2009	Peter Wtorek Murray Burkett	<ol style="list-style-type: none">1. Added Micro/Mini MAX class.2. Added engine technical inspection using mystery oil.3. Adjusted day schedules to have common qualifying format (qualifying, pre-final, final).4. Updated fuel type to premium unleaded for all four stroke engine classes.5. Removed YGC from acceptable race tire list.