



**2009  
ASN Canada FIA  
National Karting Championships  
Goodwood Kartways, Stouffville, Ontario**

**August 7, 8, 9, 2009**  
(Pre-Event Practice - August 6)

organized by



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## 1. The Event

The event is organized to determine the 2009 ASN Canada FIA Canadian National Karting Champions.

## 2. Sanctioning

### ASN Canada FIA

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Mississauga, Ontario, Canada, L5K 2K8  
Telephone: 905-403-9000 Facsimile: 905-403-8448  
Email: [asncanada@rogers.com](mailto:asncanada@rogers.com)

## 3. Event Organizer

### Goodwood Kartways

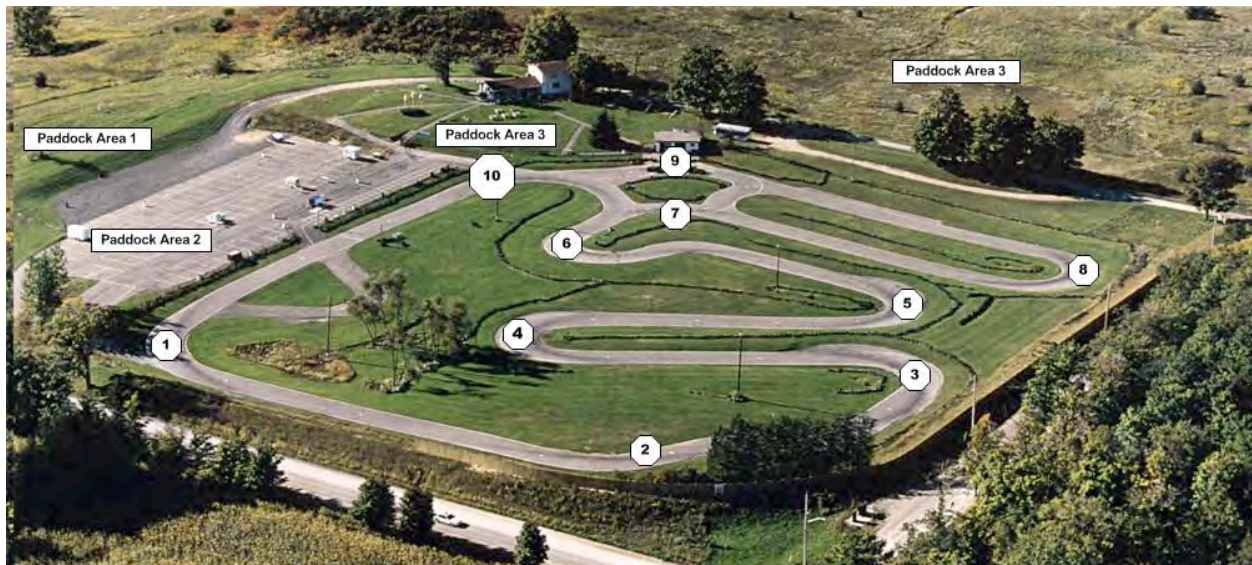
5200 2nd Concession  
Stouffville, Ontario, Canada, L4A 7X4  
Tel: (905) 640-5278  
Fax: (905) 640-0174  
E-mail: [daniel@goodwoodkartways.com](mailto:daniel@goodwoodkartways.com)

## 4. Event Inquires

ASN Canada FIA: 905-403-9000, [asncanada@rogers.ca](mailto:asncanada@rogers.ca)

## 5. The Track

The Goodwood Kartways circuit has 10-turns and is 786 metres in length. The track is run in a counter-clockwise direction.



## 6. Sportsmanship Theme

Participants in an ASN sanctioned competition shall conduct themselves according to the highest standards of behaviour and sportsmanship, particularly in relations with other competitors, officials, sponsors and their products, and in manner that shall not be prejudicial to the reputation of ASN, promoters, sponsors, organisers, or to karting sport in general. Sportsmanship means any person's conduct and behaviour while participating in a sport. Examples are fairness, respect for one's opponent, and graciousness in winning or losing. Failure to do so may result in penalties.

Entrants or drivers are at all times responsible for the conduct of their crewmembers and guests. A violation of these Regulations committed by an entrant, driver, crewmember or guest may be directly chargeable to the entrant or driver and result in penalties that may ultimately affect the outcome of the competition.

## 7. ASN Canada FIA National Officials

National Karting Director	Paul Cooke
Secretary of the Event	Chéré Cooke
Administrative Assistant	Tracy Tidball
Chief Steward	Norman Jennings
Race Director and Starter	Rob Turner
Deputy Race Director	Bill Oakman
Grid and Pre-Grid Marshals	Dave LeLeiver, Cheryl LeLeiver
Chief Technical Inspector	Harvey Poole
Deputy Technical Inspector Rotax	Joey Guyon

## 8. Event Officials

Registrar	Goodwood Kartways
Timing and Scoring	Goodwood Kartways
Race Control - Chief Course Marshal	TBA
Assistant Starter	TBA

## 9. Regulations and Precedence Of Regulations

The event will be run in accordance with the 2009 ASN Canada FIA Canadian Karting Regulations Book 1 Sporting Regulations and Book 2 Technical Regulations (available at [www.asncanada.com](http://www.asncanada.com)), Rotax Max Challenge Regulations (RMC - available at [www.maxchallenge.ca](http://www.maxchallenge.ca)) and these Supplementary Regulations (available at [www.asncanada.com](http://www.asncanada.com)).

The Regulations shall be as follows (in order of precedence):

1. 2009 ASN Canada FIA Canadian Karting Regulations.
2. ASN Bulletins.
3. ASN issued Rotax Max Challenge Regulations.
4. These Supplementary Regulations.
5. Official Bulletins issued before and at the event.
6. Instructions from approved Officials.

Any claim of lack of knowledge of the Regulations will not be entertained.

## 10. Changes To Regulations

These supplementary regulations can only be amended or changed by ASN Canada FIA.

The Schedule of track sessions and races may be adjusted by ASN Canada FIA according to the number of karts entered in a class.

## 11. Eligible Entries and License Requirements

**Residents of Canada** – Canadian residents may not compete with a licence issued from a USA organization. Members in good standing of ASN Canada FIA affiliated kart clubs may enter any ASN National Class provided they possess the appropriate license and their kart meets the appropriate technical requirements, except Rotax Junior MAX, Rotax MAX and Rotax DD2.

**Rotax Junior MAX, Rotax MAX** – Eligibility of entrants is determined by the Rotax Max Challenge and will be confirmed by RMC national organizers ([www.maxchallenge.ca](http://www.maxchallenge.ca)). Entrant must be Canadian citizen or officially a permanent resident.

**Rotax DD2** – Entrant must be Canadian citizen or officially a permanent resident.

**Eligibility For Rotax Max Challenge Grand Final:** Any driver who qualifies for the RMCGF in both Rotax Max and Rotax DD2 will have to announce, at the latest at the podium ceremonies, which class they will race in at the RMCGF. A driver cannot race in both classes at the RMCGF.

**Residents of the USA** – Eligible for Canada Junior, Canada Senior, Rotax Micro MAX and Rotax Mini MAX if they hold the appropriate WKA Kart licence. USA residents must pay a \$50.00 (CDN) associate member fee.

National licences are only available from ASN Canada FIA. ASN Canada FIA National Licence application forms are available at [www.asncanada.com/Classes](http://www.asncanada.com/Classes)

## 12. ASN Canada FIA National Championship Classes 2009

National Classes	Minimum National Licence Grade	Age	Engine Rules	Weight Kg.	Weight Lbs.
Rotax DD2				173	381
Rotax DD2 Masters	B	15 & up	RMC Rotax Rules	175	386
Rotax MAX				165	364
Rotax MAX Masters	B	15 & up	RMC Rotax Rules	173	381
Rotax Junior MAX	C Plus	12 to 15	RMC Rotax Rules	145	320
Canada Senior	B	15 & up	ASN Honda GX-200 GX-200cc	152	335
Canada Junior	C	9 to 15	ASN Honda GX-160 GX-160/K-1 GX-160/T-1 GX-160cc	132	291
<b>Support Classes</b>	<b>Minimum Licence Grade</b>				
Rotax Micro MAX	Region/Club E	8 to 10	RMC Rotax Rules	107	236
Rotax Mini MAX	Region/Club C	10 to 13	RMC Rotax Rules	132	291

Weights to be measured in either kilograms or pounds, not both.

### 13. Gear Ratio and Carburetor Set-ups for Rotax Micro MAX and Rotax Mini MAX

The following specifications are mandatory for all competitors.

#### Rotax Micro MAX

Gear Ratio: Front sprocket: 14    Rear sprocket: 73  
 Carburetion:    Needle: K98  
                   Combination 2: Floats are marked with "gr 3.6"  
                   Idle jet is stamped with the digits "60"  
                   Idle jet insert is stamped with the digits "60"  
                   Main Jet: 125

#### Rotax Mini MAX

Gear Ratio: Front sprocket: 13    Rear sprocket: 82  
 Carburetion:    Needle: K98  
                   Combination 1: Floats are marked with "gr 5.2"  
                   Idle jet is stamped with the digits "30"  
                   Idle jet insert is stamped with the digits "30"  
                   Main Jet: 155

### 14. Tire, Oil Specifications

	Type	Tire Make	Model	Front Size	Rear Size	Oil
Rotax DD2	Dry	MOJO	MOJO D2 ASN	4.50/10.0-5	7.10/11.0-5	Motul GP
	Wet	MOJO	MOJO W2	4.00/10.0-5	6.0/11.0-5	
Rotax MAX	Dry	MOJO	MOJO D2 ASN	4.50/10.0-5	7.10/11.0-5	Motul GP
	Wet	MOJO	MOJO W2	4.00/10.0-5	6.0/11.0-5	
Rotax Junior MAX	Dry	MOJO	MOJO D2 ASN	4.50/10.0-5	7.10/11.0-5	Motul GP
	Wet	MOJO	MOJO W2	4.00/10.0-5	6.0/11.0-5	
Canada Senior	Dry	VEGA	VEGA Blue ONT ASN	4.50/10.0-5	6.0/11.0-5	Open
	Wet	VEGA	VEGA W5	4.50/10.0-5	6.0/11.0-5	
Canada Junior	Dry	VEGA	VEGA Blue ONT ASN	4.50/10.0-5	6.0/11.0-5	Open
	Wet	VEGA	VEGA W5	4.50/10.0-5	6.0/11.0-5	
<b>Support Classes</b>						
Rotax Mini MAX	Dry	VEGA	VEGA Blue ONT ASN	4.60/10.0-5	6.0/10.0-5	Motul GP
	Wet	VEGA	VEGA W5	4.60/10.0-5	6.0/10.0-5	
Rotax Micro MAX	Dry	VEGA	VEGA Blue ONT ASN	4.60/10.0-5	4.60/10.0-5	Motul GP
	Wet	VEGA	VEGA W5	4.60/10.0-5	4.60/10.0-5	

#### Tire Notes:

**DRY TIRES:** The only tires eligible for the Event are those purchased at the Event from Goodwood Kartways and branded "ASN".



No space included in race entry fee. \$50.00 for a 15' X 20' space.

## **19. Pre-Event Registration**

Your registration will be considered as received the day we receive your registration form duly completed and your payment is in hand.

Registration closes Thursday August 6, 2009 at 6:00 pm. If your cheque is not honoured by your bank, a \$50.00 fee will apply and your registration will be considered as not received. Registrations made at the track must be paid by cash, debit or credit card only. Cheques will not be accepted.

## **20. Participant Registration at the Event**

Every participant admitted to the racetrack site must first register at the Registration location. All participants and crew members must read and sign a waiver form.

Participants under 18 years of age, unaccompanied by parents or guardians must produce a fully completed copy of the ASN annual Parental Consent Waiver. Forms are available at [www.asncanada.com](http://www.asncanada.com).

Participants under 18 years of age, accompanied by parents or guardians must sign a Parental Consent Waiver and all registration forms.

Upon completion of all paperwork and the payment of all fees, participants will be issued documentation and passes. Lost passes for drivers may be replaced for a fee of \$50.00. Lost passes for crew members and guests may be replaced for a fee of \$10.00.

Passes must be displayed at all times. Failure to wear or display the pass may result in refusal of entry.

## **21. Registration Process**

At Registration, each participant must submit a fully completed Pre-Technical Inspection Self-Declaration form. Registration will issue the appropriate kart sticker only after the payment of event fees and completion of all required paperwork.

Drivers found on the track without having completed the approved Pre-Technical Inspection Self-Declaration form are subject to penalty.

All karts must bear the appropriate kart sticker before entering the track.

It is the competitor's responsibility to ensure that their kart meets the technical requirements for their class throughout the entire race event.

Any kart or driver's racing equipment is subject to Technical Inspection at any time.

## **22. Driver Suit – ASN Patch**

As shown on the right, drivers must wear an ASN cloth crest on their driver suit at all times when on the race track in the location (right or left breast).

Crests will be available at the event.



## **23. Kart – ASN Decals**

At all times when on the race track, karts must bear one ASN Canada FIA decal in a prominent position on the front of the bodywork and one on each side of the kart.

Decals will be available at the event.

## **24. Restricted Areas**

The racetrack infield, the perimeter of the track, the Pit Lane, Pre-Grid, Grid, Scale Area and Technical Inspection areas are restricted areas.

Access to the Grid and Pit Lane is available only to participants when their class is running. One crewmember with a Mechanic's Pass is allowed on the Grid with each entry.

A Hot Pit will not be used during qualification sessions or races.

Holders of Passes including team members and guests are entitled free access to the paddock and spectator areas only.

## **25. Driver Briefings**

Drivers must attend the driver briefing on any day when they will be on the racetrack. Tardiness or non-attendance may result in a \$10.00 fine. Roll calls may be conducted.

## **26. Number of Karts on the Race Track**

ASN Canadian Karting Regulations Book 1, Regulation 10.3.

A maximum of 34 karts will be allowed to start in a Final. ASN may alter this number.

## **27. Qualifying Procedures**

ASN Canadian Karting Regulations Book 1, Regulation 11.3. Qualifying for a Race.

The composition of Groups for qualifying will be posted on the Official Notice Board.

For qualifying sessions, drivers will enter the track from pre-grid only on a first-come, first-served basis. A driver can join their designated qualifying session at any time prior to the checkered flag. Drivers must exit the track only through the designated weighing area. A driver may not leave the track and enter the pits, paddock or grid and return during a qualifying session.

If a driver stops for any reason during a qualifying session the driver will be allowed one attempt to try and start again with or without assistance from race officials. A driver may not receive assistance from anyone other than an official of the event.

## **28. Transponders**

Each kart must be equipped with a transponder mounting bracket. Brackets can be purchased at registration for a non-refundable fee of \$15.00.

Transponders are available for a rental fee of \$25.00. Drivers who wish to rent a transponder must indicate this on their entry form. Loss or damage to a transponder provided by the event organizers will incur a cost of \$300.00 to the driver.

Drivers who have their own AMB-compatible transponders must register them on the entry form or at the time of event registration.

## **29. Marking of Engine and Tires**

Engines and tires will be marked either before or after qualification sessions. It is the driver's responsibility to be sure that their engine and tires are marked before leaving the Scale Area.

### **30. Eligibility To Race In A Final**

A maximum of 34 karts will be allowed to start in a Final. This number may only be increased by ASN Canada FIA. All entries will participate in qualifying. There will be no consolation races for karts and drivers who do not qualify for the Final.

### **31. Procedure To Qualify For The Final - Except Rotax MAX and Rotax Junior MAX**

If entries in a class are 34 or LESS all karts will participate in practice, qualifying and racing.

If entries in a class are GREATER than 34 all karts will participate in practice and qualifying. The top 22 in qualifying will move directly to the Qualification Heats. Drivers qualifying in positions 23 and higher will be eliminated and will not compete beyond their qualifying session. Drivers with qualifying times 23 to 57 will compete in a Second Chance race. The top 12 finishers of the Second Chance race will qualify for the Qualification Heats. Drivers from position 13 and over in the Second Chance race will be eliminated. The schedule will be adjusted as required.

The starting grid for each Qualification Heat will be the order of Qualifying and if required the finishing positions in the Second Chance race.

Points will be awarded according to finishing positions in the Qualification Heats. Position 1 will receive 0 points, position 2 will receive 1 point etc. The driver with the lowest point total will start on pole position in the Pre-Final. In the event of a tie, the driver with the highest finishing position in the last qualification heat run will start ahead of the driver with a lower finishing position in the last qualification heat run.

The finishing positions in the Pre-Final will determine the starting grid for the Final.

### **32. Rotax MAX - Procedure To Qualify For The Final**

To register for the National Event drivers must be eligible according to the 2009 Canadian Rotax Max Challenge Regulations. The list of eligible drivers will be posted on [www.maxchallenge.ca](http://www.maxchallenge.ca) and sent to ASN Canada FIA.

The procedure to qualify for the Pre-Final and Final will be:

- a) During the qualification sessions on Friday, the top 68 drivers will qualify to participate in the qualification heats. Drivers from position 69 and over will be eliminated.
- b) The 68 qualified drivers will be split in 4 groups of a maximum of 17 drivers each - Group A, B, C and D. Each heat will be a race of 10 laps. Each group competes in three heats - once against each of the other two groups. Heat 1 will be A vs B, Heat 2 will be C vs D, Heat 3 will be A vs C, Heat 4 will be B vs D, Heat 5 will be A vs D and Heat 6 will be B vs C.
- c) Point standings will be posted after the qualification heats on Saturday. Points will be awarded as per 2009 Canadian Rotax Max Challenge Regulations. If two or more drivers have the same point total, the driver with the faster qualification time will be scored ahead of the driver with the slower time.
- d) The top 22 drivers in the posted point standings after the qualification heats will qualify for the Pre-Final. Grid positions will be determined by the drivers ranking in the point standings.

Drivers ranked from 23 to 57 will race in the Second Chance race. The top 12 finishers of the Second Chance race will be qualify for the Pre-Final. Drivers from position 13 and over in the Second Chance race will be eliminated.

If a qualified driver cannot compete in the Pre-Final, the next qualified finisher(s) from the Second Chance race will be invited to race in the Pre-Final based on their order of finish. Two replacement drivers are allowed to participate in the Warm-Up before the Pre-Final. If qualified drivers cannot race in the Pre-Final replacement drivers will be invited to join the Pre-Final at the back of the grid.

The Pre-Final grid will have 34 drivers. The finishing positions of the Pre-Final will be used to determine the grid for the Final. No driver who has not raced in the Pre-Final can race in the Final.

Only the results of the Final race will be taken in consideration for the podium and to decide which drivers will be invited to race at the Rotax Max Challenge Grand Final.

### **33. Rotax Junior MAX – Procedure To Qualify For The Final**

To register for the National Event drivers must be eligible according to the 2009 Canadian Rotax Max Challenge Regulations. The list of eligible drivers will be posted on [www.maxchallenge.ca](http://www.maxchallenge.ca) and sent to ASN Canada FIA.

The procedure to qualify for the Pre-Final and Final will be:

- e) During the qualification sessions on Friday, the top 51 drivers will qualify to participate in the qualification heats. Drivers from position 52 and over will be eliminated.
- f) The qualified drivers will be split in 3 groups of equal size to a maximum of 17 drivers each - Group A, B and C. Each heat will be a race of 10 laps. Each group competes in two heats - once against each of the other two groups. Heat 1 will be A vs B, Heat 2 will be B vs C and Heat 3 will be A vs C.
- g) Point standings will be posted after the qualification heats on Saturday. Points will be awarded as per 2009 Canadian Rotax Max Challenge Regulations. If two or more drivers have the same point total, the driver with the faster qualification time will be scored ahead of the driver with the slower time.
- h) The top 22 drivers in the posted point standings after the qualification heats will qualify for the Pre-Final. Grid positions will be determined by the drivers ranking in the point standings.

Drivers ranked from 23 to 51 will race in the Second Chance race if there are more than 34 entries. The top 12 finishers of the Second Chance race will be qualify for the Pre-Final. Drivers from position 13 and over in the Second Chance race will be eliminated.

If a qualified driver cannot compete in the Pre-Final, the next qualified finisher(s) from the Second Chance race will be invited to race in the Pre-Final based on their order of finish. Two replacement drivers are allowed to participate in the Warm-Up before the Pre-Final. If qualified drivers cannot race in the Pre-Final replacement drivers will be invited to join the Pre-Final at the back of the grid.

The Pre-Final grid will have 34 drivers. The finishing positions of the Pre-Final will be used to determine the grid for the Final. No driver who has not raced in the Pre-Final can race in the Final.

Only the results of the Final race will be taken in consideration for the podium and to decide which drivers will be invited to race at the Junior Rotax Max Challenge Grand Final.

### **34. Re-starting Karts**

ASN Canadian Karting Regulations Book 1, Regulations 11.12. Re-starting Karts.

Should a kart stop on the racetrack whether the engine is running or not, and there is no perceived imminent danger, the driver may attempt to restart the kart without assistance other than from officials. The officials may provide assistance but are not obliged to do so.

Should a kart stop on the racetrack, whether the engine is running or not, the officials may order the kart to be removed immediately for safety reasons. Once ordered removed, a kart may not rejoin the track session.

In the opinion of the officials, should attempts to restart appear to be unsuccessful or are taking too much time, or possibly endangering the driver or others, the kart is to be removed from the track when the driver is instructed to do so by the officials.

### **For Qualifying and Race sessions:**

If during a qualifying session or race a kart is taken to the pit or paddock area, it is not permitted to rejoin the track unless the supplementary regulations for the event state otherwise.

Failure to follow the regulations above and/or instructions from the officials may result in penalties including loss of times, exclusion and additional penalties.

The regulations above are not subject to protest or appeal.

## **35. General Race Start Procedures**

Karts will be lined up on the Grid in their starting order. Once a driver leaves the Grid they may not receive assistance from anyone other than an official of the event. Drivers receiving assistance from anyone other than an official of the event may be excluded from the results.

Drivers are prohibited from doing a "burnout" or any other similar actions at any time. No weaving from side to side or "tire scrubbing" is allowed.

The Starter will not allow any additional formation laps to allow drivers who lose their place to regain their starting position.

If a driver stops for any reason during the formation laps they will not be allowed to try and start again until they have been passed by the entire field. The driver must remain at the rear of the field for the start of the race.

Drivers are forbidden to use any route other than the official track configuration to regain a place.

Drivers who are out of position on the formation laps or who are deemed to have caused a restart may be placed at the back of the grid or issued a penalty. Failure to obey this rule will result in the offending competitor being shown the Black Flag and the competitor may be excluded from the results.

If Officials determine that a driver has been disadvantaged or immobilized by the actions of another driver during the start procedure, the start may be aborted and the impeded driver will be allowed to regain their original starting position. Penalties may be applied to the driver causing the incident.

Drivers or crewmembers who demonstrate a lack of compliance with race starting procedures are subject to penalty.

Penalties applied regarding violations of the starting procedure are not subject to protest or appeal.

## **36. Race Starts**

On signal from the Starter, the drivers will leave the Grid and do two formation laps. Once the drivers leave the Grid, they are under Starter's Orders and race conditions apply.

On the formation laps, all drivers must stay in order retaining their original grid positions. It is the responsibility of the front row of the grid to pace the field at a reasonable and steady rate of speed.

Overtaking during the first formation lap is permitted only:

- if a kart is delayed when leaving the Grid
- if a kart falls behind their grid position and karts behind cannot avoid passing it without unduly delaying the remainder of the field.

In such cases, drivers may only overtake to re-establish their original starting position prior to reaching the designated Formation Line during the second formation lap.

Any driver that does not re-establish their original starting position prior to reaching the designated Formation Line during the second formation lap must drop back, without interfering with other drivers, and start the race from the back of the grid.

Drivers may move up in their row to fill vacant spaces ahead of them prior to reaching the designated Formation Line during the second formation lap. Karts may not move to an adjacent row to fill a vacant space.

Drivers must slow down and be in formation in rows of two prior to crossing the designated Formation Line during the second formation lap.

If the start is not signaled after the second formation lap, and the drivers have to go around for any additional formation laps these laps will count as part of the total number of laps for the race.

### **37. Race Starts - Rolling Start**

All classes will use a rolling start for all Heats, Pre-finals and Finals.

#### **a) Rolling Start Procedure:**

An Acceleration Line shall be painted a minimum of 25 m (80 feet) ahead of the Start Line. It is forbidden to accelerate or overtake before having crossed that line when approaching the start. The Acceleration Line shall also be indicated by cones (1 or more cones on each side of the track adjacent to the line).

At the completion of the formation laps, if the Starter is satisfied with the formation, the START signal (Green flag displayed or Red Lights turned off).

### **38. Use Of The Blue With Red “X” Overlap Flag**

This flag will be used in all Finals. It will not be used in Qualification Heats or Pre-finals.

The minimum penalty for disobeying a Blue With Red “X” is a \$50.00 fine.

ASN Canadian Karting Regulations Book 1, Regulation 12. Flag Signals



Shown with or without a number board to a driver about to be lapped or who has already been lapped. The driver must stop racing, maintain racing speed and return directly to the pits. Drivers who do so will be scored in the position they were in the last time they crossed the timing and scoring line.

Failure to obey this flag will result in a BLACK flag with kart number being shown, the driver will be excluded from the results and additional penalties may be issued.

### **39. Procedure At The End of a Qualifying Session or Race**

ASN Canadian Karting Regulations Book 1, Regulation 11.18. Procedure At The End of a Qualifying Session or Race.

### **40. Procedure at the End of Finals**

ASN Canadian Karting Regulations Book 2, Regulation 6. POST-RACE TECHNICAL INSPECTION.

The winner of the Final will do one victory lap with a Checkered Flag.

The top five (5) finishers in each Final race in each class will proceed to the Parc Fermé and remain there until released by Technical Officials.

### **41. Official Notice Board**

The Official Notice Board is located in the Paddock.

### **42. Fuel And Oil**

Fuel used by the participants must comply with the 2009 ASN Canada FIA National Karting Regulations.

Fuel samples may be taken at any time during the event from any location in the fuel system. Failure to allow a fuel test to be made, or failure of a participant's fuel to pass fuel testing, may result in exclusion from the results of qualifying session or a race.

Participants may not request fuel samples or tests to be made by the Technical Inspectors.

Technical decisions regarding fuel and fuel test results are final and not subject to protest or appeal.

**4-Cycle:** Gasoline only. No additional additives permitted.

**2-Cycle:** Gasoline and oil only. No additional additives permitted.

**Fuel Source:** Available at the track.

### **43. Podium Procedure**

ASN Canadian Karting Regulations Book 1, Regulations 11.19. Podium Dress Code.

The top three finishers in each Final race in each class are required to participate in the podium ceremony.