



2010

ASN Canada FIA

Canadian Karting Championships

Le Circuit Karting, Mont-Tremblant, Québec

**Event: Friday, August 20th
Saturday, August 21st
Sunday, August 22nd**

**Pre-event practices: Wednesday, August 18th
Thursday, August 19th**



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1. The Event

The ASN Canada FIA Canadian Karting Championships is a closed event to determine the 2010 ASN Canada FIA Canadian Karting Champions.

2. Sanctioning

ASN Canada FIA

2155 Leanne Boulevard, Suite 115
Mississauga, Ontario, Canada, L5K 2K8
Telephone: 905-403-9000 Facsimile: 905-403-8448
Email: asncanada@rogers.com

3. Event Organizer

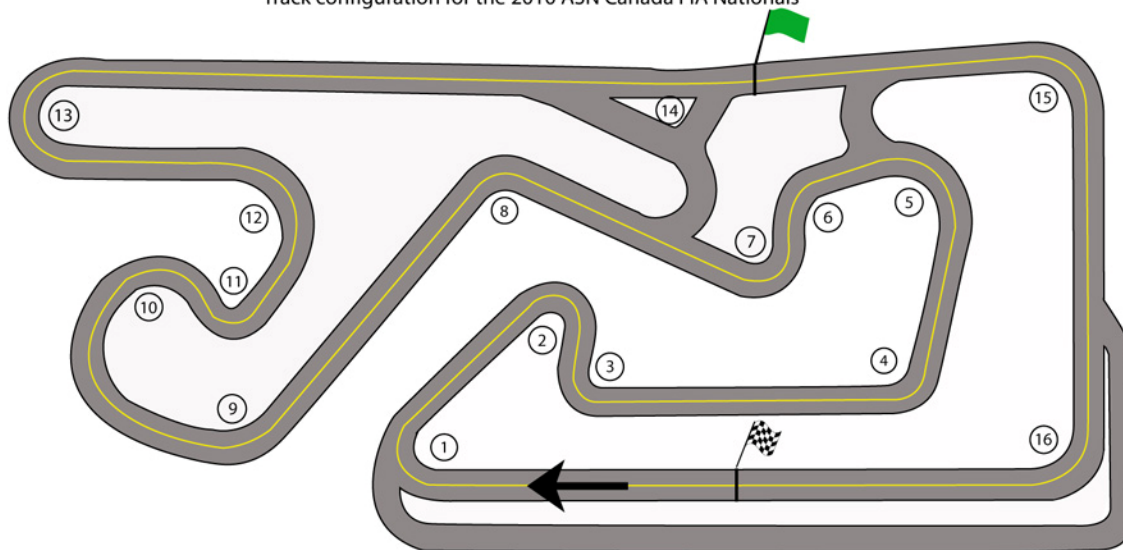
Le Circuit Karting

Circuit Mont Tremblant
P.O. Box 2610, Station B
Mont Tremblant, Quebec
J8E 1B1 - Canada
Tel: 819-429-6867 Fax: 819-429-6364
E-mail: lecircuit.chantal@gmail.com

4. The Track

The circuit has 16-turns and is 1,292 metres in length. The track is run in a clockwise direction. ASN Canada FIA reserve the right to modify the track configuration and direction once the track has been completed.

Configuration de la piste pour les Championnats Canadiens de Karting 2010
Track configuration for the 2010 ASN Canada FIA Nationals



Direction: Horaire / Clockwise

5. 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, organizers, 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 and/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 and/or driver and result in penalties that may ultimately affect the outcome of the competition.

6. Le Circuit Paddock Quiet Hours and Areas

It is not permitted to run engines or to create any loud noise, including music from any source, from 8:00pm to 9:00am. Open fires of any kind are not permitted in the paddocks.

2010 ASN Canada FIA Canadian Karting Regulations Book 1 Sporting Regulations (sec. 13.2)

It is strictly forbidden to start and run a kart engine outside the designated area located before the false-grid. In the designated area, you may start and run your engine for a 10 second period to make sure everything is ready.

For Canada senior and junior classes, engines must be started 5 minutes prior entering the track when the signal is given by the officials.

For other classes, engines may be started and run when the official gives the 1-minute signal.

Non respect of this quiet rule from the competitor and/or team members may result in penalty.

7. Camping and Accommodations

Refer to the ASN website www.asncanada.com .

8. Event Officials

| | |
|----------------------------|--------------------|
| ASN Karting Director | Paul Cooke |
| ASN Administrator | Chéré Cooke |
| Administrative Assistant | Tracy Tidball |
| Event Registration | Le Circuit Karting |
| Chief Steward | Norman Jennings |
| Deputy Steward | Denys Beaudin |
| Race Director | Bill Oakman |
| Race Director | Eric Baker |
| Starter | Rob Turner |
| Assistant Starter | ASRQ |
| Chief Course Marshal | ASRQ |
| Race Control | ASRQ |
| Grid and Pre-Grid Marshals | A.A.C.A. |
| Chief Technical Inspector | Brian Campbell |
| Deputy Technical inspector | James Kennedy |
| Timing and Scoring | Le Circuit Karting |

9. Regulations and Precedence Of Regulations

The event will be run in accordance with the 2010 ASN Canada FIA Canadian Karting Regulations Book 1 Sporting Regulations and Book 2 Technical Regulations (available at www.asncanada.com), Rotax Max Challenge Regulations (RMC - available at www.maxchallenge.ca) and these Supplementary Regulations (available at www.asncanada.com).

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

1. 2010 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

Drivers in all races must be a Canadian citizen or officially a permanent resident of Canada.

Drivers may not compete with a licence issued from a United States of America organization.

Drivers must be a member in good standing of an ASN Canada FIA affiliated kart club.

Drivers must be in possession of a National Licence issued by ASN Canada FIA. Drivers applying for a National Licence must meet the appropriate licence requirement for the class(s) entered.

National licences are only available from ASN Canada FIA. ASN Canada FIA National Licence application forms are available at www.asncanada.com.

Rotax Junior MAX & Rotax Senior MAX – Eligibility of entrants is determined by the Rotax Max Challenge and will be confirmed by the RMC national organizers (www.maxchallenge.ca).

Eligibility For Rotax Max Challenge Grand Final (RMCGF): If a driver is qualified for the RMCGF in two categories, he can only participate at the RMCGF in the higher ranked category. Ranking is as followed: DD2 / Rotax MAX / DD2 Masters.

12. 2010 ASN Canada FIA Canadian Championship Classes

| National Classes | Minimum National Licence Grade | Age | Engine Rules | Weight Kg. | Weight Lbs. |
|-------------------|--------------------------------|----------|---|------------|-------------|
| Rotax DD2 | B | 15 & up | RMC Rotax Rules | 173 | 381 |
| Rotax DD2 Masters | | | | 180 | 396 |
| Rotax MAX | B | 15 & up | RMC Rotax Rules | 165 | 364 |
| 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 |
| Rotax Micro MAX | E | 8 to 10 | RMC Rotax Rules | 106.5 | 236 |
| Rotax Mini MAX | C | 10 to 13 | RMC Rotax Rules | 131.5 | 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

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"
 Carburetor insert: 8.5
 Main Jet: 125

Rotax Mini MAX

Gear Ratio: Front sprocket: 13 Rear sprocket: 82

Carburetion: Option 1: 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"
 Carburetor insert: 12.5
 Main Jet: To be announced at the event

Option 2: 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"
 Carburetor insert: 8.5
 Main Jet: to be announced at the event

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 | Bridgestone | Bridgestone YKC ASN | 4.50/10.0-5 | 6.0/11.0-5 | Open |
| | Wet | Bridgestone | Bridgestone YKP | 4.50/10.0-5 | 6.0/11.0-5 | |
| Canada Junior | Dry | Bridgestone | Bridgestone YKC ASN | 4.50/10.0-5 | 6.0/11.0-5 | Open |
| | Wet | Bridgestone | Bridgestone YKP | 4.50/10.0-5 | 6.0/11.0-5 | |
| Rotax Mini MAX | Dry | Bridgestone | Bridgestone YKC ASN | 4.60/10.0-5 | 6.0/10.0-5 | Motul GP |
| | Wet | Bridgestone | Bridgestone YKP | 4.60/10.0-5 | 6.0/10.0-5 | |
| Rotax Micro MAX | Dry | Bridgestone | Bridgestone YKC ASN | 4.60/10.0-5 | 4.60/10.0-5 | Motul GP |
| | Wet | Bridgestone | Bridgestone YKP | 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 Le Circuit Karting and branded "ASN". One set of dry tires is included in the entry fees. In DD2, DD2 Masters, Rotax Max and Rotax Max junior classes, 1 front spare and 1 rear spare tires are also included in the entry fees.

WET TIRES: Participants acquire specified wet tires from their own sources.

The quantity of WET tires may be adjusted in a future event bulletin depending on weather and track conditions.

Rotax Max Classes (DD2, DD2 Masters, Rotax Max, Rotax Max Junior):

Canadian RMC regulations apply.

DRY: One set of four DRY tires for the entire event (from the qualifying session through the final race), plus 1 front and 1 rear tire that you can replace at your own discretion during the event.

WET: One set of four WET tires for the entire event (from the qualifying session through the final race).

Canada Junior and Canada Senior:

DRY: One set of four DRY tires for the entire event (from the qualifying session through the final race), plus 1 front and 1 rear tire that you can replace for the Pre-Final and/or Final.

WET: One set of four WET tires for the entire event (from the qualifying session through the final race).

Rotax Mini MAX and Rotax Micro MAX:

DRY: One set of four DRY Tires for the entire event (from the qualifying session through the final race),

WET: One set of four WET Tires for the entire event (from the qualifying session through the final race),

Marking of Tires:

Marking of tires will be made manually and / or by way of electronic registration.

ALL tires to be used as replacements in ALL classes must be marked the same way as the original set of four BEFORE being used in competition. Replacement tires will **NOT** be marked **after** being used in any competition. If unmarked replacement tires are used, the entrant will be excluded from the session results.

15. Championships and Awards

The winner of the Final race in each class will be the Canadian Champion.

The first, second and third place finishers in the Final of each class will receive trophies.

16. Entry Fees

See the entry form for the fees for each class.

Includes 1 Driver Pass, 1 Mechanic Pass (Grid Access), 2 entry tickets for the Welcome party on Thursday night, including dinner, and 6 dry tires (3 fronts – 3 rears) for the DD2, DD2 Masters, Rotax Max and Rotax Max Junior class, and the \$3 disposal tax per tire. For the other classes, the entry fees include 1 set of dry tires. Entry fees do not include paddock space or Pre-Event Practice.

Additional entry for the same driver – Prices for an additional entry by the same driver include a rebate a credit for the Thursday night dinner. See the entry form for the details.

Additional Crew/Guest Passes: \$25.00 (Good for 3 days - Friday, Saturday, Sunday)

\$10.00 (Good for 1 day –Friday or Saturday or Sunday, payable at the entrance gate)

For the complete schedule of fees, refer to the Entry Form. A late registration fee of \$50.00 applies for any registration after Friday, July 23rd at 5:00 PM. Note that GST and PST will be added to these fees.

17. Practice prior the event

The official practices for the event are those appearing on Friday on the event schedule. The track will open for practice on Wednesday and Thursday. A practice schedule will be posted at the event. The practice fee is \$60.00 (includes tax).per day.

18. Paddock Spaces

See the Entry Form or Contact Le Circuit Karting. No space included in race entry fee. The fee for a 20' X 30' (approximate) space is \$50.00.

Paddocks will be closed at the end of everyday. Paddock hours: 7 am to 8 pm. Any competitor and/or team member caught in the paddock during the closing hours is subject to penalty, including exclusion from the event, without any refund.

The competitor is responsible for the cleanliness of their paddock area, which includes picking up all waste and placing in the containers provided. Any person who does not respect these rules is subject to penalty.

The competitor must dispose of waste according to environmental regulations (paper, food, oil, gas, chemical products) and follow instruction given at the track.

19. Kart Number Registration

Kart numbers may be reserved on a first-come, first-served basis. Kart numbers may have a maximum of 2 digits. In each class, number "1" is reserved for the 2009 Canadian champion of the particular class. Please refer to www.asncanada.com.

20. Pre-Event Registration

Your registration will be considered as received the day the organizers receive your registration form duly completed with all required signature and your payment is in hand. Note that payment by cheque will not be accepted after August 1st.

Registration closes Thursday August 19, 2010 at 6:00 pm. Only under extraordinary circumstances, the Stewards at their sole discretion, may review an individual situation and make an exception. Note: any registration done after July 23rd, 5 pm, is subject to a \$50.00 late registration fee.

If your bank does not honour your cheque, 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, or credit card only. Cheques will not be accepted.

To avoid the late entry fee, make sure that your registration form and payment are received before the closing date of July 23rd at 5:00 pm. If you send them by regular mail, allow a minimum of ten (10) business days for reception.

21. 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, who do not have an ASN Canada FIA National Karting Licence, must produce fully completed copies of: the ASN Annual Parental Consent Waiver; Parental Consent and Release Form; and Medical Self-Declaration Form. The participant must also sign all forms. Forms are available at www.asncanada.com.

Participants under 18 years of age, **accompanied** by parents or guardians, who do not have an ASN Canada FIA National Karting Licence - their parent or guardian must sign a ASN Annual Parental Consent Waiver, Parental Consent and Release Form, the Medical Self-Declaration form and all registration forms. The participant must also sign all 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 per day left till the end of the event (maximum \$25.00)

Passes must be displayed at all times when on site. Failure to wear or display the pass will result in refusal of entry or, if on site, in exclusion, without exception.

22. 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. Sticker must be put on the kart according to the instruction given at the registration.

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, and their competitor number.

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 during the event.

23. 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 racetrack in the location (right or left breast). Crests will be available at the event.



24. 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.

25. 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 be used during Friday morning practices, after which No Hot Pit will be used.

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

26. Driver Briefings

Drivers must attend the driver briefing every day when meeting is schedule or called. Tardiness or non-attendance may result in a \$25.00 fine. Roll calls may be conducted at the beginning of the meeting.

27. 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.

28. 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.

29. Transponders

The competitor must install his transponder for any track session, starting on Friday morning.

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 \$350.00 plus taxes to the driver. Drivers who rent a transponder must bring it back at the designated place at the end of every day for charging.

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

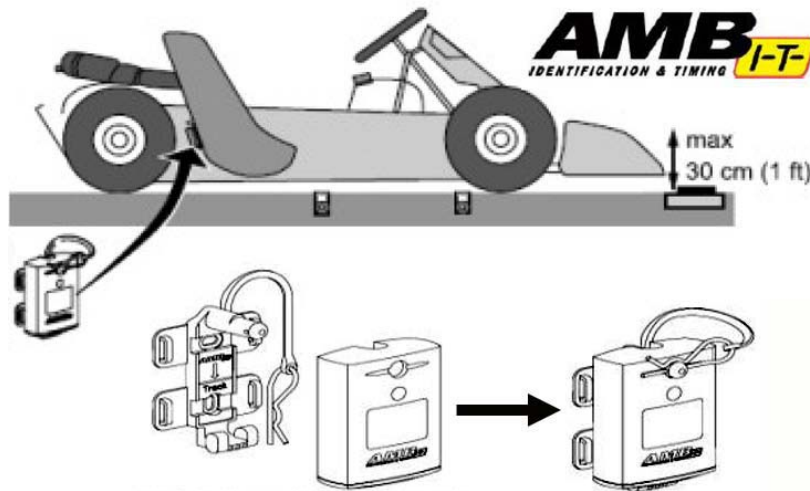
30. Transponder Mounting Location

The competitor is responsible for securing the scoring transponder to the kart to prevent loss of the transponder.

The transponder must be mounted on the center of the rear of the driver seat. Minor offset from the center of the seat is permitted.

The transponder must be mounted vertically (inscription readable normally) with the center of the transponder installed 25 cm +/- 5 cm from ground level.

The space, in a right line, between the transponder and the ground must be free, i.e. no lead, chassis tubing, battery or other element which can bloc the signal between the transponder and the detecting loop



31. Marking of Engine and Tires

Engines and tires will be marked either before or after qualification sessions. Tire marking may be done by way of electronic registration. It is the driver's responsibility to be sure that their engine and tires are marked before leaving the Scale Area.

32. Eligibility To Race In A Pre-Final and Final Race

All entries must participate in qualifying for their class. A driver who has not competed in Qualifying is not eligible to compete in the Pre-Final. Only under extraordinary circumstances, the Stewards at their sole discretion, may review an individual situation and make an exception.

All entries qualified for the Pre-Final must participate in the Pre-Final for their class. A driver who has not competed in the Pre-Final for their class is not eligible to compete in the Final. There are no exceptions.

A maximum of 34 karts will be allowed to start in a Final. This number may only be increased by ASN Canada FIA.

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

There will be no consolation races for karts and drivers who do not qualify for the Final.

33. Procedure To Qualify For The Final - Except Rotax MAX and Rotax MAX Junior

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 58 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 point, position 2 will receive 2 points, position 3 will receive 3 points 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 faster qualification time will be scored ahead of the driver with the slower time.

34. Rotax MAX - Procedure To Qualify For The Final

To register for the National Event drivers must be eligible according to the 2010 Canadian Rotax Max Challenge Regulations. The list of eligible drivers will be posted on 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 72 drivers will qualify to participate in the qualification heats. Drivers from position 73 and over will be eliminated.
- b) The 72 qualified drivers will be split in 4 groups of a maximum of 18 drivers each - Group A, B, C and D. Each heat will be a race of 8 laps. Each group competes in three heats - once against each of the other three 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 2010 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 59 will race in the Second Chance race. Drivers ranked from 60 and over will be eliminated. The top 12 finishers of the Second Chance race will be qualified 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.

35. Rotax MAX Junior – Procedure To Qualify For The Final

To register for the National Event drivers must be eligible according to the 2010 Canadian Rotax Max Challenge Regulations. The list of eligible drivers will be posted on 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 54 drivers will qualify to participate in the qualification heats. Drivers from position 55 and over will be eliminated.
- b) The qualified drivers will be split in 3 groups of equal size to a maximum of 18 drivers each - Group A, B and C. Each heat will be a race of 8 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.
- c) Point standings will be posted after the qualification heats on Saturday. Points will be awarded as per 2010 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 54 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 qualified 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.

36. 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.

37. General Race Start Procedures

Karts will be lined up on the Pre-Grid in their starting order. Once a driver leaves the Pre-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.

38. Race Starts

The Starting Grid

1. A Yellow Line shall be painted 25 m prior to the Start Line. This Yellow Line will also be indicated by soft cones (1 cone on each side of the track). This is the acceleration line.
2. Approaching the starting area, there will be two 2-metre wide starting lanes.
3. From the yellow line to the start line, the two starting lanes will be separated by three soft cones placed by the officials during the second lap of the start. The cones will be removed after the start.

The Start Procedure

1. There will be a marked formation line on the racetrack. The location of the formation line will be determined by the Race Director, however it shall be located no less than 2 corners prior to the starting area. The formation line shall be additionally marked by two soft cones at the edge of the track.
2. Normally, there will be two laps prior to the start of a race.
3. On the first lap, drivers maintain their starting grid order.
4. Drivers that become out of position on the track are allowed to regain their position only prior to reaching the formation line on the second lap.
5. From the start of the second lap, the Starter and all marshal stations will display a yellow flag. No passing is allowed unless a driver is regaining position.

6. On the second formation lap, drivers must slow down and be in grid formation upon reaching the formation line.
7. From the formation line to the start area, the two front drivers are responsible to maintain a reduced and constant speed and to maintain grid formation.
8. Drivers may not accelerate until passing the yellow Acceleration Line .
9. Drivers must maintain position in their own lane for the start and are not allowed to pass until they have crossed the start line.
10. A Driver who fails to maintain the speed of the pack during the approach to the start line is liable to be sanctioned by the Stewards, to a maximum penalty of 10 seconds.
11. A driver exceeding the limits of their lane prior to the start line is liable to a time penalty by the Stewards: 3 second penalty for partly crossing the lanes and of 10 second penalty for completely leaving their lane.

The Start Signal

If the formation is satisfactory, the start signal will be given by switching off the red lights or the display of a green flag.

If the Starter is not satisfied with the procedure, a yellow light or flag will be displayed by the Starter and all marshal stations will display a yellow flag.

Restart

If the formation is not satisfactory, one more lap will be completed. Drivers will reform by the formation line and again the two front drivers are responsible to maintain a reduced and constant speed and maintain grid formation.

Race Stoppage Due to Unsatisfactory Start

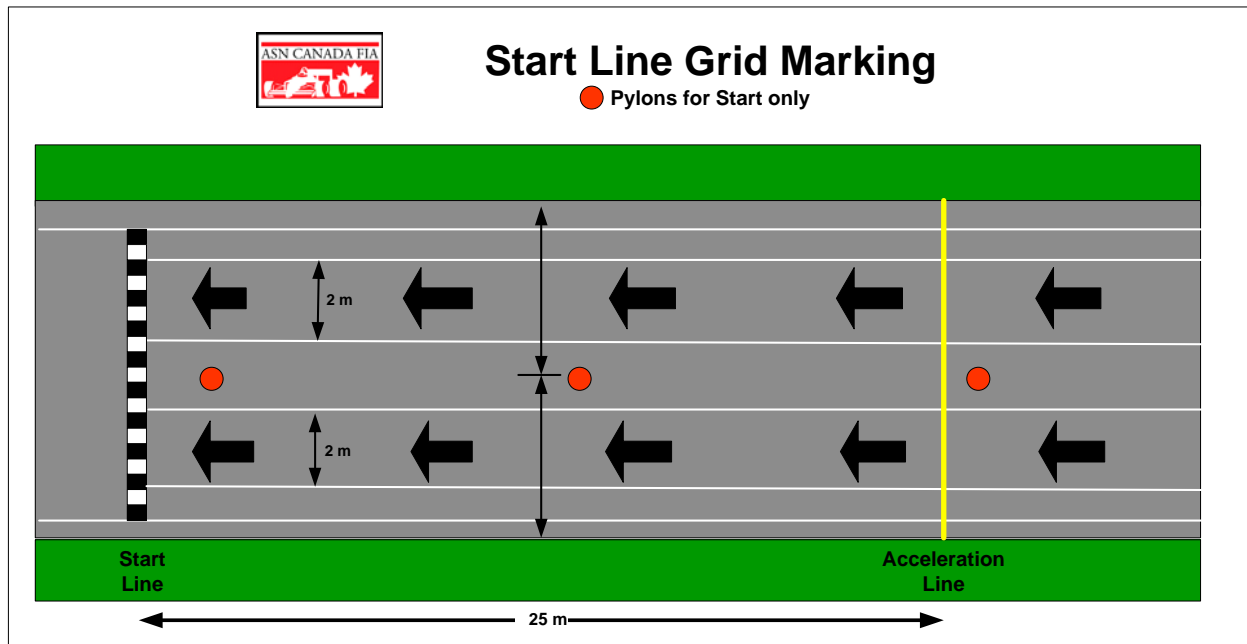
Should the Starter be unable to start a race because of the behaviour of the drivers, the Race Director may display a red flag. Drivers must slow down immediately and proceed to the Start line, come to a complete stop in grid position, and await instructions from the Officials.

39. Determination of Starting Penalties

Starting Penalties

1. One false start may be allowed. Any additional false start will subject the violators to a penalty of 20 seconds.
2. A jump start exists when a kart is more than about ½ its length ahead of the kart on the same starting row. (The kart that is ahead may not have jumped the start).
3. Starting violation time penalties are added to the competitors finishing time.
4. Start procedure penalties are not subject to protest or appeal.

Starting Grid Marking

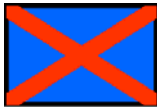


40. Use Of The Blue With Red "X" Overlap Flag

This flag may 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.

41. 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.

42. 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.

43. Official Notice Board

The Official Notice Board is located near the entrance of the pre-grid.

44. Fuel And Oil

Fuel used by the participants must comply with the 2010 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.

45. 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.

Drivers who achieve a podium finish must wear their driver suit to the award ceremony and bring their helmet. The suit must be worn as designed, and not tied around the waist. Event sponsor caps must be worn if required by the event organizers and provided by them in addition to normal racing attire. Driver's not wearing their driver suit or not attending the podium or award ceremony may be subject to penalty, including monetary fines, loss of awards, loss of points or exclusion unless prior notice is given to an event official or the event organizer that they are unable to attend.