



## **Brian Stewart Racing Karting Championship 2009 Supplementary Regulations**

To be read in conjunction with Canadian Karting Regulations Book 1, Sporting Regulations and Canadian Karting Regulations Book 2, Technical Regulations  
Published by ASN Canada FIA

Effective January 1, 2009

**Hosted by:**

**Simcoe Kart Club  
Waterloo Regional Kart Club**



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## 1.1 Sporting Regulations

### 1.2 The Series

The Brian Stewart Racing Karting Championship (BSRKC) will be a six race series for all classes. The spirit and intent of the Series is to provide an inter-club Series fostering a competitive motorsports experience, promoting fairness, driver development, while offering an economical racing environment.

The Brian Stewart Racing Karting Championship is recognized as one of the Rotax Max Challenge qualifying series in the Province of Ontario for the 2009 season. Competitors will be able to qualify through the BSRKC to compete at the Rotax Max Challenge Canadian Final, along with the opportunity for a berth at the Rotax Max Challenge Grand Finals.

### 1.3 Series Organizer

This Race Series is organized and promoted by two Kart Clubs throughout the Province of Ontario. The two Kart Clubs are; Simcoe Kart Club (SKC), and Waterloo Regional Kart Club (WRKC). Each of the Clubs is regarded as Host Clubs. The series will be managed by two Principals, Series Steward, Host Club Presidents, Series Treasurer, and Track Owners of participating clubs (if applicable). The appointed persons will oversee a steering committee for which forms the basis of the Brian Stewart Racing Karting Championship.

### 1.4 Series Officials

Steward	Mike Brittain
Race Director	Russell Fox
Starter	TBA
Technical Delegate	Bob Nebel
Grid Marshal	Jim Dietrich
Timing and Scoring	Janet Dzoch
Registrar(s)	Lynda Chiovitti

Notwithstanding the above, the Officials may vary by event and will be appointed by the BSRKC committee. The names of Officials will be confirmed at the Driver's Briefing for each event and/or posted on the Official Notice Board.

### 1.5 Insurance

General Liability insurance has been arranged by the Host Club through the ASN Canada FIA Master Insurance Plan with Jones Brown Motorsport. Event insurance for each Race will be arranged through the Host Club through the ASN Canada FIA Master Insurance Plan with Jones Brown Motorsport. Requests for details of the insurance coverage should be addressed to the Host Club.

All individuals entering the kart track facilities may be required to sign and execute all insurance related documents prescribed for the event. Failure to do so may subject the individual to exclusion from the event and ejection from the track property.





## 1.6 Race Event Awards

Race Awards will be presented at the completion of competition based on the finishing positions in the final. Race Awards for Junior Classes will be trophies, along with prizes selected by the Host Club. Senior Classes will be awarded a minimum of cash prizes in the following manner: First Place- \$175.00, Second Place- \$75.00, Third Place- \$50.00. Fast Qualifier recognition will be awarded for all classes at each event.

***Race Awards will only be awarded where there are at least ten entrants for a class.***

## 1.6 Regulations and Precedence of Regulations

The series will be governed in accordance with:

- a) ASN Canada FIA Canadian Karting Regulations Book 1, Sporting Regulations, effective January 1, 2009; and ASN Canada FIA Canadian Karting Regulations Book 2, Technical Regulations, effective January 1, 2009.
- b) ASN Canada FIA Bulletins issued and published five days prior to events first race day.
- c) Rotax Max Challenge Technical Regulations effective February 27, 2009.
- d) Brian Stewart Racing Karting Championship Supplementary Regulations for the 2009 Championship Series.
- e) Brian Stewart Racing Karting Championship Bulletins issued and published five days prior to the event.
- f) Event Supplementary Regulations as discussed at Drivers Briefing and posted on the Official Notice Board.
- g) Decision of the Series Steward.

These Series Regulations can only be amended or changed with the prior approval of the Series Steward.

## 1.7 Race Track and Race Dates

Date	Track	Host Club
May 22-24, 2009	Sutton	Simcoe Kart Club
June 5-7, 2009	Hamilton	Hamilton Regional Kart Club
June 26-28, 2009	Mosport	Mosport International Karting Assn
July 10-12, 2009	Flamboro	Waterloo Regional Kart Club
July 29-August 2, 2009	Shannonville	SKC / WRKC
September 5-7, 2009	Kawartha	SKC / WRKC

## 1.8 Cancellation of an Event

An event may be cancelled by Brian Stewart Racing Karting Championship Series for reasons of safety, or force majeure. When cancelling an event that has not already started, the latest a decision will be rendered is 12:00pm. An event will not be cancelled prior to 12:00pm unless it is evident that conditions causing the event to be delayed will not be resolved sufficiently to allow racing to commence.



## 1.9 Websites

BSRKC Series	<a href="http://www.bsrkc.com">www.bsrkc.com</a>
Simcoe Kart Club	<a href="http://www.simcoekartclub.com">www.simcoekartclub.com</a>
Waterloo Regional Kart Club	<a href="http://www.wrkc.on.ca">www.wrkc.on.ca</a>
Rotax Max Challenge	<a href="http://www.maxchallenge.ca">www.maxchallenge.ca</a>
Kawartha Speedway	<a href="http://www.kawarthadowns.ca">www.kawarthadowns.ca</a>
Hamilton Regional Kart Club	<a href="http://www.cameronmotorsports.com">www.cameronmotorsports.com</a>
Shannonville Raceway	<a href="http://www.shannonville.com">www.shannonville.com</a>
ASN Canada FIA	<a href="http://www.asncanada.com">www.asncanada.com</a>
MIKA	<a href="http://www.mosportinternationalkarting.com">www.mosportinternationalkarting.com</a>
TAG USA	<a href="http://www.tagracing.net">www.tagracing.net</a>



## 1.10 Series Format

The 2009 BSRKC Championship will be a six race series for all classes. BSRKC reserves the right to reduce the length of the season should an event be cancelled. For the six race Series there will be one drop. The one drop will include the awarded bonus points from the total.

Except under the following circumstance, an entrant may specify the race result that is to be dropped.

In the event of a Technical Disqualification, Unsportsmanlike Disqualification, or Exclusion from the race results, the entrant will be scored with zero points and will not be allowed to drop the result from the season point total. An exception may be made under special circumstances by the Series Steward.





## 1.11 Series Championship Points System

Position	Points	Bonus
1	100	+ number of competitors registered in class
2	85	+ number of competitors registered in class
3	72	+ number of competitors registered in class
4	61	+ number of competitors registered in class
5	52	+ number of competitors registered in class
6	45	+ number of competitors registered in class
7	38	+ number of competitors registered in class
8	32	+ number of competitors registered in class
9	27	+ number of competitors registered in class
10	23	+ number of competitors registered in class
11	20	+ number of competitors registered in class
12	17	+ number of competitors registered in class
13	14	+ number of competitors registered in class
14	12	+ number of competitors registered in class
15+	10	+ number of competitors registered in class

Championship points will only be awarded where there have been seven or more entrants. To score any points, a driver must be classified as a race finisher or Did Not Finish (DNF). For a competitor to be awarded points when scored as a DNF, the competitor must have taken the green flag.

The number used to award bonus points is based on registered event entries for each class.

Scoring for stopped races will be in accordance with the Canadian Karting Regulations Book 1, Sporting Regulations issued by ASN Canada FIA.

Throughout the course of the season, the Championship points will be posted on the Series and Host Clubs websites within 10 days after the completion of each event. Drivers/Entrants are responsible for checking their points standing and notifying the Series Steward in writing of any errors. Unless the error results from an unresolved appeal, the Series will not be obliged to correct any errors until the appeal has been resolved.

Upon technical inspection, should it be determined that there has been a blatant contravention of the Technical Regulations, the participant is subject to penalties that includes the possibility of exclusion and the loss of accumulated points in the class championship and other such penalties as are deemed by the Series Steward.

In the event of a tie in BSRKC Championship point standings, the tiebreaker for seeding purposes shall be determined as follows; the highest finishing result over the six race series excluding the bonus points will be used. In the event, there is still a tie, the next best finish until a difference is determined.



**1.12 Classes**

The 2009 Brian Stewart Racing Karting Championship will consist of the following classes.

Junior	Cadet Novice Junior Lite Junior Medium Junior Heavy Rotax Micro Max Rotax Mini Max Rotax Junior Novice TAG Junior TAG
Senior	Senior Lite Senior Heavy Masters Rotax Max Challenge Rotax Max/TAG Rotax DD2 Formula ICC

A minimum of 10 karts must be registered in the above classes prior to the first scheduled race for the class to be considered a 2009 Championship Class.



### 1.13 Class Structure

Class	Age	Licence	Engine	Rest.	Exhaust	Weight	Tires
Cadet	8-9	E	GX-160	.350	Muffler	225	MG Yellow <sup>1</sup>
Novice	8-12	E	GX-120	N/A	Muffler	230	MG Yellow <sup>1</sup>
	8-12	E	GX-160	.450	Muffler	240	
Junior Lite	9-13	D	GX-160	.500	Header	265	MG Yellow <sup>1</sup>
Junior Medium	11-15	D/C	GX-160	N/A	Header	275	MG Yellow <sup>1</sup>
Junior Heavy	11-15	C	GX-160	N/A	Header	290	MG Yellow <sup>1</sup>
	11-15	C	GX-200	N/A	Header	360•	
Senior Lite	15+	B	GX-200	N/A	Header	315	MG Yellow <sup>1</sup>
Senior Heavy	15+	B	GX-200	N/A	Header	355	MG Yellow <sup>1</sup>
Masters	35+	B	GX-200	N/A	Header	365	MG Yellow <sup>1</sup>
Rotax Micro Max	8-10	D/E	Spec	Spec	Spec	235	MG Yellow <sup>3</sup>
Rotax Mini Max	10-13	C/D	Spec	Spec	Spec	290	MG Yellow <sup>1</sup>
Rotax Junior	12-15	C+	Spec	N/A	Spec	320	MOJO Spec D1, D2, D3 <sup>2</sup>
Novice TAG	8-11	D/E	Spec	N/A	Spec	235	MG Yellow <sup>3</sup>
Junior TAG	12-15	C+	Spec	N/A	Spec	320	MG Yellow <sup>2</sup>
Cheetah/F1K	12-15	C+	Spec	N/A	Spec	305	MG Yellow <sup>2</sup>
Rotax Max Challenge	15+	B+	Spec	N/A	Spec	364	MOJO Spec D1, D2, D3 <sup>2</sup>
Rotax Max/ TAG	15+	B+	Spec	N/A	Spec	364	MG Yellow <sup>2</sup>
Cheetah/F1K	15+	B+	Spec	N/A	Spec	350	MG Yellow <sup>2</sup>
Rotax DD2	15+	B+	Spec	N/A	Spec	381	MOJO Spec D1, D2, D3 <sup>2</sup>
ICC-Moto	15+	A	Spec	N/A	Spec	385	MG Yellow <sup>2</sup>

**Note: The Rotax Max Challenge (Senior) class, Rotax Max (Junior), Rotax DD2 class will be scheduled at each event on Saturday's and will race in accordance with the RMC rules. The Rotax Max/TAG (Senior) class and Junior TAG class will be scheduled at each event on Sunday's and will race in accordance with the RMC, TAG USA, Cheetah, and F1K rules with the exception of tires, for which is noted above.**

**The Novice TAG class will be scheduled on Saturday's and will race in a combined class with Rotax Micro-Max.**

**The following classes will be added to the 2009 Shannonville "Bear Hunt" as non-points races.**

Class	Age	Licence	Engine	Rest.	Exhaust	Weight	Tires
Novice	8-12	E	GX-120	N/A	Muffler	230	MG Yellow <sup>1</sup>
	8-12	E	GX-160	.450	Muffler	240	
Junior Lite	9-13	D	GX-160	.500	Header	265	MG Yellow <sup>1</sup>
Junior Pro	11-15	C	GX-200	N/A	Header	300	MG Yellow <sup>1</sup>
Senior Med.	15+	B	GX-200	N/A	Header	335	MG Yellow <sup>1</sup>
Masters	35+	B	GX-200	N/A	Header	365	MG Yellow <sup>1</sup>
ICC-Moto	15+	A	Spec	N/A	Spec	385	MG Yellow <sup>2</sup>

**<sup>1</sup>Front Tire Size 4:60/10-5 – Rear Tire Size 6:50/11-5**

**<sup>2</sup>Front Tire Size 4:60/10-5 – Rear Tire Size 7:10/11-5**

**<sup>3</sup>Front Tire Size 4:60/10-5 – Rear Tire Size 4:60/10-5**

●**Driver must weigh over 170 lbs**



### **1.14 Driver Eligibility**

Each driver competing in the BSRKC Championship Series must be a member in good standing of an ASN Canada FIA Affiliated Club and hold the required Licence for the Class(es) entered.

Each Competitor must present their original Home Kart Club Membership Card at Registration at each Race Event.

The Age and Licence categories for each Class are specified in these Regulations – Section 1.13

Drivers must hold a licence of the required category for the Class (es) entered. Drivers wishing to change Classes during the year must apply for and be granted the appropriate Licence from their ASN Canada FIA Affiliated Club.

Once a Junior Driver has competed in a higher Licence class, the participant can not race again in a lower Licence class. (For example – a competitor who has competed in a non-restricted Junior class can not compete again in a restricted engine Junior class. For example – a Novice participant can not compete in a Junior Lite Class once, and return to the Novice class.)

For Competitors entered in the Junior Medium class, a licence exception will be granted. Both a D Licence and C licence will be allowed to participate. However, if a competitor has applied for a D Licence, they will not be permitted to compete in C Licence or greater class. If a competitor has applied for a C Licence, the competitor will not be permitted to compete in a D licence class. The Junior Medium class will be the only exception.

A Driver/ Entrant who has a Club C+ licence can participate in a Licence Grade C class.

All drivers participating in a Senior class shall be at least 15 years old on the day prior to the first scheduled event, and must possess the appropriate Senior grade Licence for the class (es) entered.

A driver, of any age, who has applied for and received a Senior grade Licence, or has participated in any event as a Senior, can never race again as a Junior at a BSKRC event.

A driver who wishes to move up from a Junior Class to a Senior Class during the year must apply for a Licence upgrade from an ASN Canada FIA Affiliated Club prior to competing with the BSKRC Series.

Drivers under the age of 18 years are only eligible to compete if Parental Consent Waivers have been completed. The parents or guardians of participants under 18 years of age must sign all registration forms.

### **1.15 Entry Fees**

There are no memberships fees required. You must register your kart number with the BSKRC Series prior to the start of the first scheduled race event at a cost of \$5.00 per class.

The Race entrance fee for each Championship Series event is \$85.00 per Class entered.

Cheques should be made payable to the Host Clubs for each event, the exceptions being Shannonville and Kawartha events. These cheques are payable to BSRKC. Payment by cheque is a privilege not a right. An Administration Fee of \$50.00 will be charged for NSF cheques.

### 1.16 Parking Fees

There is no fee for a parking area bearing a 10' x 30' spot. Any parking area over 10' x 30' will carry a charge of \$30.00 for each overage.

### 1.17 Practice

The official Practice Day will be on the Friday prior to each scheduled event excluding the Shannonville and Kawartha events. The Shannonville practice will be conducted on the Wednesday and Thursday prior to scheduled event. The official Practice Day for the Kawartha event is Saturday September 5, 2009. The cost for a full day practice is \$50.00.

At the conclusion of the Saturday race events, an open practice will be available until dusk. The following exceptions are Flamboro, Hamilton, and Shannonville events. The cost for this practice is \$30.00.

### 1.18 Race Day Format

#### For all event days – important times are noted

Gates open	7:00am
Registration opens	7:15am
Registration closes	8:30am
Pre-tech closes	8:30am
Drivers Briefing	8:35am
First class lined up on grid	8:55am
On-track sessions begin	9:00am

Each scheduled Race Day event will consist of the following structure for each specified class:

Practice	(1) Five Minute Session
Qualifying	(1) Five Minute Session
Pre-Final	10 Laps (Minimum)
Final	20 Laps (Minimum)

#### Cadet – Novice – Rotax Micro-Max/Novice TAG – 15 Lap Final

Saturday	Sunday
Rotax Micro Max / Novice TAG	Novice
Rotax Mini Max	Junior Lite
Rotax Junior	Junior Heavy
Rotax Max Senior (RMC)	Senior Lite
Rotax DD2	Senior Heavy
ICC	Masters
Junior Medium	Junior TAG
Cadet	Senior Rotax/TAG



### **1.19 Pre-Technical Inspection**

Pre-technical inspection is self-declaration; all related forms and passports must be completed and handed to the BSRKC designated pre-tech Official(s) prior to 8:30am each day. The required documents and passports will not be accepted any later than the specified time. Only the BSRKC "Designated Pre-Tech Official" is authorized to accept a pre-tech self-declaration form. This is not subject to Protest or Appeal.

### **1.20 Permission to Enter the Racetrack**

All karts must conform to the requirements of their Class to be allowed to enter the Racetrack. The Technical Delegate may perform a technical inspection at any time during the event. Drivers shall not leave the pit lane and enter the racetrack unless permission is received from the Grid Marshal.

Any kart not displaying a pre-race tech sticker for the current event shall not be allowed on the race track for any official Practice session, Qualifying session, Pre-final or Final.

### **1.21 Restricted Areas**

Access to the pre-grid area is restricted to drivers and their nominated mechanic, and only when their Class has been called to the Pre-grid.

Timing and Scoring building/or designated area is a restricted area and out of bounds to all Entrants, Competitors, Parents, Mechanics, and Crewmembers during Practice, Qualifying, and Racing.

Parents, Guardians, Mechanics, and Crewmembers are not allowed on the designated racing area at any time during Practice, Qualifying, and Racing. Exceptions may be granted in the event of injury and only from the Steward or Race Director.

### **1.22 Timing and Scoring**

Timing and Scoring will utilize a transponder system.

Each Competitor is required to use their 2009 Home Kart Club Membership Card to receive a transponder at each Race Event.

In the event of a transponder system failure before or during Qualifying, the Steward may elect to adopt a "reverse" heat qualifying system to determine the grid positions for the final race in each Class. The means of this Qualifying system will be addressed in an un-scheduled Drivers Briefing by the Steward.

Loss or damage of a transponder will incur a cost of \$350.00 to the driver entrant. By participating in an event driver/entrant accept that the \$350.00 represents the replacement cost of the transponder. Driver/Entrant irrevocably authorizes BSRKC to retain the driver's competition licence until full payment has been made.



### **1.23 Qualifying Procedures / Race Format**

Grid positions for the Final will be determined by timed Qualifying and Pre-final.

Starting positions for the Pre-final will be determined by the times recorded during the official Qualifying session. If there are identical times recorded, the tiebreaker for gridding purposes will be determined by the competitors 2<sup>nd</sup> fastest recorded lap. Gridding order for Qualifying will be selected randomly by the AMB Timing System, and the Qualifying grid order will be posted on the Official Notice Board prior to all Qualifying Sessions.

Karts which are not ready to enter the track when signaled to do so will forfeit their position and will not be allowed to enter the track until all other karts have done so.

Starting positions for the Final will be determined by the finishing positions in the Pre-final.

Qualifying will be race conditions; however there is no contact, pushing or drafting allowed during this session at any point of the racetrack.

Driver's who enter the racetrack from their grid position during the Qualifying session for who is deemed to have waited for a fellow competitor will have their Qualifying times excluded. This is a decision by the event Officials and is not subject to Protest or Appeal.

At certain race facilities, some Classes may have to be split for Qualifying and Races. The decision will be rendered by the Race Director based on the facility, and the number of entrants in each class. In the case of split classes, all Competitors will be informed of the protocol during the Driver's Briefing.

In the event that weather conditions change during a split qualifying session, i.e., first split is dry conditions and second split is wet conditions or vice-versa, the initial qualifying times will be scrubbed, and all Competitors will be given another opportunity to qualify under similar conditions

### **1.24 Warm-up Laps**

There will be two warm up lap for all Classes.

Drivers who fail to maintain their official grid position during the warm up lap are permitted to regain their grid position prior to arriving at the designated spot for which will be communicated to all competitors during the Driver's Briefing, providing it does not impede other drivers. Drivers who fail to do so, or fail to maintain their official grid position between the designated area and the Start Signal must drop to the rear of the field for the start of the race. In the event of an aborted start, followed immediately by a restart, drivers who were out of position for the original start are permitted to regain their original grid position prior to arriving at the designated spot on the track.





### 1.25 Stopping on the Formation Lap

If a driver stops for any reason on the formation lap(s) they will not be allowed to restart again until they have been passed by the entire field. For all classes except Formula ICC, drivers are allowed to try and restart in accordance with ASN SR 11.7. Drivers in Formula ICC are prohibited from attempting to restart their karts, unless they have stalled their kart on the starting grid.



### 1.26 Procedures at the End of a Final

When released from the scale area following the completion of the Final, the top 5 finishers shall proceed immediately and directly to Parc Ferme.

### 1.27 Karts Stopped on the Racetrack

Drivers are required to follow the instructions of the Officials and Marshals

Karts will be recovered by the organizers and taken to the scale area. Karts may not be recovered after each on-track session. They may be recovered after every 2 or 3 sessions. Crewmembers are not permitted to recover a kart from the track at any time unless permission is granted by an Official.

Provided it can be performed safely, and unless instructed by a Race Official, the driver (alone) may repair the kart on the course during a practice, qualifying, heat or race. Except as otherwise noted in the Regulations, the driver must not receive any physical assistance restarting their kart.

For Formula ICC, if during a race, a competitor's engine stops while on or adjacent to the course, the driver will not be permitted to restart their kart. It is the driver's responsibility for safely moving the kart away from the course, and ensures, that they and the kart remain in a place of safety for the entire running of the session.



## 1.28 Flag System

BSRKC will use the flags and flag signals set out in ASN SR12 with following modifications:

Green Flag will indicate the start of a race.

Last Lap – will be indicated by a “Last Lap” board

Re-Start – will be indicated by a “Re-Start” board displayed at the Start/Finish line.  
Further protocol will be included at all event Driver’s Briefings.

Blue Flag with Red “X” will not be used.

Yellow Flag with Red Stripes will not be used. A motionless yellow flag may be used in its place if the situation so warrants.

White Flag will not be used.

## 1.29 Procedures to Stop a Race

Races will be stopped in accordance with ASN SR11.13c and the Red Flag will be displayed by the Starter and at each Flag Station, but with the following modification. On first seeing a Red Flag it is the responsibility of all drivers to immediately slow down, stop racing, no passing is allowed, exercise extreme caution and pull to the side of the track and stop as soon as possible as it is safe to do so. Except in an emergency, drivers should not get out of their karts until signaled to do so by an Official.

## 1.30 Wet Race – Choice of Tires

The only time a competitor has the option for either wet or dry tires is during Practice or Qualifying. If it is deemed by the Race Officials that a competitor(s) is not in complete control of their kart, the competitor(s) will be “Black-flagged” immediately.

For Pre-finals and Finals, if the Steward or Race Director declares the race to be a “Wet Race”, drivers will not be allowed on the course unless the kart is fitted with wet tires. A driver who enters the track without wet tires fitted to the kart will be disqualified from the session.





### **1.31 Wet Race – Time Permitted to Change Tires**

If the Steward or Race Director declares the race to be a “Wet Race”, all karts on dry tires will be allowed 15 minutes to change to wet tires. It is the competitor’s responsibility to ensure they do not damage the technical inspection marking on any set of tires that has previously been inspected.

Competitors may make whatever chassis adjustments that can be completed within the 15 minute period.

If a race is started in “Dry” conditions, and it starts to rain on all or part of the course prior to the completion of 50% of the scheduled Race length, the Steward or Race Director are empowered to use the procedures for Stopping/Re-Starting a Race in the ASN Sporting Regulations. Such a decision is not subject to protest or appeal. If the race is to be re-started, 15 minutes shall be allowed for changing to wet tires.

If a race is started as a “Wet Race” and the track dries to such an extent that it is, in the opinion of the Steward or Race Director, inappropriate to continue on wet tires, the Steward or Race Director shall invoke the procedures of Stopping/Re-starting a race in these regulations. Such a decision is not subject to protest or appeal.

### **1.32 Parc Ferme**

Parc Ferme will only be used for Post-Race Technical inspection; it will not be used for impounding tires, fuel, and engines during the event.

### **1.33 Hot Pit**

There is no hot pit. Competitors who exit the track during any scheduled event session will not be permitted to re-enter the course.

Competitors are prohibited from driving through the pit lane without stopping. A driver must stop and switch off their engine before reaching the weigh-in area containing the scales.

### **1.34 Driving in the Pits or Paddock**

Under no circumstances shall karts be moved under power in the paddock or restricted pit area.

### **1.35 Official Notice Board**

All on-track session results will be posted on the Official Notice Board. These results are not to be removed by any Competitor, Mechanic, Crewmember, Family, etc. Penalty for removal of any results posted on the official notice board will be “Exclusion” from the event.



### 1.36 **Official Schedule**

The schedule of each event will be posted on the BSRKC and Host Club websites prior to each scheduled event. The Official Event schedule will also be displayed at Registration and the Official Notice board on the date of the event.

The Steward or Race Director reserves the right to modify the schedule of events.

### 1.37 **Personal Vehicles**

The use of motorized vehicles in the paddock is strictly prohibited. This prohibition includes Motorcycles, Gopeds, Mopeds, ATV's, Power Scooters, etc.

Human powered vehicles for personal transportation including bicycles, in-line skates, skateboards, and scooters are prohibited from use in the pits, pre-grid, and grid areas.

The above prohibition of vehicles for personal transportation is in effect on all practice days, race days, and in the evenings and overnight.

The penalty for violation of this Regulation is exclusion from the event.

### 1.38 **Reporting of Injuries**

Anyone who sustains an injury while on the racetrack property, whether caused by a racing incident or not, must report that injury to the Steward or Race Director. The injured person must provide sufficient information for the Series to include details of the injury in a race report. Parents / Guardians are responsible for reporting the injury of minors.

### 1.39 **Consumption of Alcohol**

For the purposes of ASN SR6.2, the event schedule commences with the opening of registration and concludes at the cessation of all on-track activities (not the conclusion of on-track activities for the participant's class).





## 1.40 Protests and Appeals

The ASN Canada FIA Sporting Regulations for Protests and Appeals are modified as follows:

- ASN SR 19.13(a) The fee for a Protest is \$250.00 which must be submitted, in cash, at the time of submitting the Protest.
- ASN SR 19.13(b) In all cases, a minimum of \$50.00 of a protest fee will be retained by the BSRKC Series. If a protest is upheld the balance will be returned.
- ASN SR 20.1(b) The fee for a Request for Appeal is \$500.00, which must be submitted, in cash, at the time of filing a Request for Appeal.
- ASN SR 20.1© In all cases, a minimum of \$100.00 of the Appeal fee will be retained by the BSRKC Series. If a decision is in favor of the appellant, or the Request for Appeal is not allowed the balance will be returned to the appellant.
- ASN SR 19.9(f) If, due to on track activities, the Steward or Race Director is unavailable to accept the Protest within the specified time limit, a properly addressed Protest form will be deemed delivered to the Steward at the time it is delivered to any of the following race officials: Starter, Technical Delegate, or Grid Marshal.
- ASN SR 19.9(f) In submitting a Protest, an entrant or competitor must submit the Protest in a manner that does not disrupt or delay the event.
- ASN SR 20.0 In the event an Appeal will be heard, the process will be judged by a committee of the Brian Stewart Racing Karting Championship. The basis of this committee will be represented by the Series Steward, Race Director, Technical Delegate, and one nominated executive member from each Host Club. Notwithstanding this, the Host Club(s) will not participate in the Appeal if it involves any members of their respective clubs.





## 2 Technical Regulations

### 2.1 Fuel

All Four Cycles Classes are required to purchase fuel from the designated gas station as noted in Section 2.2 of these Regulations for each specific event.

Rotax Micro-Max, Rotax Mini- Max, Rotax Junior, Rotax Max Challenge, Rotax Senior/TAG, Junior TAG, Novice TAG, and Rotax DD2 are required to purchase Sunoco Ultra 94 fuel. This can be done at any Sunoco location.

There is no single specified fuel for the Formula ICC class. Any commercially available pump or race fuel (gasoline only) may be used.

### 2.2 Designated Fuel Stations (Four Cycle Classes)

Event Date	Track	Fuel Station Location
May 22 - 24, 2009	Sutton	Esso- 26233 Hwy 48 & York Road
June 5 – 7, 2009	Hamilton	Sunoco- 5 Rymal Rd W – Corner of Rymal Rd & Upper James
June 26 - 28, 2009	Mosport	Sunoco- 310 Waverly Road. Bowmanville. Corner of Waverly Road & Baseline Road. Just north of Hwy 401
July 10 -12, 2009	Flamboro	Sunoco- Corner of Hwy 5 & Hwy 8
July 29 – August 2, 2009	Shannonville	Shell- 396 North Front St (Hwy 62) Corner of North Front St & Bell Blvd Just south of Hwy 401
September 5 - 7, 2009	Kawartha	Esso- Half Km South of track on Hwy 28





## 2.3 Tires

For all Classes, a specific "Dry Tire" has been designated. The specific tire brand, designation, and size for each class are defined in the Class Structure (Section 1.13) of these Regulations.

For all Four Cycle Classes, Rotax Micro Max, Rotax Mini Max, Rotax Max/TAG, Junior TAG, Novice TAG, and ICC a specific "Wet Tire" has been designated. The specific tire brand and designation is MG- WZ (White).

For Rotax Junior, Rotax Max Challenge, and Rotax DD2, the "wet tire" is MOJO W2

For all Classes, with the exception of Formula ICC, only one set of four Dry Tires is allowed per entrant per class. For all Classes only one set of four Wet Tires is permitted per Class. ASN TR 9.2 does not apply.

## 2.4 Brake Systems

Front wheel brake systems are not allowed in any class except Formula ICC and Rotax Senior.

## 2.5 Front Wheel Retention

All front spindles nuts, whether self-locking or not, must be cotter-pinned, or safety wired, or secured by snap rings. This applies to all Classes and Chassis.

## 2.6 Repairs or Replacement after Technical Inspection

At each event, the exact same engine used on the kart during Qualifying must be used unchanged during the Races.

Any engine may be repaired after Qualifying under the scrutiny of a Technical Inspector; however, the Driver will start the next race from the rear of the grid.

Once Qualifying has commenced, if an engine is changed for any reason, the driver will lose his starting position for the next race and will start at the back of the grid. Once qualified, no competitor may install a substitute engine on their kart without first receiving permission from the Technical Delegate. The Technical delegate shall have the authority to allow or disallow the engine change. If the engine is approved, the technical Delegate will impound the original engine until Post-Race inspection is completed for all classes. Once an engine has been Qualified it may not be used on another chassis.

In the case of dirt in the carburetor, cleaning "must" be done under the supervision of a Technical Inspector and the driver's grid position is retained.



## 2.7 Four Cycle Restrictor Plates

The only acceptable restrictor plates are those manufactured in accordance with the following Technical Regulations.

All Restrictor plates for Cadet (.350), Novice (.450), and Junior Lite (.500) must conform to the following list of specifications.

- a) The fuel orifices shall be .350", .450", and .500".
- b) The appropriate NOGO tool or pre-set vernier must not even start to enter the fuel orifice from either side of the restrictor plate.
- c) The restrictor plate shall be flat as measured on a glass plate.
- d) Restrictor plate must be of steel construction.
- e) Restrictor Plate may not be chamfered, machined, or modified in any manner, and must remain unaltered.



## 2.8 Competition Numbers

All karts registered for any Official Practices and Race Events must have their kart numbers displayed as per the ASN Canada FIA Regulations. Any kart entering the racetrack without the appropriate numbers will be Black Flagged immediately.

All kart numbers must be clear and legible to all Race Officials. If the numbers are not legible to Timing and Scoring or any other Race Official, the kart will not be included in the results. This is not subject to Protest or Appeal.

## 2.9 Transponder Mounting Location

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

The transponder must be mounted on the centre of the rear of the driver's seat.

The location must be 25cm +/- 5cm from ground level.

Minor offset from the centre of the seat is permitted.

All competitors must have both the "old" style and "new" style transponder mounting brackets installed on their karts.

It is the competitor's responsibility to insure the transponder assigned is "flashing green" at the time it is installed on the kart. A "flashing red" signal indicates a low or dead battery. A replacement unit will be assigned.

## 2.10 Wheels

For Dry Tires:

- Maximum width on any front wheels is 135mm for all Classes.
- Maximum width on any rear wheel is 185mm for all Four Cycle Classes.
- Maximum width on any rear wheel is 215mm for all Two Cycle Classes with the exception of Rotax Micro-Max and Novice TAG, the maximum rear width is 135mm. Maximum rear wheel width for Rotax Mini-Max is 185mm.

For Wet Tires:

- Maximum width on any front wheels is 135mm for all Classes.
- Maximum width on any rear wheels is 185mm for all Classes.

## 2.11 Chassis

For Cadet, Novice, and Rotax Micro Max, the chassis wheelbase minimum is 955 mm.

***Note: For 2009, the short wheelbase chassis (Kid Kart) will not be allowed in Rotax Mini Max.***

## 2.12 Novice GX-120 Engines

All GX-120 Engines must be sealed by one of the following appointed engine builders: Bob Nebel of Roadrunner Engines or George Conquer of Dominator Engines.

## 2.13 Rotax Micro-Max

For each event a "spec", Carburetor Jet, Carburetor Float, and designated Gear Ratio will be specified. BSRKC will issue a series bulletin prior to each event.





## REQUEST FOR APPEAL

### Brian Stewart Racing Kart Championship

**Event Details:**

Date: \_\_\_\_\_ Name of Event: \_\_\_\_\_

**Competitor Details:**

Name of Driver: \_\_\_\_\_

Entrant: \_\_\_\_\_

Class: \_\_\_\_\_

Kart Number: \_\_\_\_\_

**Info for communications with Appellant**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Tel: \_\_\_\_\_

Fax: \_\_\_\_\_

E-mail: \_\_\_\_\_

**Grounds for Appeal** (Sporting Regulations 19.2) Race Official has with the case using improper procedures. New substantial evidence and/or expert testimony relating to the case that could not have been readily available at the time of the application of the original decision by the Race Official.**Details of the Grounds for Appeal:** (Sporting Regulations 19.5)

Must specify: The grounds for claiming that the Race Official acted improperly, clearly indicating which part(s) of any Regulations are considered to have been enforced in a manner that was not fair or equitable to the appellant: or a complete description of any new evidence and/or expert testimony and how it may affect the original Protest decision. And provide a list of witnesses, and their telephone numbers the appellant may wish to call, and the general nature of their testimony.

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**Signed:** \_\_\_\_\_ **Date:** \_\_\_\_\_

I declare this to be a full Request for Appeal.

I understand that a Request for Appeal does not mean that the Appeal will be allowed.

I agree to be bound by the outcome of the appeal.

I understand that the Appeal fee is only refundable if the appeal is up-held or if the request for appeal is refused.

**To be submitted to: BSRKC Series Steward**