



2012 RULES

RULES INTRODUCTION

These rules are for the exclusive use of the private members of the British Columbia kart clubs. The rules in this document are the guidelines we use to run the sport of karting in British Columbia. These rules are put together as a joint undertaking by all BCKCA affiliated clubs in an attempt to provide fair competition between karts and drivers at each event. These rules, in conjunction with ASN Canada FIA rules, Club rules and the Supplementary Regulations which govern each event, are administered by amateur officials to the best of their abilities and knowledge. We expect the officials to make quick and fair decisions based on the rules, and the information available to them at the time. We must realize that errors may be made, some can be corrected and some cannot. BCKCA, the racers and the sponsors want and need the races to be won or lost on the track, not by protest, penalty, or civil action. Rules are developed with intent as to their meaning. BCKCA expect the rules to be followed, as do the competitors. If you are going to look for loopholes, attempt to win via frivolous complaints or baseless accusation, we urge you to seek other pursuits or different sanctions that may encourage this. Search deeply before you file official protests or appeals, most problems can be resolved by conversation between the parties involved and the officials at a local level. All participants must know and accept that all forms of motorsport are very dangerous activities. Participants have been fatally injured. BCKCA cannot assure that adherence to the rules and regulations contained in this document give any indication of safety to the sport of kart racing. All participants, guests, and spectators enter into these events of their own free will, and assume all risks.

Book 1 - 2012 Sporting Regulations, V1.0

BC KART CLUB ASSOCIATION

ASN Canada FIA - BC CHAMPIONSHIP SERIES

Note: Rules have been numbered to follow ASN Canada FIA National Rule numbers wherever possible. The Club rules take precedent over BCKCA rules, which take precedent over ASN Canada FIA rules. Any rule not covered here; look in ASN rules.

Table of contents

Section		Page
3.0	Fees	3
4.2	BCKCA Driver Licensing	3
4.2.6	Defenitions	4
4.2.7	Driver Qualifications	5
4.2.8	License Fees	6
10.0	Race Events	6
10.14	Point Scoring System	6
15.5	Qualifying	7
15.7	Pre Grid	8
15.8	Starters Orders	9
15.9	Pit & Paddock Behaviour	10
15.10	Protests & Appeals	10
16.0	B.C. Karting Championship Events	11
16.1	BCKC Event Fees	11
16.2	Eligibility for Competition	11
16.8	BCKC Classes	12
16.11	Scoring & Race Format	12
16.16	Class Championships	12
16.20	Trophies	13
17.1	List of Officials	13
18	Administrative Regulations	13

3.0 FEES

3.1 BCKCA club affiliation fee is set at \$200.00 per club per year.

4.2 BCKCA CLUB AND REGIONAL DRIVER LICENSING

NOTE: BCKCA license requirements are different than those of National or International licenses. Refer to the appropriate governing bodies for their requirements. Both Club and Regional Licenses are one and the same.

4.2.1 Subject to the provisions of 4.2.2 every kart racer is required to apply for and hold a current year BCKCA license in order to participate in an event in the Province of BC, whether at the Club level or Regional level. License applications must be processed by your affiliated club. Application for a BCKCA license will allow a person to actively race provided the Club Licensing Committee (CLC) approves the application, until such time as the Regional body (BCKCA) or club can issue said document. A BCKCA license will only be granted to a kart racer who is a member in good standing of a BCKCA affiliated club.

4.2.2 Drivers from another ASN Canada FIA region or affiliated club may enter any single event without applying for a BCKCA regional license, provided their license is current, and of a grade suitable for the class they wish to enter. Joining a BCKCA series, or BCKCA affiliated club series will require a BCKCA license.

For racers that do not conform to 4.2.1 or 4.2.2 a single event BCKCA License along with a single event club membership is available for \$10 and \$25 respectively. These provisions expire at the conclusion of the single event purchased for.

4.2.3 Club Licensing Committee (CLC): Each BCKCA affiliated club is to establish a CLC comprised of a minimum of two (2) persons for the purpose of evaluating, assessing and certifying their members licensing requirements within the parameters of regional and national rules. The names and signatures of each club's committee are to be submitted to BCKCA by January 31st of each year.

4.2.3.1 The Club Licensing Committee (CLC) is responsible for ensuring that all license applications and Medical examinations (two pages) are in complete conformity with the rules. Any deficiencies discovered by BCKCA through document processing will result in cancellation of the application and driving privileges, until such time as the deficiency is rectified.

The Club Licensing Committee (CLC) is responsible to ensure that the license application is accompanied with the following:

1. Photocopy of birth certificate, passport, or other photo identification for proof of age (new drivers only)
2. Copy of the driver's current valid Medical Examination Form completed, stamped and both pages signed by a licensed physician together with the driver's Medical Self Declaration as required by ASN Canada FIA Medical Requirements (4.11).
3. Proof of experience. (ASN affiliated kart drivers log book/card, year-end club newsletter with race results, ACCUS affiliated {World Karting Assn, SCCA, CART Stars, ASN Canada FIA Automotive Race License} [IKF and SKUSA are not acceptable]). If applicable.
4. Accredited driving school report. If Applicable.
5. Completed test for kart racers (applies to new drivers only).
6. Annual Parental Consent and Minor Waiver if under 19 years.
7. Appropriate License Fees.

4.2.4 The Club Licensing Committee (CLC) may only accept and approve license applications for their own members. Cross over licensing, or upgrades are not permitted. Participants may obtain a competition license only through a club for which they are members in good standing.

4.2.5 BCKCA LICENSE GRADES

License Required	Age	Class or Equipment	Qualification experience
A	15+	KF1, KZ1, KZ2, Rotax DD2, Formula A, Formula Super A, Formula C, Formula ICC, Formula 125	Minimum 6 race events at a B, B+ or C+ Level
B+	15+	KF2, TAG International 4 stroke, TAG Shifter , ICA, Formula 80	Minimum 6 race events at a B, C, or C+ Level
B	15+	Canada Senior, Formula C200, World Formula, KF4, TAG International Senior, Rotax FR125, ROK, Leopard, F100	Entry Level, Rookie Rule Applies
C+	12-15 (4.2.5.9.)	KF3, TAG 125 Junior, Rotax FR125JR, F80 Shifter JR, JICA	Min. 6 race events at a C or D+ Level, or Entry Level for drivers who have reached the age of 15 years, Rookie Rule applies.
C	9/10-15 (4.2.5.8)	Canada Junior, F100JR, TAG 125 Junior Restricted, Rotax Mini Max, World Formula	Entry Level, Rookie Rule Applies
D+	8-12	Formula 60 JR Shifter	Minimum 6 race events at a D level
D	8-12 (4.2.5.7)	Junior 1 4 Cycle, TAG International Cadet, TAG 60, Junior 1 2 cycle	Entry level, Rookie Rule Applies

4.2.6 BCKCA ANNUAL LICENSE FEES:

Junior (D, D+, C, C+)	\$10.00
Senior (B)	\$30.00
Senior (B+)	\$30.00
Senior (A)	\$30.00
License upgrade (junior or senior)	\$10.00
License upgrade (junior to senior)	\$20.00
Single event license (all)	\$10.00

4.2.7 - BCKCA member clubs will record licensing data, produce and issue BCKCA driver's licenses as per the BCKCA regulations and license fee schedule. At the conclusion of the annual race season the clubs will submit their licensing data summary along with payment of \$10 per license to BCKCA. Clubs will retain the funds collected per the license fee schedule in excess of the \$10 per license payment to BCKCA.

4.2.8 DEFINITIONS

4.2.8.1 Race Event: A race event means a program of race competition conducted under speed insurance at a track facility that is sanctioned by ASN Canada FIA. The program is to include practice, qualifying (if conducted), heat race(s) and main event(s).

4.2.8.2 Practice Event: A practice event means a program of training and/or practice at a track facility that is sanctioned by ASN Canada FIA under non-speed insurance other than a race event. Practice during a race event covered under speed insurance is not a practice event. "Try a Kart" programs held before or after a race event may be deemed to be a Practice Event.

4.2.8.3 Rookie: A rookie is a driver of any age that is new to the sport of karting within the last five (5) years and has not completed a minimum of three (3) race events (2 day “double header” races are considered single events). The Club Licensing Committee is responsible for the evaluation of a driver for the purpose of removing rookie status. The removal of rookie status is not automatic after three race events if, in the opinion of the CLC, the driver is not deemed ready to assume non-rookie status.

4.2.9 DRIVER QUALIFICATIONS

4.2.9.1 A new driver to the sport of karting that has previous motorsport experience may apply to the Club Licensing Committee (CLC) for non-rookie status or other consideration of credit. The applicant must submit a driving record for the previous five (5) years. The Club Licensing Committee will submit the application with all supporting documentation to BCKCA for evaluation and adjudication. The applicant shall not participate in a race event until BCKCA has issued the license and terms thereof. Adjudication may take two weeks or more.

4.2.9.2 A Racer from another Canadian region or WKA/SCCA/Stars will have their regional or national licenses recognized in accordance with BCKCA licensing rule requirements for Qualification experience.

4.2.9.3 Rookies must display a contrasting colour “X” (minimum 6” high) on the rear number panel and the rear of the helmet (no rookies permitted at regional events).

4.2.9.4 Rookies shall start all race events at the rear of the grid (no rookies permitted at regional events).

4.2.9.5 Non-licensed junior drivers may participate in a Practice Event in entry-level junior classes observing age requirements. Non-licensed senior drivers may participate in a Practice Event in entry-level senior classes. The driver must be a member of a club sanctioned by ASN Canada FIA. Supervision by the club is mandatory.

4.2.9.6 “Try a Kart” programs are conducted in entry level karts for non-licensed public persons only, as a promotional tool. Only those persons (maximum six at one time) may be on the track during the session. Licensed drivers are not permitted to participate in this event. The host club is responsible for monitoring and supervising this event on a non-speed basis.

4.2.9.7 Under qualified licensed junior drivers may participate in a Practice Event in any junior class that requires one license level higher. Under qualified licensed senior drivers may participate in a Practice Event in any senior class that requires one license level higher. Supervision by the club is mandatory.

4.2.9.8 New drivers may obtain a D level license at the beginning of the year (April 1st – March 31st) in which they reach eight (8) years of age. Example: Birthday- March 15/07, driver turns 8. Driver can race ‘06 season.

4.2.9.9 “D” level licensees may, at their option, obtain a C level license at the beginning of the year (April 1st – March 31st) in which they reach ten (10) years of age.

4.2.9.10 “D” level and “C” level licensees may obtain a C+ license at the beginning of the year (April 1st – March 31st) in which they reach 12 years of age provided they have documented two (2) years experience of minimum six (6) races in each year.

4.2.9.11 “C” and “C+” level licensees may, at their option, obtain the appropriate B, B+ or A level license upon their fifteenth birthday or during the year (April 1st – March 31st) in which they reach sixteen (16) years of age. Obtaining a B, B+ or A level license is mandatory upon their sixteenth (16th) birthday.

4.2.9.12 The BCKCA driver’s license is valid from January 1st of the current year listed on the license to March 31st of the following year.

4.7.d Driver’s Log Books. Race officials are not required to endorse driver’s log books. It is recommended that driver’s keep their own log books. Driver’s may be required to provide evidence of race experience when applying for license upgrades. Copies of

published race results will be accepted as such evidence. BCKCA Log Books are available for purchase by clubs and drivers at BCKC events.

10.0 RACE EVENTS

10.3 Karts must complete one green flag lap to receive points for the heat.

10.4 Restricted access. No person shall be permitted to assist or meet with any driver prior to weigh-in without permission of the Scale Technician. Failure to comply may result in a driver being disqualified.

10.5 Driving on or over weigh scales. No person shall be permitted to coast or drive onto the weigh scales from any session without permission from an official. Doing so may result in a driver being disqualified. Drivers with a handicap must receive permission from a race official to become exempt from this rule.

10.6 Shut down / weigh-in. There shall be absolutely no excessive speed in the shut down area. All karts must stop at or before the stop line. Failure to comply may result in a driver being disqualified from the session (practices, qualifying, heat).

10.7 Noise Levels. Approved silencers are mandatory on all engines. All intake and exhaust systems to be in accordance with Book 2-Technical Regulations and must obtain no more than 82dbA as tested during qualifying sessions. Measurements shall be taken using the following method. The meter shall be hand held or tripod mounted approximately 30 meters from the track, at a height of approximately 1 meter from the ground, and as close to 90 degrees as feasible to the track. The measurements shall be taken from an area of the track most likely to yield the loudest readings. Random reading may be taken at any time of the event. Any kart failing to attain said standard must rectify same, and start the next session at the rear of the lineup.

10.14 POINT SCORING SYSTEM

Qualifying position determines grid position for the Pre-final (heat). Pre-final (heat) position determines grid position for the Race Final.

10.14.1 Year end points are an accumulation of points earned for Qualifying Pre-Final and Race Final as follows:

- a.** Qualifying points – P1=3 points, P2=2 points, P3=1 point, P4....+ = 0 points.
- b.** Race Pre-Final points are calculated per the table below plus 1 point for each entrant in the class.

Race Final Points for Year end Standings*

Position	Points*	Position	Points*	Position	Points*
1	100	7	55	13	33
2	88	8	50	14	30
3	78	9	45	15	28
4	70	10	40	16	25
5	65	11	38	17	23
6	60	12	35	18	20

*Plus Points equal to half the number of entrants in the class = Total.

- c.** Race Final points are calculated per the table below plus 1 point for each entrant in the class.

Race Final Points for Year end Standings*

Position	Points*	Position	Points*	Position	Points*
1	200	7	110	13	65
2	175	8	100	14	60
3	155	9	90	15	55
4	140	10	80	16	50
5	130	11	75	17	45
6	120	12	70	18	40

*Plus Points equal to number of entrants in the class = Total.

d. A DQ in any session will remove all points gained for that session for the offending driver. Points will be recalculated to remaining drivers.

10.14.2 Trophies for the day will be awarded based on the finish position in the race final

10.14.3 Unofficial event and year-end results will be posted as soon as practical upon the completion of the event. The trophies will be awarded based on these results. Official results will be available two (2) weeks after the event pending any decision by race officials.

10.14.4 In the event of a tie in year end points at the conclusion of the season, the tie will be broken by the highest finishing position of the latest points in which either or both drivers participated.

10.14.5 Components subject to post race legality Tech shall not be worked on without approval of the Provincial Technical Director.

15.5 QUALIFYING

15.5.1 ELECTRONIC TIMING PROCEDURE

- Qualifying shall be for all laps started within four timed minutes. The time period will start when the first kart in the group crosses the Start / Finish line.
- Qualifying order shall be by registered kart number starting either high or low as determined by the Race Director.
- A maximum of twenty-four (24) karts shall qualify at any one time.
- Classes of more than twenty-four (24) shall be split into as equal as possible groups.
- Each entrant has one chance to qualify within the designated time period for their numerical session. Exception is failure of the timing system. Lost, forgotten or uncharged transponder is not deemed a failure of the timing system.
- Karts that fail to qualify shall start at the rear in numerical order as determined for qualifying.

15.6.1 Each class shall qualify in the class order of the race day.

15.6.2 All karts must qualify in their respective class group.

15.6.3 Completion of one lap shall establish a valid qualifying lap time.

15.6.4 Should a kart fail to start, or to complete one timed lap of a class qualifying session, the kart shall be allowed to attempt a re-start within the class qualifying session.

15.6.5 Should a kart fail to start, or to complete one timed lap of a class qualifying session, they will be placed at the back of the grid for the heat.

15.6.6 All karts and drivers must proceed directly to post qualifying weigh-in and Legality Tech area and must be approved to receive credit for qualifying.

15.7 PRE-GRID

The following is the grid numbering sequence for BC Championship circuits:

Corner 1-Right Turn	Corner 1-Left Turn
---------------------	--------------------

2	1	1	2
4	3	3	4
6	5	5	6
Etc	7	7	Etc

15.7.1 Pre-grid positions for races shall be posted in advance by the Senior Scorer of the day. Karts in groups of combined classes will be started in the order of qualifying times within their own class. The fastest class grids at the front and progressively slower classes to the rear.

15.7.2 All karts, drivers, and starting crew must proceed to the pre-grid area in preparation for their session, one class group in advance.

15.7.3 Should a kart not be able to make the pre-grid, all other karts shall move up one grid position for each kart that drops out.

15.7.4 Should a kart drop out of a heat during the warm-up or pace laps for a start, the remaining karts will advance by moving straight ahead in line.

15.7.5 Smoking is permitted only in designated areas. Smoking is not permitted in the pit area, pre-grid area or within 5 meters of flammable materials.

15.7.6 Warming / Scrubbing of Tires. No classes may scrub tires. Any driver who is caught operating their kart with the obvious intent of warming or scrubbing their tires may be subject to disqualification from qualifying, heat, or main.

15.7.7 Starting Procedures. During pace laps in preparation for the green flag, all drivers shall maintain their respective positions in their grid lineup and shall not pass until the green flag has been displayed. Any positions gained prior to the display of the green flag will be deducted plus one additional position at the end of the session. If a driver flagrantly or repeatedly improves his/her position, or fails to lineup properly, the Race Director or Starter can put the driver to the rear of the lineup. If any class cannot receive the green flag in two consecutive laps due to failure of the karts to maintain a proper pace lap speed, the offending kart or karts can be put to the rear of the lineup. The front row will not be penalized for the actions of the karts behind them.

15.7.8 Only shifter karts will use standing starts, all other classes will utilize a rolling start.

15.7.9 A kart shall be given a 90 second time period from the time the first kart leaves the starting grid for a race, and be permitted to join the pack at their assigned position, provided the entire field has not passed. The starter is NOT obligated to provide any additional warm up laps to facilitate any kart. Any kart which cannot make their way onto the circuit within the 90 second time period shall start after the green flag, at the rear of the pack.

15.8 STARTERS ORDERS

15.8.1 Shifter karts shall start using a Formula One style standing start. Karts shall be spaced a minimum of 15 feet (5m) front-to-rear or as established by marked grid lines on the track surface. Karts shall be positioned squarely on grid positions, and shall place a front tire within 150mm to a grid line. A kart which has been improperly gridded by a driver, may be penalized one lap. Drivers are responsible to grid properly, and on-time.

If a kart stalls while waiting for the green flag to drop, the starter shall wave the field out for another pace lap. For the re-start, the stalled kart shall re-grid at the rear of the grid.

15.8.2 A Shifter kart start shall consist of:

1. Two warm up laps
2. Positioning of karts on the marked circuit grid for a standing start green flag. Or as per ASN light starting procedure.

15.8.3 Any kart involved in an accident is the driver's responsibility to see it is re-inspected before being permitted on the racing circuit. If anyone is unsure of the need for re-inspection, consult with the Clerk of the Course (Race Director) prior to entering the circuit.

15.8.4 If a Kart is caught on the racing circuit after an accident, without Tech Approval, or without permission from the Clerk of the Course (Race Director), the driver of that kart will be disqualified from that session.

15.8.5 Damaged kart components subject to post race legality tech shall not be replaced without approval of the Race / Tech Director. Damaged kart components may be replaced in the event of a restart as stated in Sections 15.8.6.A. and 15.8.6.B.

15.8.6.A. Restarts following a red flag. During a restart, karts will reform single file in the order in which they were scored on the last official lap before the red flag was displayed. Shifter classes shall use rolling restarts. Damaged karts may be repaired in the pre-grid or other designated area, by the driver and one mechanic, in order to continue on a restart. The repaired kart shall restart from the rear of the field. No additional time will be allotted for repairs. The driver causing the red flag may be required, by the Clerk of the Course, to restart at the rear.

15.8.6.B. Restarts following the display of the "RACE RESTART" board, with or without the red flag, will allow the entire field to restart the session as a new, full race. Damaged karts may be repaired in the pre-grid or other designated area, by the driver and one mechanic, in order to continue. The grid position and formation will be the same as the original race start. No additional time will be allotted for repairs. The driver causing the race restart may be required, by the Clerk of the Course, to restart at the rear.

15.8.6.C. Blue Flag: A driver being lapped or about to be lapped that receives a waving blue flag must make room to allow the overtaking driver to safely pass unhindered.

15.8.7 Removing karts from the course. A driver's first consideration is to place themselves in a safe position before attempting to move the kart. Removal of the kart off of the race surface or to a place of refuge must only be attempted when directed by a race official and only when it is safe to do so. Wait until the race has finished before moving to recover their kart or returning to the pit area. Karts must never be left on top of a safety barrier.

15.8.8 No one will be allowed access onto the racecourse to recover a kart, or for any reason unless authorized by the Starter.

15.8.9 Any kart may restart on the course during a practice session with the permission of a Race Official. Restarts may only be attempted when the restart area of the circuit is clear.

15.8.10 All karts may restart prior to the start of a heat if they are within the 90 second time period, and must be restarted within the pre-grid area.

15.8.11 All Senior classes may re-start during a race. During a race, all Junior classes that depart from the racing surface that cannot get back on the course without help or without getting out of the kart, or has an engine stall, will be out of the heat.

15.8.11.1 Junior electric on board starter (TAG) classes may restart provided the driver remains in the normal seated position. Exception: Only Race Officials may assist the restart of Junior 1 drivers.

15.8.11.2 Seniors that have to make an "on track" repair, such as putting a chain on, must first remove their kart to a safe protected location to make the repair before re-starting. They must have the attention of the preceeding track marshall before re-starting.

15.8.12 More than two wheels off the course. Any driver placing more than two wheels off the designated racing surface, which results in an improvement in position may be, penalized the positions gained by the move, plus one.

15.8.13 Stalled or Stuck Karts. Any kart that exits the race surface and cannot regain the track under it's own power with the driver in the normal driving position shall be deemed "stalled" and must not be restarted or moved onto the racing surface to continue the race. The ICC and ICA class are exempt from this rule.

15.8.14 Creating a Hazard. Any driver who creates a hazard or causes an incident when entering the racing circuit may be disqualified from the heat.

15.9 PIT AND PADDOCK BEHAVIOR

15.9.1 Fire extinguisher required in each pit area.

15.9.2 No cars, trucks, or other road vehicles shall be permitted within the active areas of the pre-grid/ pit space areas once the pre-race practice or practice hot laps have commenced. Park clear of the activity areas and unload equipment. Trailers and other pit vehicles may be permitted at the discretion of the pit steward. Unapproved Motorized Vehicles are not to be ridden in the paddock or pit area. Bicycles may be used outside the pre-grid and tech areas, provided that it is done so, as to not create nuisance for others.

15.9.3 Starting and running of karts on chassis stands is permitted only in a stationary position. Exercise extreme caution when this is done.

15.9.4 Guests And Guest Drivers. Guests and guest drivers are the responsibility of the kart owner/driver and are subject to all regulations. Guests must have permission from the Race Director before being permitted onto the racing circuit.

15.9.5 Children Under the Age of 7 must be supervised at all times by a parent or guardian. Children under 7 shall not be permitted within the pre-grid, tech, or racing circuit areas until the racing circuit is declared closed by the Race Director.

15.9.6 Pet animals may be permitted in the pits, BUT they must be leashed at all times, and confined to your pit space area. Animals are NOT to be left unattended in any vehicle. Exception: Motor homes, House trailers.

15.9.7 Pit Area. All competitors shall maintain and leave their designated pit space and the surrounding areas in a clean, neat, and safe state. All tires, fuel, kart parts, bodywork and personal trash are to be removed from the site on completion of the event.

15.10 PROTESTS AND APPEALS

15.10.1 Protest fee to be set at \$150.00 and an appeal fee to be set at \$300.00. If successful, there is a refund of \$125.00 for protests and \$250.00 for appeals. Unsuccessful protests and appeals result in full forfeiture of fees to BCKCA.

16 BCKCA – B.C. KARTING CHAMPIONSHIP EVENTS

16.1 BCKC EVENT FEES Pre-registered entrants will be charged less than those registering at the event with the following format & rates. PRE-REGISTERED AMOUNT (for entries received with payment 14 days prior to the event)

PRE-REGISTERED 14 days prior	3 day entry (includes Friday practice)	2 day entry (Sat.-Sun.)	Club Portion @ 75%	BCKCA Portion
1 st class	\$113.00	\$88.00	\$85/\$66	\$28/\$22
Additional class	\$44.00	\$44.00	\$33.00	\$11.00

REGISTRATION AT EVENT	3 day entry (includes Friday practice)	2 day entry (Sat.-Sun.)	Club Portion @ 75%	BCKCA Portion
1 st class	\$125.00	\$100.00	\$94/\$75	\$31/\$25
Additional class	\$50.00	\$50.00	\$37.50	\$12.50

Pit pass & spectator fee - \$5.00, maximum family spectator fee - \$20.00, under 7 years old - free

16.1.1 Family race fees will be set at \$44.00 per class pre-entry and \$50.00 at the event, after the initial full price entry fee is paid. A family is defined as parents, minor children living in the same household and non-working full time students (proof of status may be requested).

16.1.2 Clubs hosting BCKC races will pay a hosting fee of \$5 per entry up to a maximum of \$500 per regional race to BCKCA.

16.2 Eligibility for Competition:

- Entrants must be a member of a BCKCA Affiliated Club.
- Entrants must have valid BCKCA License, or a valid appropriate grade from their home ASN affiliated region or be in accordance with 4.2.3

16.2.1 Eight year olds are allowed to run Regional events, provided they are no longer a rookie.

16.2.2 Rookie drivers are not eligible to compete in BCKCA Regional events.

16.3 Registration

- Upon payment of race fees and signing of applicable documents and liability waivers, the Registrar will sign and issue the Tech card/s and appropriate armbands.
- Drivers shall complete their Tech cards, in full, at their discretion, but shall not do so within the registration area.
- No driver shall be allowed on the racing circuit until such time as they have been Pre-Race Tech Approved.

16.4 There are no refunds, credit transfer or other monetary consideration after the registrant has successfully completed pre-race technical inspection.

16.5 Day 1 (Friday) Schedule: Controlled practice.

16.6 Day 2 (Saturday) Schedule: TBA in the Supplementary Regulations at the event. To include limited practice / warm up, Qualifying, Pre-final heat and Race Final (race 1) per the race 1 class list.

16.7 Day 3 (Sunday) Schedule: TBA in the Supplementary Regulations at the event. To include limited practice / warm up, Qualifying, Pre-final heat and Race Final (race 2) per the race 2 class list.

16.8 Class list

<u>Race 1 - Saturday</u>	<u>Race 2 - Sunday</u>
Junior 1	Junior 1
Junior 2	Junior 2
Tag Junior	Tag Junior
Formula C200	Formula C200
Canada Senior	Canada Senior
TKM Senior	TKM Senior
LO206	LO206
Leopard	TAG - A
Rotax Max	TAG - B
ROK	-
TAG Masters	TAG Masters
TAG SHIFTER	TAG SHIFTER
Formula Senior (KZ2)	Formula Senior (KZ2)

16.9 Class Order – Practice: TBA in the Supplementary Regulations at the event.

16.10 Class Order – Race: TBA in the Supplementary Regulations at the event.

SCORING/ RACE FORMAT

16.11 B.C. Karting Championship weekend events shall comprise two races each consisting of:

- Qualifying,
- Pre-final and
- Race Final.

16.12 TAG A and B divisions will be determined by qualifying times, with the top half in TAG–A and the bottom half in TAG-B. The top four finishers from the TAG-B final will get a transfer to the TAG-A final where they will start at the back of the field. Championship points will be awarded for both TAG A and B divisions.

16.13 A tie in Qualifying will be broken by the first kart to time in.

16.14 Drivers must complete one green flag lap to be scored.

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

CLASS CHAMPIONSHIPS

16.16 B.C. Karting Championship Series will consist of 3 events of three days each with no throw-a-ways.

16.17 ~~Drivers must enter two BCKC Series events to qualify for championship points.~~ This provision is suspended for 2011

16.18 To qualify for a B.C. Karting Championship, classes must average 5 participants per event.

16.19 Practice. Any practice held within 14 days of a BCKC event at the hosting facility must be open to anyone who wishes to participate at normal local rates. Any violation may result in the track or club being fined and the drivers involved may be excluded from the Regional event.

TROPHIES

16.20 BCKC Event trophies to be awarded based on number of entries. 1-3 entries – 1st place trophy, 4-5 entries – 1st and 2nd place trophies, 6 or more entries – 1st, 2nd and 3rd place trophies. All junior 1 entries, other than trophy winners, are to receive participation medals. Year-end awards are given for first to third place.

16.21 BCKC Event trophies will be awarded based on the finishing position in the points earned in both final races. Any ties will be broken by the better position in the second final.

16.22 The BCKCA Championship year-end podium ceremonies will be conducted at the final Regional race event using temporary trophies. Permanent championship trophies will be supplied to the clubs for presentation at their annual year-end awards presentations.

16.23 Local Option Class. The event host may declare one Local Option Class (LOC) additional to the listed BCKC classes, for that event only. The host club will notify all member clubs of their choice of LOC at least 45 days prior to the event. The LOC will only be run if 5 or more pre-registrations are received by BCKCA more than 15 days prior to the event. The status of the LOC will be posted on the BCKCA web site 14 days prior to the event. The LOC will not qualify for BCKC awards. Event trophies will be awarded.

17.1 LIST OF OFFICIALS

BCKCA STAFF

President (Chairman)	Don Choquer
Vice President (Vice Chair)	Dana Cave
Secretary	Tammy Packer
Treasurer	Dorothy Alexander
Past President	John Gregg
Provincial Steward	John Gregg
Clerk of the Course	James Wilson
Provincial Starter	Rob Jonasson
Assistant Starter	Mike Gregg
Event Registrar	Dorothy Alexander
Technical Director	Cam Hadfield
Assistant Tech Officer	TBA
Director of Licensing	Dorothy Alexander
Announcer	Bill Cleve

HOST CLUB STAFF

Event Manager
Assistant Manager
Grid Marshal
Head Scorer
Assistant Scorer
Paramedics
Reistration Assistant
2 Cycle Technician
4 Cycle Technician

17.2 Meetings. All host clubs at a regional event shall hold daily pre and post event meetings. The meetings should be ½ hour before and after each day's events in a private location. Meetings should include personnel from first aid, track staff, registration, technical staff, club president, BCKCA reps or designate. The meetings are to familiarize everyone with the day's events and debrief afterwards to problem solve for future activities.

18. Administrative Regulations.

18.1 Regulation Change Proposals – Any club proposing a change to the BCKCA regulations other than at the BCKCA Annual General Meeting must have been represented at the preceding AGM.

18.2 New BCKC Class Proposals – Applications for new BCKC classes must meet the following minimum requirements to be considered:

- 1) The application must be submitted by a member club along with a \$2400 Application fee.
- 2) The class proposed must have run for one full season at the member club or clubs.
- 3) The class proposed must have averaged atleast 6 racers for the whole season.
- 4) The application must be submitted ONLY at BCKCA AGM, along with club rules submission proposals.
- 5) Full technical specifications must accompany the application.
- 6) BCKCA will refund the application fee ONLY if a minimum of at least 6 racers participate in each event for that year.