

# Southern Interior Karting Association - Supplemental Regulations - 2002

## Sporting Regulations

Version 1.0

### 1. GENERAL PRESCRIPTIONS

- 1.3.1. Where there is a conflict between the rules stated herein and the BCKCA or ASN rules, these rules shall take precedence and will apply. To completely understand the scope of the entire club rules contract it is necessary to understand the BCKCA Supplemental Regulations as well as the ASN Canadian Karting Regulations, books 1 and 2.
- 1.7.1.a) Members of the Southern Interior Karting Association (SIKA), which is a member of the B.C. Kart Club Association (BCKCA) and of ASN Canada FIA (ASN), are bound by these Supplemental Rules as well as by the current year Supplemental Sporting Regulations and Supplemental Technical Regulations of the BCKCA, and by the current year Sporting Regulations and Technical Regulations of ASN along with their revisions which may be published from time to time.
- b) For interpretation of these rules, consult the Clerk of the Course.

### 3.2.1. 2002 COMPETITION CLASSES

	Class	Age	Lic	Engine	Weight (lb.)
1	Junior 1 - 4 cycle (J14)	8-11	D	ASN Honda GX160K1 (0.502 No Go Restrictor) ASN Honda GX160 (0.502 No Go Restrictor) ASN Honda GX140 (0.502 No Go Restrictor)	245 225 225
2	Junior 1 - 2 cycle (J12)	8-11	D	BCKCA - DAP / Comer 80 BCKCA - Yamaha KT100 restricted for Junior 1	225 235
3	Honda Junior (J24)	11-15	C	ASN Honda GX160 & GX160K1 unrestricted	291
4	Formula 100 Junior (F100J)	11-15	C	ASN Yamaha KT100 with YBX muffler	286
5	Honda Senior (S4N)	15+	B	ASN Honda GX200	330
6	Honda Senior Heavy (S4H)	15+	B	ASN Honda GX160K1 ASN Honda GX200	330 400
7	Formula Piston Port (FPPL)	15+	B	ASN Yamaha KT100 BCKCA PRD RK-100 BCKCA Komet K71, & DAP T50	310 320 330
8	Formula Piston Port Heavy (FPPH)	15+	B	ASN Yamaha KT100 BCKCA PRD RK-100 BCKCA Komet K71, & DAP T50	350 360 370
9	125 Rotax Max (FR125)	15+	B	Rotax Max 125 per BC Rotax Challenge Rules	352
10	Senior 100 Club (S100L)	15+	B	ASN ICA with SIKA restrictor plate.	320
11	Senior 100 Club Heavy (S100H)	15+	B	ASN ICA with SIKA restrictor plate.	350
12	Formula 80 (F80)	15+	B	BCKCA Formula 80 Motocross Shifters	360
13	125 Shifter Club (F125C)	15+	A	ASN Formula C, ASN Formula ICC, BCKCA Formula 125 Moto	385

### 3.2.2. COMBINING OF CLASSES

- a) In order to fit all classes and heats into the race day schedule and to maximize individuals track time, some classes may be run together on the track and scored separately. Combining of classes will take into account the number of class entries and relative performance of classes to be combined. Final combination determinations will be made by the Clerk of the Course.
- b) As a general guide, classes will be grouped into the following combinations.
  - 1 - J12 + F100J
  - 2 - S4N + S4H
  - 3- FPPL + FPPH
  - 4- FR125 + S100L + S100H
  - 5- F80 + F125C

### 3.2.3 CLASS / GROUP RUNNING ORDER

- a) Class 1 - J14
- b) Group 1 - J12 + F100J
- c) Class 3 - J24
- d) Group 3 - FPPL + FPPH
- e) Group 2 - S4N + S4H
- f) Group 4 - FR125 + S100L + S100H
- g) Group 5 - F80 + F125C

## 4. ***PARTICIPANT ELIGIBILITY***

### 4.1. ELIGIBILITY FOR COMPETITION IN CLUB EVENTS

- a) To register to compete in a Club event, entrants must:
  - 1. Be a member of the CLUB, or
  - 2. Be a member of an ASN club that SIKA has a membership agreement with.

## 9. ***ENTERING EVENTS***

9.3.1.a) **All persons must sign a "RELEASE OF LIABILITY" form** before being allowed access to the racing complex.

b) **All minors must sign a "RELEASE OF LIABILITY" form and must have submitted a current year Parental (legal guardian) Consent Form** before being allowed access to the racing complex.

9.9.1.a) Drivers entering an event shall,

- 1. Present a valid membership card, and
  - 2. Pay the prescribed entry fees OR have on Club record a prepaid account for the Event.
- b) Upon payment of race fees, the Registrar will issue the Tech card/s and appropriate arm bands.
- c) Drivers shall complete their Tech cards, at their discretion, but shall not do so within the registration area.
- d) No kart shall be allowed on the racing circuit until such time as it has been Safety Tech Approved.

9.9.2. SINGLE KART ENTRY FEES - Note that pit passes for drivers, crew, and spectators must be purchased separately and are not included in the following entry fees.

- a) PRACTICE DAY - \$30.00
- b) CLUB RACE (1-day event) - \$50.00
- c) CLUB RACE (2-day event) - \$70.00
- d) SECOND CLASS - \$25.00
- e) MAXIMUM FAMILY CHARGE - \$125.00 for 1-day event or \$150.00 for 2-day event. Does not include multiple class fees.

9.9.2. PIT PASS & SPECTATOR FEE - \$5.00

9.9.3. REFUNDS

- a) After a driver receives SAFETY TECH APPROVAL, no refunds will be granted.

## **10. EVENT REGULATIONS**

### **10.16. SCORING / RACE FORMAT**

10.16.2. A race consists of two qualifying heats and one main. Starting grid positions for the first heat will be determined by order of "pea pick". Starting grid positions for the second heat will be by the inverted order of the same "pea pick". Starting grid positions for the main will be determined by the total points earned in the two qualifying heats. Points are awarded for each qualifying heat as follows; 1 for first, 2 for second, 3 for third, etc.. The lowest total will start the main on pole, etc.. Where a tie exists the driver with the lowest points in any one heat will take the position and if a tie still exists then the driver with the lower points in the second heat will take the position.

10.16.3. In all heats / mains rookie drivers shall grid behind non-rookie drivers

10.16.4. In the event of a disqualification, the scorekeepers will recalculate points for all drivers

10.16.5. Club series points to be awarded based on finishing position in main only.

#### **10.16.6. POINTS FOR MAIN'S**

- a) 1st 200, 2nd 175, 3rd 155, 4th 140, 5th 130, 6th 120, 7th 110, 8th 100, 9<sup>th</sup> 90, 10th 80, 11th 75, 12th 70, 13th 65, 14th 60, 15th 55, 16th 50, 17th 45, 18th 40.
- b) Plus 1 point for each entrant in the main. All finishers after 18th place receive 1 point for each entrant in the main, subject to the rules listed below.
- c) For the purpose of scoring a heat race a DNF that passes post race weigh-in shall finish ahead of Another DNF with less completed laps and a DNF shall finish ahead of a DNS which shall finish ahead of a DQ.
- d) For a main race a driver must take the green flag in order to receive points
- e) Failure to complete 1 lap will result in a DNF.

- f) Failure to take the green flag will result in a DNS.
- g) Failure to make a restart initiated by a red & yellow crossed flag situation will result in a DNF as long as the entrant took the green flag in one of the previous starts for that main.
- h) For a MAIN race disqualified entrants receive NO POINTS.

10.18.1. TROPHIES - For club races trophies will be presented to 1ST. 2ND. & 3RD. place finishers in all classes.

10.18.2. Trophies are awarded based on points from the main only

### ***10.19. CLUB CLASS CHAMPIONSHIPS***

- a) No Club Championship points will be awarded without a SIKA membership.
- b) Points from all Club Races will count toward the Club Championship (no throw-aways).
- c) Three karts are required in a class group to qualify for year-end award points for that race.
- d) In order to qualify for a club championship your class must meet the minimum three entries in at least 50% of all club races held during the year.

#### **10.22.1 PRE-RACE SAFETY and TECHNICAL INSPECTION**

- a) SAFETY TECH APPROVAL consists of:
  - 1. A Tech Card filled in and signed by the Driver, and
  - 2. the drivers kart and personal safety equipment presented to the Safety Tech Inspector for inspection, and
  - 3. the Tech Card signed by the Safety Tech Inspector, and
  - 4. the kart displaying a current Tech Sticker initialed by the Safety Tech Inspector, and
  - 5. the submitting of the tech card to the Safety Tech inspector.
- b) If a driver is caught on the racing circuit during a controlled practice, qualifying session, or heat race without Tech Approval, they will be disqualified for the day.

10.22.2. WORKERS / STAFFING - During practice days, all workers and staff will have to be volunteers drawn from the entrants, pit pass holders, and spectators. Entrants on practice days shall be required to donate some of their day's time to working the event for each other.

10.22.2. Each driver must have available in their pit area a copy of these regulations as well as the BCKCA supplemental regulations and the ASN Karting regulations.

## ***11. CONDUCT OF RACE EVENTS***

11.3.3. POST QUALIFYING / HEAT TECH - All karts and drivers must proceed to post heat weigh-in and legality tech, and must be approved to receive heat points. Tires shall also be checked and marked using a paint marker by the Tech Inspector to insure tire rule compliance.

11.7.6. STARTS - Drivers shall enter racing circuit by the designated grid area only.

- 11.15. HOT PIT - The designated hot pit area shall not be used during qualifying or racing. All Karts/drivers/crew members stopping in the hot pit during practice must be well clear of the racing surface. NO REFUELLING.
- 11.16. SHUT DOWN / WEIGH-IN
- 11.16.a) Driver and kart must weigh in after each Heat/main to receive points. If a driver is found to be under weight after his/her heat/main, they will be disqualified from the heat/main race. The Scale Technician shall have the authority to determine weight legality.
- b) No person shall be permitted to assist or meet with any driver prior to or during weigh-in without permission of the Scale Technician. Failure to comply may result in a driver being disqualified from the session (qualifying, heat/main).
- 11.17 POST RACE LEGALITY TECH
- 11.17.a) Fuel, tires, chassis, engine and engine components shall be subject to post race legality technical inspections at the discretion of the Race Director.
- b) TIRES - All tires must be marked as per post qualifying tech procedures. Any tires, which have not been approved for replacement by, the Race Director, or do not display the tech marking, shall be considered illegal.
- c) ENGINE - The Race Director reserves the right to impound the engine and seal it for technical inspection at a later time. Refusal to comply with the technical inspection request shall result in disqualification for the day.

For reference of engine specifications see ASN General Technical Regulations or BCKCA supplemental rules.

## ***14. RULES OF THE PITS***

### **14.9.1. REFUELING and FUEL / OIL SPILLS and DUMPING**

- a) To prevent surfaces from becoming contaminated with fuel/oil or other harmful products, DRIP PANS must be used at all times.
- b) Event Organizers shall provide absorptive products for spills and shall make a serious effort to provide a designated container for the purpose of dumping fuel/oil or other harmful products.

14.16.1 The Safety Tech inspectors shall require the following safety and tech items at each pit area,

- a.) A first aid kit,
- b.) A drip pan.

## ***19. PROTESTS***

- 19.13.1 All engine and, engine component protests must be accompanied by a fee of fifty dollars (\$50). If the protest is upheld, the fifty dollars (\$50) will be refunded to the person filing the protest. If the protest is not upheld, the entire protest fee will be forfeited to the person being protested.

## Technical Regulations

Version 1.1

### 9. TIRES

#### 9.4.4. CLUB TIRE RULE

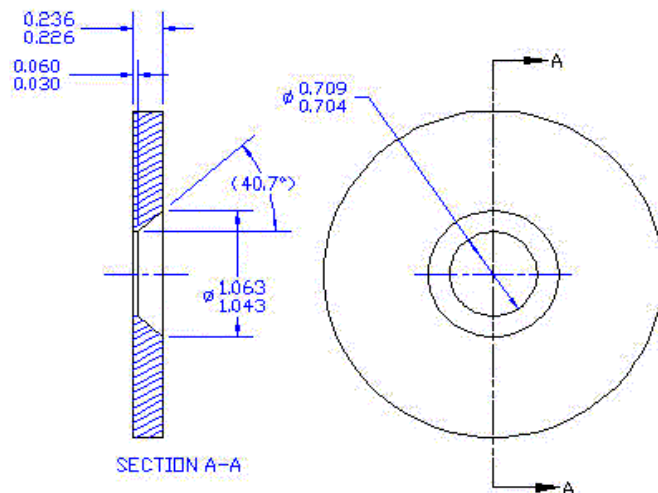
- a) For all Classes except FR125 (Rotax Max).  
BRIDGESTONE: YEY, YFC, YGC, YHC  
DUNLOP: SL3, SL4  
VEGA: XR (red), XB (blue)  
MAXXIS HG3  
MG: ORANGE, RED
- c) For FR125 class only.  
BRIDGESTONE: YGK

#### 27.3. SENIOR 100 CLUB engine preparation.

27.3.1. ASN Technical Regulation 27. For ICA class to apply.

27.3.2. An intake restrictor plate to be mounted between the carburetor and the reed block. Plate thickness maximum is 0.236". Minimum length of straight bore is 0.030". Hole to be concentric with carburetor bore. No-Go hole diameter 0.710". Lead in chamfer from carburetor throat to be straight (no radius in blend area). Hole chamfer must be oriented toward carburetor. Reference drawing 27.3.3.

27.3.3.



NOTE:

1. Mounting holes and pulse hole to match drilled to suit carburetor.
2. To be installed with chamfered side of plate toward carburetor.
3. Check to make sure restrictor plate does not interfere with throttle blade during full opening.