

# **Southern Interior Karting Association - Supplemental Regulations - 2008**

## **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.

### **2. CLUB BUSINESS**

- 2.1. Certain activities are considered "Club Business" and as such are not intended to be conducted at Race Events. Race Events are intended for racing activities only. All Club Business activities are to be conducted at the regular monthly General Meetings or by mail or e-mail. There will be additional fees charged to members who must conduct certain items of Club Business at Race Events. These fees will be retained by the club for their benefit.
- 2.1.1. Renewing club memberships and paying annual club dues are considered Club Business. If a member needs to complete this at a race event there will be a \$25 additional charge by the club for each member who is renewing membership by paying their dues.
- 2.1.2. Applying for drivers licenses are considered Club Business. If a driver needs to submit their application at a race event there will be an additional fee charged that is equal to the amount of the normal fee for the license being applied for.

### 3.2.1. 2008 COMPETITION CLASSES

Class		Age	Lic	Engine	Weight (lb.)
1	Junior One - 4 cycle (J14)	7/8-12	D	ASN Honda GX160K1/T1 (0.500 Restrictor) SIKA J160 engines (0.500 Restrictor) <b>SIKA J200 engines (0.500 Restrictor)</b>	225 225 <b>225</b>
2	Canada Junior (J24)	9/10-15	C	ASN Honda GX160 & GX160K1/T1 SIKA J160 engines. <b>SIKA J200 engines.</b>	290 290 <b>290</b>
3	Junior TAG (JTAG)	12-15	C+	BCKCA Rotax Max Junior BCKCA Leopard Junior (30mm header, 27mm intake) Vortex ROK Junior (30 mm exhaust restrictor) FPP (with clutch only) <b>TAG USA Vampire V2 Junior</b> <b>TAG USA Tech 1 Junior</b> <b>TAG USA Oral OR4TK Junior</b>	320 320 320 300 <b>320</b> <b>320</b> 320
4	Senior 4 Cycle (S4)	15/16+	B	ASN Honda GX160K1 ASN Honda GX200 SIKA S200 engines. ASN World Formula	310 350 350 420
5	World Formula (WF)	15/16+	B	ASN World Formula	365
6	ROK	15/16+	B	Vortex ROK Cup spec.	365
7	Senior TAG (STAG)	15/16+	B B+ B+ B+	Rotax Max FR125 (No Front Brakes)* Vortex ROK Cup spec (NFB)** ROK Cup Spec. with 30mm exhaust restrictor** <b>TAG USA Senior spec engines (NFB).</b> <b>TAG USA Tech 1 (NFB) restrictor TBA</b> TAG USA Vampire V2 (NFB) restrictor TBA TAG USA Oral OR4TK (NFB) restrictor TBA	364 <b>365</b> 320 <b>TAG+5</b> <b>400</b> 400 400
8	Senior Shifter (SS)	15/16+	B+ A A A	BCKCA Formula 80 CIK Formula ICC Formula C (39.5mm carb & spec trans. Ratios) SIKA 250F Moto engines.	360 390 390 400
9	E Senior	15/16+	B	Experimental class for electric powered karts	<b>400</b>

\* Drivers conforming to RMC rules (sealed engine and Mojo tires) will simultaneously be scored for the SIKA Rotax Max championship.

\*\* Drivers conforming to ROK Cup rules will simultaneously be scored for the ROK Cup championship points.

### 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.

## 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 in good standing of the CLUB, or
2. Be a member of an ASN club that SIKA has a membership agreement with.
3. Be in possession of a valid BCKCA Driver's License approved for the class being entered, if entering as a member of a BCKCA affiliated club.

## **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. Present a valid BCKCA Driver's License, if required, and
  3. 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, **\$25 for Junior 1 4 cycle and Canada Junior only.**
  - c) CLUB RACE (2-day event) - \$70.00, **\$35 for Junior 1 4 cycle and Canada Junior only.**
  - 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 - \$2.00
- 9.9.3. REFUNDS
- a) After a driver receives SAFETY TECH APPROVAL, no refunds will be granted.
- 9.15.1 **NOISE LEVEL OF KARTS** – All karts must obtain no more than 82dbA when measured in accordance with BCKCA rule 10.22.1 at any time during the club event.

## **10. CONDUCT OF RACE EVENTS**

### **10.15. SCORING / RACE FORMAT**

10.15.2. 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.

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

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

10.15.5. Club series points to be awarded based on finishing position in the two qualifying heats and the final.

#### **10.15.6. POINTS FOR QUALIFYING HEATS & FINALS**

- a.1) Points for Qualifying Heats – 1<sup>st</sup> 100, 2<sup>nd</sup> 88, 3<sup>rd</sup> 78, 4<sup>th</sup> 70, 5<sup>th</sup> 65, 6<sup>th</sup> 60, 7<sup>th</sup> 55, 8<sup>th</sup> 50, 9<sup>th</sup> 45, 10<sup>th</sup> 40, 11<sup>th</sup> 38, 12<sup>th</sup> 35, 13<sup>th</sup> 33, 14<sup>th</sup> 30, 15<sup>th</sup> 28.
- a.2) Points for Finals - 1<sup>st</sup> 200, 2<sup>nd</sup> 175, 3<sup>rd</sup> 155, 4<sup>th</sup> 140, 5<sup>th</sup> 130, 6<sup>th</sup> 120, 7<sup>th</sup> 110, 8<sup>th</sup> 100, 9<sup>th</sup> 90, 10<sup>th</sup> 80, 11<sup>th</sup> 75, 12<sup>th</sup> 70, 13<sup>th</sup> 65, 14<sup>th</sup> 60, 15<sup>th</sup> 55, 16<sup>th</sup> 50, 17<sup>th</sup> 45, 18<sup>th</sup> 40.
- b) Plus 1 point for each entrant in the main. All finishers after 18th place receive 1 point for each entrant in the Final, 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 Final 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 heat.
- h) For any heat or final race disqualified entrants receive NO POINTS.

10.18.1. TROPHIES - For club races, based on availability, 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

10.18.3. For double race weekends, a single set of trophies will be awarded based on the total points earned for the two race main heats. For the purposes of trophies only, points will be awarded to non-SIKA members competing as guests. Where a tie in points exists, the tie will be broken in favour of the higher result on the second day.

## ***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) When less than three karts are entered in a class, championship points are awarded at 50% of normal, 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.

10.22.3 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.

- 11.18 REMEDY OF INFRACTION – Following a disqualification for a technical or weight infraction, the driver must report to the Race Director and show evidence that the infraction has been remedied before participating in any subsequent Heats or Finals.

### **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.

#### 14.17 CONTROLLED ACCESS AREAS

- 14.17.1 The Pre-Grid area is limited to drivers with karts and one mechanic per kart only. It is out of bounds as a spectating area.

### **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 1.0

## 9. TIRES

### 9.4.4. CLUB TIRE RULE

- a) For all Classes except Senior Shifter and FR125 (Rotax Max).  
any of the tires approved by BCKCA for non-CIK classes as well as:  
Bridgestone: YEY, YFC, YGC, YGK Dunlop: SL3, Mojo: D1
- b) For FR125 class only. Mojo: D1
- c) Senior Shifter may use any of the tires approved by BCKCA as well as any tire listed above.

**20. *SIKA designated engine eligibility.*** Note that the engines covered in this section may not be eligible at other clubs or at the BCKC. Drivers wishing to race at other than SIKA club events will not be able to use these engines unless the other organizations make allowances for them.

### **20.1 SIKA J160 eligible engines.**

- 20.1.1 All 5.5 horsepower industrial engines having complete parts interchange ability and equal specification with Honda GX160 series engines. Engine preparation regulations are as per the ASN Canada regulations for the Honda GX160. The stock emulsion tube (nozzle) for the engine being used is allowed and the main jet size is not regulated, but must be a fixed size non-adjustable jet. Heads, camshafts, crankshafts, flywheels, and carburetors may not be interchanged from one brand or model of engine to another and must remain as supplied with the original engine block.

### **20.2 SIKA S200 eligible engines.**

- 20.2.1 All 6.5 horsepower industrial engines having complete parts interchange ability and equal specification with Honda GX200 series engines. Engine preparation regulations are as per the ASN Canada regulations for the Honda GX200. The stock emulsion tube (nozzle) for the engine being used is allowed and the main jet size is not regulated, but must be a fixed size non-adjustable jet. Heads, camshafts, crankshafts, flywheels, and carburetors may not be interchanged from one brand or model of engine to another and must remain as supplied with the original engine block.

### **20.3 SIKA 250F Moto eligible engines.**

- 20.3.1 Honda CRF250R
- 20.3.2 Kawasaki KX250F
- 20.3.3 Yamaha YZ250F
- 20.3.4 Suzuki RM-Z250

- 20.3.5 All SIKA 250F engines must be entirely as supplied by the manufacturer with no modifications to the engine, clutch and transmission. All dimensions and surface finishes must remain as supplied and may be checked against known stock components. All ignition components must be as supplied by the engine manufacturer. Exhaust system (pipe and muffler) design is not regulated. Karts must comply with the club's noise level regulation.

### **20.4 SIKA J200 eligible engines.**

- 20.4.1 All 6.5 horsepower industrial engines having complete parts interchange ability and equal specification with Honda GX200 series engines. Engine preparation regulations are as follows;

- 20.4.1.1 Engines are to run completely as "Box Stock" (all parts as originally supplied by the manufacturer) with only the following changes permitted,

- 20.4.1.2 Parts that must be removed or disabled include – fuel tank, speed governor system, low oil sensor system and valve stem seals (if applicable). All other parts may not be removed (this includes air cleaner, muffler and flywheel key),
- 20.4.1.3 Valve springs, carburetor main jet and carburetor air bleed chokes may be changed within the limits of the ASN Honda rules. The emulsion tube must be as supplied in the engine.
- 20.4.1.4 Engine parts may be replaced with original Honda GX200 parts except for the following parts: head, block, camshaft, crankshaft, flywheel, and carburetor. Piston and rings may be replaced only with standard size components (no oversize pistons or rings permitted).
- 20.4.1.5 Parts that may be added only are; pulse driven fuel pump driven by crankcase pressure and alternative throttle linkage (removal of original throttle linkage is allowed).

27.1 **SENIOR 100 CLUB** engine preparation. Removed, see SIKA 2006 rule book.

28. **E Senior Class Requirements. Experimental demonstration only.**

28.1. **Motor – single electric motor, direct drive.**

28.2. **Power source – Battery or batteries. Batteries must not contain liquid electrolyte (gell type only). Batteries must be securely mounted within the boundaries of the kart primary frame. ASN ballast mounting rule to apply as a minimum.**

28.3. **No load, voltage at any point in the system not to exceed 32 volts.**

28.4. **Kart weight with driver not to exceed 200 Kg. (440lb.).**

28.5. **Motor control – Fully modulating. Kart must demonstrate a fully modulating control ability.**

28.6. **Kill switch – Tether type breakaway switch to tether loop around driver's torso. Must also be manually operable from the normal driver's position. Must fully disconnect the batteries when activated.**

## NOTES:

1. The J160, J200 and S200 engine specifications listed for the Junior and Senior 4 cycle classes are specifications being developed by SIKA exclusively to offer a lower cost engine alternative for these classes. As of this writing these engines are not accepted for competition at BCKC regional races, WCKC, ASN National races or at other clubs that SIKA has reciprocal racing agreements with. It is the intent of SIKA to have these engines compete with the Honda GX160 and GX200 engines in the same class on an equal basis. To this end SIKA will be monitoring the performance of these engines and if the need arises may make changes to the engine specification and/or race weight for the J series engines to maintain equivalency.
2. By allowing the Vampire, Oral and Tech1 4 stroke TAG engines to run in the SIKA TAG class, SIKA is recognizing the latest technology in more environmentally friendly four stroke engines and pro-actively supporting the transition to such engines. It is the intent of SIKA to have these engines compete with the existing engines on an equivalent basis. Therefore they will be run in a restricted specification. This restriction is also necessary to race these engines with a B driver's license. It is the hope of SIKA that engine suppliers will cooperate and offer restriction specifications for this purpose. Otherwise SIKA will be developing the restriction specs when an example of this engine is presented. Note also that as these engines are new to this area, that they may not be allowed at all clubs and championship races.
3. The 250F Moto engines specified for the Shifter class is SIKA's recognition of the latest technology in more environmentally friendly four stroke engines and pro-actively supporting the transition to such engines. As of this writing, these engines are not permitted at most other organizations.