



Book 2 – 2004 Technical Regulations

BC KART CLUB ASSOCIATION

ASN Canada FIA - BC CHAMPIONSHIP SERIES

Note: Rules have been renumbered to follow ASN Canada FIA National Rule numbers wherever possible. This rules set is not to be considered a complete document. It is a supplement to the ASN Canada FIA rules package. As such it must be read as the areas where BCKCA deviates from ASN. It must also be read in conjunction with any subsequent club or event supplementary rules.

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6. Technical Procedures

6.1 Post race technical inspection. Clarification: All classes to proceed directly to weigh in area after the conclusion of qualifying and racing, and to the inspection area immediately after, **qualifying, heat, or the final race(S)**. A competitor who receives more than one weight disqualification during an event may be excluded from the event.

6.1.1 Tech inspection area to be barricaded off so that people cannot see in.

6.1.2 Engine tech should not be done by an engine builder of that class.

8. Miscellaneous Kart Information

8.3 Numerals

8.3.a Kart numbers are on a first come first served basis. **Kart numbers must be in place and in all required locations throughout the event, for any on track session. Numbers that come off during a session are NOT subject to a Mechanical Defect (meat ball) flag.**

8.3.b Kart number **99** has been retired out of respect for Greg Moore, it **will not be assigned at any regional event**

8.3.c kart numbers shall be a maximum of 2 digits and comply with ASN regulation size and color.

8.4 ASN National tech regulation dealing with junior kart minimum weights shall not apply. However, much more stringent evaluation of ballast amounts, location, and mounting will be applied. Technical decisions made under this rule will not be protest able or subject to appeal.

8.11.b.1 Master cylinder: bolts and roll pins, all classes, including FMK require cotter-key / safety wiring.

8.11.c.1 Rotor fasteners: Stover nuts (all steel lock nuts) approved for rotor fastening.

8.20. rear bumpers must comply with ASN regulation regarding lower bar see 8.20.2

8.20.1 Junior 1,2,3, must use full width rear bumpers.

8.20.2 A rear torsion bar assembly may be considered as an equivalent provided that placement is within 75mm of the bumper attachment bolts.

8.30.1 Classes with light and heavy divisions should have on the number panels of the "heavy" a ½ in. / 10mm strip of tape the same color as the numbers placed under the numbers.

9. Tires

9.4 BCKCA Approved tires (this rule shall remain as published for 3 seasons, 2002, 2003, 2004)

9.4.1 All non-CIK 2-CYCLE classes must qualify and race on one of the following tire compounds:

- a. VEGA XR (Red)
- b. VEGA XR (Blue)
- c. BRIDGESTONE YEY
- d. BRIDGESTONE YFC
- e. BRIDGESTONE YGC
- f. BRIDGESTONE YHC
- f. DUNLOP SL 3
- g. DUNLOP SL 4
- i. MG (Orange)
- j. MG (Red)

9.4.2 All 4-CYCLE classes must qualify and race on one of the following tire compound:

- a. VEGA XR (Red)
- b. VEGA XR (BLUE)
- c. BRIDGESTONE YEY
- d. BRIDGESTONE YGC
- e. BRIDGESTONE YHC
- f. DUNLOP SL 3
- g. DUNLOP SL 4
- h. MAXXIS HG3
- i. MG ORANGE
- j. MG RED

9.4.3 All CIK style classes and all 125cc shifter classes - may qualify and race on any CIK homologated OPEN tire compound, as well as the following compounds,

- a. BRIDGESTONE YGX,
- b. BRIDGESTONEYHX,
- c. MG (Orange)

9.4.4 Junior Tire size specifications

9.4.4.a All junior classes will use the following tire size's - Front Tires 4.60 X 10 – 5.

9.4.4.b Rear Tires 6.50 X 11 – 5

11. General Honda Four Cycle Regulations

11.1 Nose Cones and body work

11.1.a ASN or G Man style nose cones may not be run in any four cycle Honda class, All four cycle classes will comply with ASN body work regulation

11.2 Clutches

11.2.a The clutch must be an engine mounted centrifugal drum type dry clutch. It must be protected with an engine clutch guard.

11.3 Junior Honda eligible Engines

11.3.a Allowable engines are Honda GX160, and GX160 K1 & T1

11.3.b Junior 1 Honda shall run a restrictor plate of .0502 No Go

11B WORLD FORMULA (note this section DOES NOT COMPLY WITH ASN GTR NUMBERING)

11B.1 Maximum overall width for WF is 55.1" (140cm)

26. Definitions

26.d.1 OEM: Original Equipment Manufacturer shall mean components that are produced by the original manufacturer of same brand and model of engine. No after-market components.

26.d.2 Stock shall mean as supplied out-of-the-box by the original equipment manufacturer. No modifications are approved within the definition.

26.d.3 As supplied shall mean same as Stock.

26.d.4 Stock Appearing shall mean appearing to closely resemble Stock in general appearance and dimension. Minor modifications are approved within the definition.

26.d.5 Original Dimension Components shall mean to be equal in general dimension to the original homologated components. Modifications and alternative components are approved within the definition.

26.d.6 As Cast shall mean as supplied out-of-the-box by the original equipment manufacturer. No modifications are approved within the definition.

26.d.7 As Machined shall mean as machined within manufacturers specifications and dimensional tolerances. The Technical Inspector may require that a competitor provide a manufacturers fiche in support any machining, to confirm specifications. It will be a competitor's responsibility to prove that machine work has been carried out within the manufacturers specifications and tolerances.

26.d.8 As Homologated shall mean within the dimensions and tolerances, as approved and registered by CIK for use in the class listed. No modifications outside of the CIK regulation is approved within the definition.

26.d.9 Numbers in (brackets) represent metric equivalent.

26.1.2 Formula 80 engines. Approved engines for BCKCA classes are as specified herein. No prototype or pre-production engines.

26.1.3 Junior 2-cycle engines. Approved engines are: Yamaha KT100, Comer 80, Homologated ICA Jr., Homologated ICA Jr. restricted, Rotax Jr., Rotax Mini Max, Leopard Jr., Leopard Jr. restricted, WTP, Gazelle.

26.1.4 BCKCA reserves the right to make any adjustments required to make the new JR. engine packages compatible to each other. (Comer 2 piece, **Comer 1 piece**, ICA Jr. restricted, WTP, Gazelle, Rotax, Leopard, **and Vortex**.)

26.1.4 Other engines. Approved engines for BCKCA classes are as specified herein.

27. ICA (Senior)

27.1 ICA ENGINE PREPARATION. The engine preparation and authorized changes are to follow CIK specifications exactly.

27.2 Direct drive is allowed.

29. Shifter Karts

29.0.1 All 125cc Shifter Karts at regional events, shall be run together, and scored together

29.1 F125 Approved Engines are: Mass-produced single cylinder motocross engines:

29.1.1 Honda CR125

29.1.2 Kawasaki KX125

29.1.3 Suzuki RM125

29.1.4 Yamaha YZ125

29.1.5 TM 125 MOTO

29.1.6 FORMULA C ENGINE PREPARATION. The engine preparation and authorized changes are to follow CIK specifications exactly. When unit is used as ICC the carburetion shall be single Dellorto VSHH 30 mm with no modification. Gear ratio shall be OEM original set as delivered new.

29.1.7 FORMULA ICC ENGINE PREPARATION. The engine preparation and authorized changes are to follow CIK specifications exactly

29.2 All other specifications to be in accordance with ASN Canadian Karting Regulations

29.2.1 All gearbox classes are allowed to run without air boxes. Instead use a can style air filter. But must meet sound emission standards.

29.2.2 A kill switch is required on **all 125 shifters**

29B F80 SHIFTER ENGINE PREPARATION. Unless otherwise specified, all parts are to be OEM, as cast, and as machined, unless specified herein. Only mass-produced single cylinder motocross engines are eligible for competition.

29B.1 Approved engines

29B.1.1 Honda CR80

29B.1.2 Kawasaki KX80

29B.1.3 Suzuki RM80

29B.1.4 Yamaha YZ80

29B.1.5 TM 80

29B.2 Displacement may not exceed 83.0 cc.

29B.3 Cylinder and cylinder head

29B.3.1 Must be OEM.

29B.3.2 No addition or deletion of ports allowed.

29B.3.3 Ports may be modified.

29B.3.4 Cylinder head may be modified.

29B.4 Piston assembly open. Aftermarket pistons allowed.

29B.5 Crankcase

29B.5.1 Stock OEM crank and rod assembly, no modifications allowed.

29B.5.2 Cases must be OEM, modifications allowed.

29B.6 Carburetor

29B.6.1 Carburetor must be a single venturi 28.5mm no-go, float bowl type. No pumper type carburetors allowed.

29B.6.2 Must be a Mikuni TM, Keihin PE, or Keihin PWK series carburetor.

29B.6.3 Modification and machining of the air horn, venturi, and bore is allowed up to the throttle slide. No machining of the venturi bore is allowed between the slide and the engine side of the carburetor.

29B.6.4 No power jets allowed.

29B.6.5 Float bowl extensions and modifications are allowed.

29B.6.6 Fuel pump must be pulse type. Pump around system is allowed. No axle or electric fuel pumps allowed.

29B.7 Intake system

29B.7.1 Intake manifold must be OEM. Machining and modification allowed.

29B.7.2 Must use OEM reed block. Machining and modification allowed.

29B.7.3 Reeds petals are non-tech.

29B.7.4 Air filter and air box adapters are allowed up to 1.25" (31.75) in length.

29B.8 Ignition systems

29B.8.1 OEM stock, no modifications or substitutions allowed. The ignition system includes coil, CDI box, stator and flywheel. Any effort to change, lighten, add-on, or otherwise modify any factory stock ignition components is illegal. CDI box may be marked after qualifying.

29B.8.2 Modifications for the sole purpose of advancing or retarding the ignition timing is approved.

29B.8.3 A kill switch is required on all F80 Shifter karts

29B.9 Exhaust system: Open.

29B.9a Exhaust sound suppression shall be accomplished by utilizing RLV 6100 silencer kit.

29B.10 Transmission and clutch

29B.10.1 Manual shift only, no air, or electric assisted shifters allowed.

29B.10.2 Must contain only OEM stock transmission and clutch components. (Honda may use Aftermarket billet 3rd gear, stock gear ratio only).

29B.10.3 Clutch must be functional and the wet clutch configuration maintained. Plates, linings, and springs are non-tech.

29B.11 External modifications: Unless otherwise specified, all major components must be OEM.

29B.11.1 Kick-starter may be removed and plugged.

29B.12 Other tech items

29B.12.1 OEM water pumps must be retained.

29B.12.2 Catch containers must be used for carburetor and radiator overflow (500ml) minimum.

29B.12.3 Cooling system may use only water or water based coolants.

29B.12.4 Chain guard mandatory.

29B.12.5 No axle or external water pumps allowed.

30. JICA (ICA Junior) when run in a CIK style configuration

- 30.1.1** JICA Any CIK-FMK homologated JICA Piston Port engine in accordance CIK-FMK regulations.
- 30.1.2** Exhaust - CIK-FMK homologation number evidence mandatory.
- 30.1.3.1** CIK-FMK engines must run CIK- FMK homologated centrifugal clutch.
- 30.1.3.2** The centrifugal engagement of a clutch must occur before an engine speed of 6001 RPM has been attained, all engines.
- 30.1.3.3** Clutch engagement speed is subject to technical inspection at any time.
- 30.1.3.4** In the case where tech inspection shows the clutch does not engage at or below 6001 RPM, it will be a BCKCA Steward or designate who will verify during a second check, which will be done immediately after the first one.
- 30.1.3.4.1** In the case of verification of engagement over 6001 RPM, the driver will be disqualified from the applicable qualifying session, or heat race.

31. F100 (Yamaha)

- 31.1** F100 ENGINE PREPARATION. All Formula 100 engines to be to ASN Canadian Karting Regulations except: Junior One - 2 cycle. This section outlines specific regulations for the preparation of the Yamaha KT100 for the Junior 1/ 2 cycle class
 - 31.1.a** CARBURETOR
 - 31.1.b** Stock appearing and as-machined Walbro WB55B:
 - 31.1.c** Venturi max ID 0.450"
 - 31.1.d** Length OA min 1.10"
 - 31.1.e** WB55B must have OEM stock restrictor manifold. Bolts directly to phenolic spacer replacing OEM aluminum carburetor mount:
 - 31.1.f** ID 0.625 to 0.655"
 - 31.1.g** Length OA 0.750 to 0.800"
 - 31.1.h** Length of bolt face portion of manifold 0.450 to 0.484"
 - 31.1.i.** All machining is parallel and concentric.
 - 31.1.j** WB3 to NKC GTR section 52
 - 31.1.k** WB3 must have OEM stock 0.600 aluminum restrictor plate:
 - 31.1.L** Max ID 0.600" centered in throttle bore.
 - 31.1.m** Max thickness of plate 0.065"
 - 31.1.n** Plate must be installed next-to-cylinder with one stock gasket either side of plate.
 - 31.1.o** Hole is punched and must not be modified from stock
 - 31.1.p** No adding or removal of material, or other additions.

32.1 Junior 2 / 2 Cycle - ENGINE PREPARATIONS

32.1.1 Rotax Mini Max. As per Rotax Max Challenge series. With exhaust socket #273972, and inlet restrictor #660750 *

32.1.2 Leopard Jr. restricted. As per Parilla publication for Leopard Jr. 2 with 15mm intake, and 25 mm restricted header.*

32.1.3 ICA Jr. restricted. As per CIK/FMK homologation with 22mm restrictor. **This is not a CIK style class**

32.1.4 Yamaha KT100 may utilize silenced SBX exhaust.

32.1.5 Vortex ROK As per Vortex ROK publication for Vortex Jr2 engine specifications (available from selling dealer) Includes 15mm intake restrictor, & Vortex junior pipe.

33.A.1 Junior 1-“80” - Eligible Engines - Yamaha KT100 (YBX exhaust) DAP/Comer single piece head and Barrel and two piece barrel and head.

33. A.1.a COMER / DAP 80 PISTON PORT ENGINE PREPARATION. Unless otherwise specified, all parts are to be OEM, as cast, and as machined. As per World Karting Association (WKA) current regulation as laid out for each design. Mixing of specification from design to design is not permitted. **For 2004 the comer/DAP engine will have a 10cc cylinder head volume with a .035 squish band. 2005 will utilize a 11cc cylinder head volume. 2006 will see elimination of the Comer/DAP engine in the Jr1 class.**

33.A.2 Junior 1-“60” Eligible Engines - WTP, Parilla Gazelle (engine tech forms/homologation papers available from supplying dealers). *

33.A. 2.a WTP ENGINE PREPARATION. As per WTP tech form # 60B1 Must utilize CIK style air box with 22mm side entry tubes only.

33.A. 2. b PARILLA GAZELLE. As per Parilla tech form supplied for 2003. *

33. A. 3 Junior 3 Group -2 Cycle Eligible Engines. – Rotax Max Junior, Parilla Leopard Jr. 3 *

33.A.3 a Rotax Max Junior, As per published Rotax Max Junior specifications. (available from supplying dealer) *

33. A.3.b Parilla Leopard Junior 3, As per Parilla Leopard Jr. 3 specifications. (Available from supplying dealer) *

33..A.3.c Vortex ROK Junior 3, As per Vortex ROK specifications. (Available from supplying dealer)* includes Vortex junior pipe.

NOTE * Master copies of dealer supplied technical information is held by BCKCA. There shall be no deviation from those supplied technical forms without BCKCA approval, and enough time to disseminate the information to all clubs, and end users.

33.B. Junior Speed Equalization

2004 sees the introduction of a new engine in the Junior 3 group, and a spec change in the Junior 2. While many will be scored separately there is a desire to equalize the speed. There may be a need to alter spec's during the season, if this happens BCKCA bulletins will be posted.

34. Formula 125 W/C Spec Classes

NOTE – IN 2004 THERE IS NO EXPECTATION OF EQUALIZATION IN THIS CLASS. EQUALIZATION OF ENGINES AND WEIGHTS ARE THE SOLE RESPONSIBILITY OF THE SELLING DEALERS.

34.1 Rotax Max, and Parilla Leopard. Will maintain their own classes for 2004

34.2 All other recognized TAG style engines with MANUFACTURER supplied engine spec's on file and approved by BCKCA will run in a separate combined class Formula 125 w/c SPEC (F125 wcs). At the following Recommended TaG Int. weights.

- a. **Rotax Max FR125 – 355 pounds and Rotax SuperMax – 375 pounds**
- b. **Parilla Leopard – 360 pounds**
- c. **Vortex ROK – 375 pounds**
- d. **Italsistem ML47h – 375 pounds and ML47HD – 390 pounds**

34.3 Formula 125 W/C Spec Heavy class may be run at engine specified weight plus 40 pounds.

35. Gasoline

35.1.1 Gasoline may be obtained from any location, or as specified for certain classes, detailed in event supplementary regulation.

35.1.2 All other 2-cycle classes. Any readily available leaded or non-leaded pump or racing gasoline.

36. Technical Information

36.2.1 Wait for the engine to reach near ambient temperature before testing. (1)

36.2.2 Fill the burette (2) with the appropriate fluid Marvel Mystery Oil, minimizing the amount of air bubbles formed during the filling process. Allow sufficient time for all air bubbles to rise to the surface.

36.2.3 Bleed all air from the stopcock and outlet stem. Run fluid out of the burette until the lowest point on the shadow formed by the fluid surface is in line with top of the starting cc mark.

36.2.4 Set the piston level of the engine to be inspected at 0.050"(1.3) - 0.150"(4) before top dead center. Before dispensing the fluid into the engine, show the burette to the driver, or mechanic of the engine to be checked. Show the starting point cc and finishing point cc to the respective person and explain the procedure. Clean the area around the spark plug hole, and with the centerline of the spark plug hole in a vertical position, dispense the tech specified quantity of fluid through the spark plug hole into the combustion chamber. Wait 30 seconds, This allows the residue on the walls of the burette to be added to the burette reading, carefully add any remaining fluid to engine, reading the fluid level (3) to the spec cc amount required.

36.2.5 Slowly turn the crankshaft of the engine causing the piston to rise to top dead center.

36.2.6 If any fluid rises to above the level of the top the spark plug hole, the engine is illegal. Notes:

(1) This tech procedure must be performed after the engine has cooled to near ambient temperature. A warm or hot engine will cause thermal expansion of the test petroleum fluid in the combustion chamber. Have the driver/mechanic check the engine temperature for you, before testing begins.

(2) A glass burette with a Teflon or glass stopcock shall be used.

(3) When reading the fluid level, hold a finger behind the burette and slightly below the fluid level. When held up to the light, the fluid level line will become much more distinct.

The tech person should use discretion and care when checking head volume. Small variations in finished fluid level may be possible due to tech procedures. Assist the driver/ mechanic to review all steps during the procedure.

36.5 Checking exhaust port height

36.5.1 Exhaust check gauge: LAD tool - 0.110"

36.5.2 Exhaust check procedure: To check exhaust port height, use a dial indicator. Zero the indicator to top dead center, then rotate crank until piston has traveled about 0.200" past the allowable distance of the particular engine being checked. Insert the exhaust check gauge between the controlling edge of the piston and against the top of the highest part of the exhaust port(s). Rotate piston up, until gentle gauge contact is made. Indicator reading must now be the same, or greater than the stated dimension for the particular engine being checked. For pistons with dykes top ring, the top edge of the ring is considered to be the controlling edge.

36.6 Checking inlet opening

36.6.1 Inlet check gauge LAD tool only - 0.110"

36.6.2 Inlet check procedure: Inlet opening is checked by holding an LAD gauge against the bottom of the inlet tract with inlet manifold and gaskets removed. Insert the check gauge between the controlling edge of the lowest part of the intake port. Piston is rotated down, until gentle gauge contact is made. Indicator reading must now be the same, or less than the stated dimension for the particular engine being checked.

Note: Old style 0.010 feeler gauge check may be used if new gauge is not available by subtracting 0.100 from listed dimensions.

38. COMPETITION CLASS STRUCTURE

<u>Class</u>	<u>Age</u>	<u>Lic</u>	<u>Engine</u>	<u>Wgt</u>
Junior 1 – 4 cycle (J14)	7/8 – 11	D	Honda GX 160/K1 & T1 (0.502 Restrictor)	245
Canada Jr. (Jr. 2 – 4 cycle (J24)	10/11 – 15	C	Honda GX160/K1 & T1	291
Junior 1 – 60 2 cycle (J12/60)	7/8 – 11	D	WTP / Gazelle	210
Junior 1 – 80 2 cycle (J12/80)	7/8 – 11	D	Comer/Dap 80 cc (Both barrel designs) Yamaha KT100 Restricted	225
Junior group 2 – 2 cycle (J22)	10/11- 15	C	Rotax Mini Max / Leopard Jr. (restricted) {25mm header, 15mm intake} ICA Jr. Restricted (Restricted){22mm} Yamaha KT100 (SBX silenced) Vortex ROK (restricted) (15 mm intake- JR pipe)	286
Junior Group 3 – 2 cycle (J32)	12 – 15	C +	Rotax Max Junior (RMC regs apply) Leopard Jr {30mm header, 27mm intake} Vortex ROK (JR Pipe) ICA Jr. (CIK STYLE)	315 320 320 298
Formula 80 Jr. Shifter (80 JS)	12 – 15	C+	Approved BCKCA F 80 Motor	320
World Formula (WF)	15/16 up	B	CIK/FIA World Formula Engine	352
Canada Senior (CS)	15/16 –up	B	Honda GX200	330
Formula Leopard (FL)	15/16 – up	B	Parilla Leopard as per published specification	352
Senior 4 Cycle Hvy (S4H)	15/16 – up	B	Honda GX 160 K1 & T1 Honda GX-200	335 395
125 Rotax Max (FR125) 125 Rotax Max Heavy (Fr 125 Hvy)	16 - up	B	As per BC Rotax rules. WRC eligibility requires additional Rotax license	363 410
Formula 125 W/C Spec	15/16-up	B	As per BCKCA tech section 34	Sec 34
Formula 125 W/C Spec Heavy	15/16-up	B	As per BCKCA tech section 34	Sec 34
ICA (ICA)	15/16 – up	B+	CIK Homologated Reed Valve Engines	330
Formula 80 (F80)	15/16 – up	B+	Formula 80 Moto	360
Formula ICC	15/16 – up	A	Formula C (spec carb & trans ratios) Formula ICC as per CIK.F125 moto	375

39. 2004 BC REGIONAL SERIES EVENTS

Regional Events

May 7-9 BCKCA-1 Location - CARTBC

July 30- August 1st BCKCA-2 Location - Quesnel

September 10 – 12 BCKCA-3 Location - Youbou

Regional Special Events

July 3 – 4 Port Alberni Gran Prix

ASN Canada FIA Canadian National Karting Championship

Aug 20,21,22 ASN Canada FIA National Karting Championship – CARTBC

40. NOTES

Notice 1 Number Plates For Drivers With a Disability.

They are to use a white panel, with bright blue numbers. The original discussion was for blue panels with white numbers, however this has been changed to a white panel with blue numbers to comply with the international standard. **This requirement may be applied to any driver who is not capable of removing a kart from the track.**

Notice 2 BCKCA Will Set Standards For BC Region Licensing.

BCKCA has set its licensing requirements for 2002. Compliance with BCKCA/ASN **2004** medical is required. Some areas of our licensing differ from the national standards, be sure you check ASN regulation before applying for national Licensing.

Notice 3 Combining of Classes

For 2004 all 125cc shifter classes will be run together, and scored together as ICC. All senior four-cycle classes may be run at the same time, and be scored separately. Junior 1/60 will run together and be scored together. Junior 2/2 cycle will be run together and scored together. Junior 3 will run together and be scored separately. This policy may come under review as numbers dictate. Grid line up will be by qualifying time, not class, engine design or make. **Other groupings may be required.**

Notice 4 Rotax Max Events Combined With BCKCA 2004 Regional Series.

Again the Rotax Max Challenge Series will be combined with the Regional series. Rotax Max Challenge Rules will apply. It is the responsibility of the Rotax series organizers to see the rules and updates are part of any supplementary regulations at these events.

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