



# SPORTING REGULATIONS

## **About Innisfil Kart Club**

Innisfil Kart Club is a non-profit club that is directed by a governing board. The Board Members hold a one year term. Our mission statement is “Promoting Competition and Sportsmanship through Motorsports in a fun, non-partisan environment”.

Innisfil Kart Club uses the Innisfil Indy as its home track. It is located east of Hwy 11 off Hwy 89, on 2006 Gilford Rd. The track owners, Tony and Rose Launi, built a new high speed, technically challenging track in 2004. The track length was increased in 2006, and is now bi-directional and has several different layouts.

Our racing season starts in April with a training day for our young and new members, and ends in October with an Enduro Race and BBQ. We usually have a 14 race season with drivers competing for points towards a championship. Members also enjoy traveling to other tracks in Ontario to race.

At Innisfil Kart Club, we race under most conditions, including light snow, rain, or sunshine. For safety precautions, rain tires are required under rain conditions. We have an electronic timing system to allow a proper qualifying session and safe starts. As we are an ASN affiliated club, we enjoy the benefits of the standardized rules, racing insurance, a safety inspected track and a regulated organizational body.

## **Championship Awards**

The top 3 of each recognized class will be awarded championship trophies. The top 1 will also receive a jacket.

## **Race Day Awards**

Race day awards will be presented at the end of the day based on finishing positions in the finals. Trophies and or medallions will be awarded to the top 3 for all junior classes and the top 3 for all novice and top 3 for senior classes senior classes.

## **Series Organizer**

This race series is organized and promoted by the Innisfil Kart Club. For further information go to [www.innisfilkartclub.ca](http://www.innisfilkartclub.ca) or phone 905-775-4686. Correspondence can be mailed to 2006 Gilford Rd. Gilford ON, L0L 1R0.

## **Insurance**

General Liability insurance is bought through ASN Canada FIA. Event insurance for each race is arranged by Innisfil Kart Club through ASN Canada FIA. Requests for any insurance details must be made to the Club Secretary.

## **Regulations**

The series will be run in accordance with:

- ASN Canada FIA Canadian Karting Regulations Book 1, Sporting Regulations, effective
- January 1, 2012, and ASN Canada FIA Canadian Karting Regulations Book 2, Technical
- Regulations, effective January 1, 2012;
- ASN Bulletins issued and published prior to the event;
- Innisfil Kart Clubs Supplementary Regulations for the 2012 Championship Series (these regulations);
- Innisfil Kart Clubs Series Bulletins published prior to the event;
- Event Supplementary Regulations;
- Event Bulletins; and
- Any verbal instructions from Approved Officials.

These series regulations can only be amended or changed with the approval of the Governing body.

## **Track Configurations and Dates**

Track configurations can be found on the website. The configuration that will be used for each date will be posted no later than 3 days prior to the event date.

## **Race Event Drops**

The 2012 season will consist of 14 points races. The Innisfil Kart Club reserves the right to reduce the length of the season should an event

have to be cancelled. There will be 3 drops that can be used throughout the season. In the event of a disqualification for technical infractions, the entrant will be scored zero points and will **NOT** be allowed to drop the result from their season points. In the case of a disqualification for not weighing in, the driver will be scored last place points. In the case of an on track infraction where the driver is black flagged, the driver will be scored zero points for the race and will be allowed to use it as a drop.

## **Points System**

Points will be awarded on the finishing positions in the final. Only Innisfil Kart Club members will score and accumulate championship points. A race entrant will be considered to be a club member eligible to score championship points only if they are an IKC club member before the end of the final day of the event. Total championship points will be taken from the best 11 out of 14 finishes. Any technical or unsportsmanlike DQ's, must be included as one of the 11 finishes.

The points system is as follows:

POSITION	POINTS
1st.	200
2nd.	185
3rd.	172
4th.	161
5th	152
6th.	145
7th.	138
8th.	132
9th.	127
10th.	123
11th.	120
12th.	117
13th.	114
14th.	112
15th.	110
16th.	108
17th.	107
18th.	106
19th.	105
20th.	105
21st. and back	100

In order for a class to qualify for championship points, it must have had a minimum of 55 entries throughout the season. In order to score points, a driver must be classified as a race finisher or did not finish (DNF). Drivers must attend at the podium ceremony and are to be dressed in their driver's suits to receive their trophies.

Scoring for stopped races will be in accordance with the Canadian Karting Regulations Book 1, Sporting Regulations issued by ASN Canada FIA. Championship points will be posted on the Innisfil Kart Club website at [www.innisfilkartclub.ca](http://www.innisfilkartclub.ca) Drivers are responsible for checking their points standing and notifying the secretary in writing or by email of any errors. Unless the error results from an unresolved appeal, the club will not be obliged to correct any errors that are notified after 30 days of the event, and or after October 15th. 2012.

### **Classes**

The 2012 championship series will consist of the following classes: Novice – Stock or Super Stock, Junior Honda, Micro Max, Mini Max, Jr. Rotax, Seniors, Masters, Sr. Rotax, DD2, and Shifter.

The Race Director, has the discretion to determine which classes are combined on race day, in accordance with the ASN rules. If there are less than 8 in a class, some classes will be combined.

### **Driver Responsibilities**

All drivers and their families **must be in good standing** with Innisfil Indy, and the Innisfil Kart Club, and other recognized clubs and organizations in order to participate in IKC events and receive year end trophies and prizes.

All members over the age of 16 are eligible to vote at the annual fall meeting and executive elections.

Members of recognized clubs can enter a maximum of 2 IKC events before being required to pay the IKC club membership fee.

The yearly membership runs from January 1<sup>st</sup> 2012 to December 31<sup>st</sup> 2012.

All members shall conduct themselves in an orderly manner. **Physical violence shall not be tolerated and will result in IMMEDIATE ejection from the event site, disqualification from the event and an automatic suspension and or fines, for the first offense.** In the case of a second offense the membership will be revoked for a period of 1 year. ASN Canada FIA is notified of any suspension or license revoked for the above reasons.

**Verbal abuse of an official may result in immediate exclusion from the event.**

Verbal abuse or threats directed at any individual, by a guest, crew member, or race entrant, may result in **a one week suspension for the responsible person. If the behavior continues, the driver may also receive a one week suspension, and disqualification from the event.** If the behavior still continues, then further suspension will occur.

All drivers must attend the drivers meeting on the day of the event. Failure to attend the drivers meeting may result in the driver starting at the back for the pre-final.

### **Driver Eligibility**

Drivers must hold a license of the required category for the class (es) entered. Drivers wishing to upgrade during the year, must apply for and be granted the appropriate license prior to competing in that class. Drivers under the age of 18 years are only eligible to compete if their Parental Consent Waivers have been completed.

### **Driver Licensing**

Innisfil Kart Club reserves the right to require any new club member to participate in a mandatory driver training or evaluation program. This requirement includes applicants who hold or have previously held, a license issued by another ASN affiliated club. Members must comply with ASN Canada FIA's Competition License Medical Examination Policy. Applicants less than 11 years of age must meet all requirements applicable to applicant's age 11-35 years of age. All members will receive a license card which must be presented at the time of registration at **ALL** events. Replacement cards are available for a cost of \$10.00. A driver who races in Novice may also race in Micro Max.

### **Driver Junior Age**

A driver that is 7 years of age may compete in the 2012 season **provided** they are 8 on or before December 31<sup>st</sup>. 2012.

### **Driver Senior Age**

All drivers participating in a senior class shall be at least 15 year of age on the first day of the event and must have the appropriate senior grade license for the class(es) entered. A senior can not go back to a junior class. A driver who wishes to move up during the season must apply for and be granted the appropriate license prior to competing in the class.

**Note: If a driver moves up during the season, he/she can not carry points over to the new class**

### **Drivers Conduct**

All members shall conduct themselves in an orderly manner. Members **shall** be held responsible for the actions of their pit crew and guest, regardless of their age. Unacceptable actions of the pit crew and or guests, will subject the driver to any penalty, disqualification from an event, or suspensions of membership privileges.

### **Restricted Areas**

Access to the grid is restricted to drivers and their mechanics, and only when their class has been called to the pre-grid or grid.

The timing and scoring building is a restricted area and is out of bounds to all entrants and competitors during qualifying and racing. Permission into the building may be granted by the President or Secretary only.

### **Entry Fees**

It is the responsibility of all members to register before using the track. Registration will start at 7:00am on race day and will close at 7:45am. Registration will take place in the club house. Any members using the track without registering on a race or practice date will be placed at the back for all races that day, and be charged an additional \$20.00.

Registration will only be reopened to accept late entries with approval from the Secretary and is subject to a late entry fee of \$10.00 NOTE: a late entry **may** not be accepted, and is not subject to protest or appeal. If you are **not** registered and in attendance at the track, prior to the start of the pre-final sessions, you will not be allowed to race that day. If you have pre-registered for the event and do not arrive prior to the pre-final sessions, you will lose your registration fees for that day. **You must be registered and paid by the end of the qualifying sessions.**

The race entry fees will be \$70.00 for all classes. If you race a second class your entry for that class will be \$60.00. Members from any ASN affiliated club may race for an additional \$10.00 fee.

Before registration is accepted and a license given, all Parental Waivers, Minor Waivers, Medical Self-Declarations, and Medicals, must be handed in to the Secretary. The parents or guardians of participants under the age of 18 years must sign all registration forms. All entrants must complete all necessary insurance waivers. Drivers will be required to surrender their license at registration. Innisfil Kart Club reserves the right to request an original copy of a birth certificate.

Race entry cheques should be made payable to Innisfil Indy Karting. Payment by cheque is a privilege, not a right. Any returned items are subject to a \$50.00 administration charge. A member shall be considered to be "Not in Good Standing" until such time as the outstanding amount, including the administration charge, is paid.

**A letter will be sent to ASN Canada FIA regarding anyone that is not in good standing.**

### **Technical Self Declaration**

It is the driver's responsibility to complete the Pre-Tech Form and bring it to registration on race day. Any member, who has not handed in their Pre-Tech Form, may be subject to a fine or disqualification from the event that day.

## **Timing and Scoring**

Timing and Scoring will utilize a transponder system. Each kart must be equipped with an approved transponder mounting bracket. Transponders must be mounted as per ASN rules, on the back of the seat, 25 cm +/- 5 cm from **ground** level. Minor offset from the center of the seat is permitted. (avoid weight being too close to placement for better reading) Transponder mounts can be purchased at registration for \$15.00.

**Loss or damage of a transponder will incur a cost of \$375.00 to the driver/entrant. By participating in an event, the driver/entrant accepts that \$375.00 represents the replacement cost of the transponder.**

The driver/entrant will be considered to be “Not in Good Standing” until the transponder has been found and returned or until the \$375.00 has been paid to Innisfil Indy Karting. **The driver/entrant irrevocably authorizes the Innisfil Kart Club to retain the driver’s competition license until full payment has been made.**

## **Qualifying Procedures/Race Format**

Start positions for the pre-final will be determined by the times recorded during official qualifying. **The Novice Class will have 2 pre-finals, and a final.**

Grid positions for qualifying will be determined by the order random order. Karts that are not ready to enter the track when signaled to, will forfeit their position and will not be allowed to enter the track until all other karts have done so. Start positions for the final will be based on finishing positions of the pre-final. Notwithstanding the above:

**“Rookies” will start at the back of the grid for the pre-final and final** for their first 3 races, unless they have attended training day and then will start at the back for the pre-final only for their first 3 races.

A non-member entering a race on the last 2 scheduled race dates of the season, or a club member who first races in a class (as a member) in

any of the last 2 scheduled race dates of the season, will be required to start at the back of the grid for the pre-final and final race.

### **Warm Up Laps/Formation Lap**

The number of warm up laps will be decided by the Race Director and will be announced on the grid. Drivers who fail to maintain their official grid position during the warm up lap are permitted to regain their grid position prior to arriving at the formation line on the track during the final warm up lap, **only** if this does not impede other drivers. Drivers who fail to do so, or who fail to maintain their official grid position between the formation line and the start signal, must drop back to the rear of the field for the start of the race. In the event of an aborted start, followed immediately by a restart, drivers who were out of position for the original start are permitted to regain their grid position prior to arriving at the formation line on the track.

If a driver stops for any reason on the formation lap, they will not be allowed to try and restart again until they have been passed by the entire field. For all classes, drivers are allowed to try and restart their kart in accordance with **ASN TR10.11**.

### **Race Start**

The start of the race will be signaled by the starter at the start/finish line, by the waving of the green flag. To be considered a race starter, or to compete in a race, a qualified kart/driver must enter the race before he field has completed 1 green flag lap. Karts that do not comply with this Regulation shall be classified as a Did Not Start (DNS). A driver that has qualified for a starting position, but does not start the scheduled race, shall not receive any qualifying or racing points. (As Per ASN Canada FIA 2012 Regulations 11.6 A and B)

### **Stopped Karts on the Track**

Drivers are required to follow the instructions of the officials and marshals. Karts may be recovered by the officials and taken to the scale area. Karts will not normally be recovered until after a race is over. **Crew members/family members are NOT permitted to recover a kart from the track at any time unless permission is granted by an**

**official. A \$50.00 fine may be applied to violators.** Provided it can be performed safely, and unless instructed otherwise by a race official, the driver (alone) may repair the kart on the course during a practice, qualifying session, heat, or race. Except as otherwise provided for in the regulations, the driver must not receive any physical assistance restarting their kart. (Novice drivers will receive assistance from a corner worker only, when it is safe to do so) The driver is responsible for moving the kart to a safe area and ensuring that they and the kart remain in a place of safety for the entire running of the race or session. **Drivers must keep their helmets on at all time on the course.**

### **End of Session Procedures**

At the end of qualifying and race sessions, drivers must go to the scale area and weigh in. Drivers who fail to weigh in following a qualifying or pre final session will be disqualified and will start at the back for the next session of that day. **Drivers who fail to weigh in after the final will receive last place points.** Karts that brake down on the track, should be brought to scales to be weighed in order to receive the appropriate points for where you have finished. **Once you take the green flag, you are required to go through the scales.**

### **Flag System**

Innisfil Kart Club will use the flags and flag signals set out in **ASN SR11** with the following modifications:

*“Blue with Red X”* will not be used

*“Yellow with Red Stripes”* will not be used

All flags, including the blue flag, may be used in practice, qualifying and racing. In addition to other penalties that may be assessed, failure to obey a blue flag during qualifying may result in the loss of the driver’s fastest time.

### **Procedure to Stop a Race**

Races will be stopped in accordance with **ASN SR 10.12(c)** and the red flag will be displayed by the starter and possibly each flag station, but with the following modification:

On first seeing the Red Flag it is the responsibility of all drivers to im-

mediately slow down, stop racing, **no passing is allowed**, exercise extreme caution and **pull to the side of the track and STOP as soon as it is safe to do so**. Except in an emergency, drivers should not get out of their karts until signaled to do so by a race official. Drivers should keep their helmets on at all times while on the course, unless otherwise instructed by an official.

### **Wet Race**

If the Race Director declares the race to be a Wet Race, all karts on dry tires will be allowed 15 minutes to change to wet tires. It is the competitor's responsibility to ensure they do not damage the technical inspection marking on any set of tires that has previously been painted.

When changing tires, competitors must comply with **ASN TR 7(a, b, c)**. If a race is started in the dry, and it starts to rain on all or part of the course prior to the completion of 50% of the scheduled race length, the Race Director is empowered to use the procedures for stopping/restarting a race in the **ASN Sporting Regulations**. Such a decision is not subject to Appeal.

If a race is restarted, 15 minutes shall be allowed for changing to wet tires. If a race is started as a wet race and the track dries to such an extent that it is, in the opinion of the Race Director, inappropriate to continue to race on wet tires, the Race Director shall invoke the procedures for stopping/restarting a race in these regulations. Such a decision is not subject to Appeal.

Drivers are not allowed to keep their visors open during racing. In the case of rain, a driver may **crack** their visor slightly.

### **Re-entry to Track**

Competitors who exit from the track during a race will not be permitted to re-enter the track during that session or race. If a driver does so during qualifying, they will lose their best time, and during a race, will be DQ'd. This DQ will not be allowed to be used as a drop.

## **Pit Lane**

Competitors are prohibited from driving through the track exit lane without stopping. A driver must stop and switch off their engine before reaching the weigh-in area containing the scales. The engine shall not be restarted until it is back in the drivers paddock area.

## **Meatball**

The meatball flag will be used for loose and fallen off parts. Anyone that receives the meatball flag is expected to leave the track immediately and will receive last place points. This is done for safety reasons, and should be respected.

## **Official Notice Board**

The official notice board is located across from the scale area, and will contain any changes or information needed throughout the day. We also have an FM Transmitter station where we will publicize changes to the schedule etc. Tune in for race day info. The race postings will be located beside the notice board.

The race day schedule including qualifying, pre-finals and finals for each class will be displayed at registration, and on the website, no later than 3 days prior to the event.

## **Race Day Schedule**

The gates for the track will open at 6:30am on race day. Registration opens at 7:00am and will close at 7:45am on race day. Pre Tech will start at 8:15am, and will continue to 8:45am. Drivers briefing will be held at 8:55am at the garage, and the first class should be lined up on the grid for practice by 9:00am.

The Innisfil Kart Club reserves the right to modify the schedule of events.

## **Personal Vehicles**

The use of motorized vehicles in the paddock area is strictly prohibited. This includes motorcycles, mopeds, electric scooters etc.

Skateboards, inline skates, bicycles, and scooters are prohibited from use in the pits, pre-grid and grid areas.

**-- The penalty for violation of this regulation may result in exclusion from the event. --**

### **Environmental Considerations**

- Entrants, drivers, pit crew and other team members are responsible for keeping their paddock clean.
- Each competitor must have a leak-proof container for the temporary storage of waste.
- There will be no refueling on the Grid, Pre-Grid, or in the pit lane.
- Karts are to be refueled in the paddock area only.
- Garbage cans are provided for the disposal of general refuse.
- Tire disposal is available at track.
- There are no facilities for the disposal of fuel and oil. Fuel and oil must **NOT** be disposed of in regular garbage cans; they must be removed from the track grounds by the competitor.

**The penalty for disposing of oil and/or fuel results in disqualification and/or fine.**

### **Protests and Appeals**

Innisfil Kart Club will follow the ASN Sporting Regulations for Protests and Appeals.

### **Reporting of Injuries**

Anyone who sustains an injury while on the racetrack property, whether caused by a racing incident or not, must report that injury to the Secretary. The injured person must provide sufficient information for the club to be able to include details of the injury in the race report. Parents/Guardians are responsible for reporting the injuries of minors.

### **Consumption of Alcohol**

There is absolutely **NO** consumption of alcohol allowed during the event, by the driver, mechanic, family members or guests. The event commences with the opening of registration and concludes at the cessation of **ALL** on-track activities, not at the conclusion of on-track activities for the participant's class. **Violation of this will result in immediate disqualification from that day's event.**

**Parking**

The entrance to the facility must remain clear at all times to allow entrance and exit by emergency vehicles. The area that is reserved for paid pit spots must be observed and spots can not be parked in, unless paid in full.

**Kart Numbers**

Previous club members will have their racing numbers secured from the previous season until the Fall General Meeting. After that, if they have not become members, their numbers will be made available to new members.

# TECHNICAL REGULATIONS

## Fuel

Fuel samples may be taken at any time during an event. **Failure to allow a test or failure to test within the limits of the fuel specifications will result in exclusion from the event.** The spec fuel for Innisfil Kart Club is 94 Octane from Sunoco for all Rotax classes and Regular 87 Octane for all 4 strokes available at Trotter's Gas Station (Northeast corner of Yonge St. & Hwy 89).

## Additives

Absolutely **NO** additives will be allowed to be used with the oil. Anyone found using additives **will** have their license revoked by the club. ASN Canada FIA will be notified along with all of the other ASN Canada FIA Ontario affiliated clubs. This is in accordance with ASN Canada FIA Regulations.

## Tires

For all classes any tire may be used for a WET race. DRY RACE tires will be MG Red . The spec tire for Rotax classes is MOJO per “rotax max” rules for both DRY & WET RACES.

## Return Springs

Double return springs are to be on all novice karts that have **butterfly carburetors**. They must be spaced at least 1 inch apart from each other. You will have to have both springs on the kart to be able to go on the track.

## Kill Switch

A kill switch on the steering wheel will be permitted. It is optional but highly recommended for the Novice class. It may be either a push button, or a toggle switch. The original kill switch on the engine must remain.

## Braking Systems

Front wheel braking systems are not allowed in any class except for the DD2 shifter classes.

## **Repairs and Replacements**

At each event, the exact same engine used on the kart during qualifying must be used, unchanged during the races, with the following exception:

An engine may be repaired or changed after qualifying under observation or permission of the Club President or assigned technical inspector. The second engine **MUST** be registered **in advance of the change** on the entrants Technical Self-Declaration form. The driver will then retain his/her grid position. You **cannot** switch parts from one engine to another.

If an engine is not registered on the Technical Self-Declaration, the driver will start at the back of the grid.

In the case of dirt in a carburetor, cleaning can be done under the supervision of the Club President or assigned technical inspector and the driver's grid position will be retained.

## **Front Wheel Retention**

All front axel spindle nuts, whether self-locking or not, must be cotter pinned, or safety wired, or secured by snap rings. This applies to all classes and chassis.

## **Bodywork**

In addition to bodywork permitted by **ASN TR10**, bodywork fully conforming to sections **10.1a) to g), 10.3a) to c), 10.4a) to b), 10.5a) to h) and 10.6** of **ASN Canada FIA Canadian Karting Regulations Book 2**, Technical Regulations effective Jan. 1, 2005 is permissible.

## **Bumpers**

In addition to bumpers permitted by ASN TR8.19, bumpers fully conforming to sections 8.19a) to e) and 8.22 of ASN Canada FIA, Canadian Karting Regulations Book 2, Technical Regulations effective Jan. 1, 2012 is permissible. Plastic rear bumper.

## **Competition Numbers**

The front side and back number panels of entrants in **ALL** classes must clearly display the kart number in **BLACK NUMBERS, ON**

**YELLOW BACKINGS.** All numbers must be legible throughout the season.

They will be one, two, or **three** digit numbers only, with no letters.

**-- If the numbers are not legible, the entrant runs the risk of not being scored. --**

#### **4-Cycle Restrictor Plates**

The only acceptable restrictor plates are those manufactured in accordance with the following Technical Regulations. It is the responsibility of the competitor to advise their engine builder of these regulations and to ensure that their restrictor plates comply with the Regulations. All restrictor plates of all fuel orifice sizes must conform to the following list of specifications:

- Restrictor plates for the Novice Class must be stamped “450”.
- The fuel orifice must be laser cut without apparent chamfer, not machined or punched.
- The appropriate NOGO tool or pre-set vernier must not even start to enter the fuel orifice from either side of the restrictor.
- The fuel orifices shall be 0.450” (0.452” NOGO) , and 0.500” (0.502”NOGO), at ANY point.
- The restrictor plate shall be flat, as measured on a glass plate.
- Restrictor plate must be of steel construction.
- The mounting holes may not be larger than 0.250” on an axis.
- The vertical center of the fuel orifice must not be more that 0.010” vertically above or below a line drawn through the middle of the mounting holes.
- The horizontal center of the fuel orifice must not be more than 0.010” horizontally beside a line drawn vertically through the centers of the mounting holes.
- The thickness of the plate shall be 0.055” minimum to 0.065” maximum.
- Restrictor plates may not be modified in any manner.

#### **Rotax Max Spark Plugs/Chassis**

NGK Iridium spark plugs may be used in place of DENSO Iridium IW spark plugs.

Eligible chassis for the Rotax Max Sr. and Jr. classes are as specified in ASN TR8.1b). ASN TR 8.1a) shall not apply.

### Shifter Exhaust System

Karts in the Formula Sr. (shifter) class must have an exhaust system that conforms to ASN TR 14(i), in addition to those applicable for their class. The only approved exhaust silencers are CIK approved/homologated large silencers or alternative acceptable to the Technical Delegate.

### Shifter Engines

Non-ICC homologated engines may be registered by the entrant provided they fully comply with Regulation 13.1 of the ASN Canada FIA, Canadian Karting Regulations Book 2, Technical Regulations effective January 1, 2012.

### CLASS STRUCTURE

CLASS		MIN. LIC.	AGE	WEIGHT	ENGINE
Novice	Stock	E	8-11	245lbs.	GX160 Sealed by IIK
	Super Stock	E	8-11	<u>245lbs</u>	GX160
Micro Max		E+	8-11	245lbs.	SPEC
Junior Honda	Stock	D	9-15	260lbs	GX160
	Super Stock			<u>290lbs</u>	GX160
	Driver must weigh 180lbs. or more			350lbs	GX200
Mini Max		C	10-13	265lbs	SPEC
Jr. Rotax		C+	12-15	320lbs.	SPEC
Seniors		B	15+	335lbs	GX200
Masters		B	34+	365lbs.	GX200
Sr. Rotax		B	15+	364lbs	SPEC
DD2		A	15+	381 lbs	SPEC
Shifter		A	15+	375lbs.	SPEC

## Special Notes

Stock engine and stock muffler for Novice Class – no restrictor **\*open to adjustment by Tony**

Super Stock engine for Novice Class - .450 restrictor – stock pipe

Junior Honda no restrictor

RLV Pipe for Junior Class

\*novice restrictor plate rule is left open to adjustment by Tony to ensure fair competition between sealed stock and super stock engines.

## Training Requirements

It is **Mandatory that ALL members of the following classes participate in a full driver training session on April 14<sup>th</sup>, 2012:**

Novice

Micro Max

Mini Max

~~Junior Honda~~

New Drivers of any age

Members of these classes must participate in the **FULL** training day regardless of the number of seasons they have been racing. Failure to attend the **FULL** training session will result in the application of the “**Rookie Rule**”, meaning drivers that have not attended the full training day will start at the back for the pre-final and the final for three race events. Drivers who attend the full training day will start at the back for the pre-final only for three race events. Rookies will have an X on their rear number plate for their first 3 races.

## Amendments to ASN Regulations

The following regulations are amendments to ASN Sporting Regulations:

**ASN SR 1.5 (b)** In the case of a disagreement or dispute regarding the meaning or application of the Regulations, the interpretation and application by IKC Officials present at an event shall prevail.

**ASN SR 1.5 (c)** All ASN members, IKC members, ASN license holders entrants and participants in the events organized by IKC agree that decisions by IKC Officials as to the interpretation of these Regulations are not subject to litigation.

**ASN SR 1.5 (d)** ASN members, ASN license holders, IKC members, race entrants and participants agree that they will not initiate or maintain litigation of any kind against IKC or anyone acting on behalf of IKC, with the intention of reversing, modifying, or obtaining relief from such decisions.

**ASN SR 1.5 (e)** If an ASN member, IKC member, ASN license holder, race entrant, or participant initiates or maintains litigation in violation of these regulations, the member, license holder, entrant or participant agrees to reimburse IKC for all the costs of such litigation, including attorney's fees.

**ASN SR 1.11 (a)** Innisfil Kart Club (IKC) is the holder of all rights to the use of photo's, television or video images at all club events and other events organized or promoted by the club.

### **Deletions from ASN Sporting Regulations**

**ASN SR 5.9 Drivers** shall at all times wear an ASN identity patch on the front of their driver's suit above the waist.

### **Splitting the Grid**

The Grid will be split into an A and B grid based on the following:

Novice Class: Grid will be split at 20 racers

Jr. Classes: Grid will be split at 34 racers

Sr. Classes: Grid will be split at 34 racers

At the discretion of the Race Director, the grid may be split at lower numbers. The top three finishers of the B pre-final will move up to the A final but start at the back of the grid.

### **Equipment**

#### **HELMETS**

Helmets must meet all requirements in ASN Canadian Karting Regulations Sporting section 5. SA-95 and M-95 standards will no longer be accepted. Snell 2005 and 2010 are acceptable. Helmet Cushions **are optional, however, recommended** to be worn at all IKC events.

### **Track Configurations**

There are several different track configurations that Innisfil Kart Club will run throughout the season. The configuration for each race event will be listed on the website no later than 3 days prior to an event.

### **Technical Protests**

If a driver takes issue with another driver's engine, the complaining driver will fill out a protest sheet and file it along with \$250.00 to the Club President. The engine will then be sent to ASN to be tech'd. If the engine proves to be illegal, the complaining driver will receive their \$250.00 back. The owner/driver of the illegal engine will pay a \$250.00 fine to Innisfil Kart Club. **The member will be considered to be "Not in Good Standing" until the \$250.00 penalty is paid in full.**

### **Race Restart**

If in the first corner of the green flag lap 25% of the field wrecks, the race must be restarted.

# INNISFIL KART CLUB'S ABUSE POLICY

It is Innisfil Kart Club's priority, first and foremost to provide a safe, fair, and enjoyable place to race, for all drivers, associates, family, guests, officials and spectators.

The Innisfil Kart Club events should remain free of any negativity such as physical and verbal abuse, discrimination, intimidation, both on and off the track, and hateful words and actions.

The Innisfil Kart Club will not tolerate violence of any kind. Threats, name calling, or acts of violence, and any activity which places the safety of the drivers, officials, or spectators at risk will not be tolerated.

The Innisfil Kart Club Executive and Directors will ensure that all members of IKC receive a copy of the Abuse Policy. Officials will respond appropriately, without delay and in a consistent fashion when dealing with an incident.

There will be serious consequences for any person who is found to be violating the Abuse Policy. These consequences may be as follows:

- Warning letter and possible probation
- DQ'd from the heat
- DQ'd from the entire race day, which cannot be used as a drop
- Suspension from the next scheduled club event
- Suspension from the club for the remainder of the season
- Bond or Fine

Repeat Offenders will be dealt with more severely and violation of this policy may result in permanent expulsion from the Innisfil Kart Club, with a notice to ASN Canada FIA.

The purpose of this policy is to reduce the incidents of verbal and physical abuse, and to promote long-term prevention of abuse and violence.

**This policy will apply to both club members and officials.**



## LO206 Canada Engine – 2011 Class Regulations

### Bulletin – B&S 2011-01- June 1, 2011

#### Engine Specifications

##### 1. Briggs and Stratton Racing Class Structure

Junior 2	13 to 15	300	LO206 with carb lock	RLV pipe (#5507) Slide (#555734)
Senior	15 and up	340	LO206	RLV pipe (#5507) Stock slide (#555590)
Change to:				
Junior 2	13 to 15	300	LO206 with carb lock	RLV pipe (#5507) Blue Slide (#555734) .520 max opening
Senior	15 and up	340	LO206	RLV pipe (#5507) Stock slide (#555590)

##### 19 - Carburetor & Intake Manifold

- d. Idle pilot jet    Idle pilot jet – #32, hole size is 0.130" no go.

Change to:

- d. Idle pilot jet    Idle pilot jet – #32, hole size is .0130" no go.

##### 19 - Carburetor & Intake Manifold

- p. Front Slide Length    1.148    A10

Delete and change to:

- p. Carburetor Slide Cutaway - .075 NoGo Tool A10

##### 20 -Valve Lift & Ignition Timing

- c. Checking ignition timing. Install degree wheel, using positive stop method. ignition. With the right edge of the magnet, (not the magnet holder), aligned with the right edge of the notch of the right leg of the coil, the engine must be from 23 degrees BTDC to 27 degrees BTDC. Only the B&S stock keyway and unaltered flywheel are permitted to be used.

Change to:

- c. Ignition Timing: 29 degrees BTDC

## **24 – Valves**

### a. Intake Valve

Valve length : 3.272 +/- .010 inches

Change to:

Valve length : 3.3655 Minimum – 3.3795 Maximum

### b. Exhaust Valve

Valve length : 3.272 +/- .010 inches

Change to:

Valve length : 3.3655 Minimum – 3.3795 Maximum

## **28 – Engine Block**

h. Cylinder bore dimension: - 2.697 inches maximum for entire length top to bottom.

Change to:

h. Cylinder bore dimension: - 2.693 inches maximum for entire length top to bottom.

## **34 – Cylinder Bore**

B&S stock bore is 2.690 “. Allowance for wear is permitted up to 2.697”.

Change to:

B&S stock bore is 2.690 “. Allowance for wear is permitted up to 2.693”.

## **38 – Exhaust Silencer**

Silencer must be RLV B91 with round baffle holes only.

Change to:

Silencer must be RLV B91XL part number 4104 with round baffle holes only.  
Wiring of silencer to header is recommended.

## **41 - Technical Inspection Tools**

Delete February 5, 2011 Tool List

Replace with June 1, 2011 Tool List (published in separate document)