

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), Book 2 (Technical Regulations), Current ASN Honda regulations and Current ASN Briggs & Stratton regulations.
2. The application and precedence of these regulations is listed in the current ASN Canada FIA Canadian Karting Regulations, Book1 (Sporting Regulations).
3. There will be no supplementary rule changes allowed during a race season. This means no rule changes will be allowed after our April club meeting until the race season has been completed. The only exception to this if it is deemed a safety issue.

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 held at the Gimli track will be run in a 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

- Junior 1 & 2 \$50.00
- Junior Rotax Max \$50.00
- Micro MAX \$50.00
- Mini MAX \$50.00
- Senior 4 cycle \$60.00
- Rotax Max or DD2 \$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 beginning 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.
2. The Grid for Qualifying will be determined based on practice times from morning practice. Fastest time will be placed in spot one....etc.

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 sequence:

- Group 1. J1 – 4 cycle
- Group 2. Rotax DD2
- Group 3. J2 – 4 cycle
- Group 4. Senior 4 cycle
- Group 5. Micro/Mini MAX
- Group 6. SR Rotax
- Group 7. JR Rotax

The class starting the sequence each day will be determined by the race director.

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 and Podium Presentation from the previous race
12:45	Marshall Briefing
12:55	Corner marshals, timing and scoring report to stations
<i>12:00 – 12:30</i>	<i>During lunch break - Seal engines and mark</i>
1:00	Qualifying
2:15	Pre-Final
3:30	Break 30 minutes
4:00	Finals all classes
5:30	Track Clean up

MKA Race Day Schedule – “Sunday” Race Day

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 and Podium Presentation from the previous race
11:45 – 11:55	Marshall Briefing
11:55	Corner marshals, timing and scoring report to stations
<i>11:00 – 11:30</i>	During lunch break - Seal engines and mark tires
12:00	Qualifying
1:15	Pre-Final
2:30	Break 30 minutes
3:00	Finals all classes
4:30	Track Clean up

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. Junior 4 cycle classes will run a timed qualifying session (5 Minutes), one 10 lap heat and a 15 Lap feature race.
2. Senior 4 cycle classes will run a timed qualifying session (5 Minutes), one 15 lap heat and a 20 Lap feature race.
3. Micro/Mini Max classes will run a timed qualifying session (5 Minutes), one 10 lap heat and a 15 Lap feature race.
4. JR Rotax, Senior Rotax and DD2 classes will run a timed qualifying session (5 Minutes), one 15 lap heat and a 22 Lap feature race.
5. Club series points shall be awarded based on finishing position in the main race only.
6. The grid for the heat 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 heat race.
7. 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.
8. 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 a competitor who is "Excluded".
9. A competitor who fails to weigh in or does not meet minimum weight will be awarded last place points. Should more than one competitor fail to meet minimum weight the finishing order will be based on the least differential to greater differential, compared to minimum weight.
10. For a main race a driver must take the green flag to receive points.
11. A competitor who is "Excluded" from the event will receive zero points and this result must be used in calculating the year end championship points. It cannot be used as a drop.

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.

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 20 th	
	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: **No Fuel or Oil additives will be tolerated.**

Junior 1 - 4 cycle classes (Honda 5.5 and B&S LO206 – scored separately)

- **Tires:** Bridgestone YHC,YKC; Rain Tires – Open
- **Minimum Racing Weight:** 240lb
- **Age:** Minimum as per ASN Canada to 11 (see Ages of Eligibility section 1.13)
- **License Required:** D
- **Nose Cones:** CIK-FIA registered breakaway type (small) required.
- **Rear Bumpers:** per ASN regulations
- **Engine:**
- **Honda 5.5** – as per current ASN - Honda 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.
- **Briggs & Stratton LO206** – as per current ASN Briggs & Stratton class rules.

Junior 2 - 4 cycle classes (Honda 5.5 and B&S LO206 – scored separately)

- **Tires:** Bridgestone YHC,YKC; Rain Tires - Open
- **Minimum Racing Weight:** 300 lbs.
- **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:** Per ASN regulations
- **Engine:**
- **Honda 5.5** – as per current ASN - Honda Junior rules. The club may use Marvel Mystery Oil for measuring combustion chamber volumes.
- **Briggs & Stratton LO206** – as per current ASN Briggs & Stratton class rules.

Senior 4 cycle classes (Honda 6.5 and B&S LO206 – scored separately)

- **Tires:** Bridgestone YHC,YKC; Rain Tires - Open
- **Minimum Racing Weight:** 345 lbs.
- **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:** Per ASN regulations
- **Engine:**
- **Honda 6.5** As per current ASN – Honda Senior rules. The club may use Marvel Mystery Oil for measuring combustion chamber volumes.
- **Briggs & Stratton LO206** – as per current ASN Briggs & Stratton class rules.

Micro/Mini MAX

- Will be inspected according to the Western Canadian Micro Mini MAX supplemental regulations. YHC, YKC tires are allowed. Motul 2T oil, old style clutch and W1 or W2 Rain tires are permitted.
- Antifreeze will be allowed as an additive to the engine coolant.

Rotax FR125 Max – Junior & Senior

- Will be inspected according to the current Canadian Rotax Max Challenge Regulations. Motul 2T oil, old style clutch and W1 or W2 Rain tires are permitted.
- Antifreeze will be allowed as an additive to the engine coolant.

Rotax DD2

- Will be inspected according to the current Canadian Rotax Max Challenge Regulations. Motul 2T oil, W1 or W2 Rain tires are permitted. W1 or W2 Rain tires are permitted.
- Antifreeze will be allowed as an additive to the engine coolant.

1.16 Fuel

1. Pre-determined pump; premium unleaded. (Default is Pump 1 Gimli Co-op)

1.17 Competition Number

2. 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**.
3. Only Yellow background is acceptable for the number plates. Cadet Karts are allowed to use 4” high Number Decals with a ¾” stroke for Side Pod number plates.

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 10, 2009	Peter Wtorek	<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.
January 30, 2010	Terry Buzza, Murray Burkett	<ol style="list-style-type: none"> 1. General update for schedule and race day to match Scoring and Race Format verbiage. 2. Added handling of DQ with respect to championship points 3. Added DD2 Class 4. Added underweight penalty 5. Changed age of eligibility to 8 years prior to first on track session. 6. Added YKC Bridgestone tires for classes using Bridgestone. 7. Added White/Yellow background for number panels and Cadet Karts allowed to use 4" high side panel numbers. 8. Removed Exhaust system rule as it is covered by ASN. 9. Added rules cannot be altered 1.1.3

March 2010	Murray Burkett as per Executive direction	<ol style="list-style-type: none"> 1. Minor changes in wording DQ replaced with "Excluded" 2. Antifreeze allowed in Rotax 3. W1 and W2 Rain tires allowed in Sr. Rotax and DD2
April 2011	Murray Burkett as per Executive direction	<ol style="list-style-type: none"> 1. Change Honda classes to 4 cycle classes to accommodate the B&S engine. Indication of separate scoring for the new LO206 classes 2. Changed the minimum age to ASN Canada requirements/rule. 3. Minor increase in minimum weights for 4 cycle classes as per ASN championship Steering committee recommendations to accommodate the mandatory full width bumper required. 4. Added DD2 & added exception to allow competitors to use old stock product at MKA races (i.e. oil) in Rotax classes – this will disappear as the product is used up. 5. Changed the reference for designated fuel to only appear once.