



***Kawartha Durham Kart Club
Supplementary Regulations
for the 2009 Championship Series***

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 March 1, 2009



Kawartha Durham Kart Club, 2009 Championship Series
Sanctioned by ASN Canada FIA



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1 Sporting Regulations

1.1 The Series

The Kawartha Durham Kart Club 2009 Championship Series will be a 12 race series. The objective of the series is to determine the Kawartha Durham Kart Club 2009 Champions.

This series is sanctioned by ASN Canada FIA¹.

1.2 Championship Series Awards

Trophies and prizes will be awarded at the year-end banquet on November 15, 2009. To be eligible for year-end awards and trophies, drivers must have been a driver of record in at least 6 championship series events and must attend the year-end banquet. Awards will be awarded for classes where there have been a minimum of 60 club entrants for the season (i.e. an average of 5 entrants per event).

1.3 Race Event Awards

Race Awards will be presented at the completion of competition based on finishing positions in the final.

- Race Awards will be awarded where there are at least 5 entrants for a class.
- Awards will be awarded to the top 3 finishers.

1.4 Series Organizer

This race series is organized and promoted by Kawartha Durham Kart Club.

Address: Kawartha Durham Kart Club
 212 Guildwood Parkway
 Scarborough
 Ontario M1E 1P7

e-mail.: membership@kawarthadurhamkartclub.com

Individual race events forming part of this series will be organized by the ASN affiliated club listed in Appendix B for the applicable date.

1.5 Series Officials

Race Steward As notified at the drivers' briefing
 Race Director Alan Hann
 Starter Michael Adams
 Technical Delegate Maurice Bachand
 Technical Inspectors As notified at the drivers' briefing
 Grid Marshal Andy Williams
 Timing and Scoring..... As notified at the drivers' briefing

¹ In these regulations, references to paragraphs in ASN Sporting Regulations are abbreviated to **ASN SR x.y**
 In these regulations, references to paragraphs in ASN Technical Regulations are abbreviated to **ASN TR x.y**



The officials for each event will vary, and will be appointed or approved by members of the executive present at the race event. The names of officials will be confirmed at the Drivers' briefing for each event and/or posted on the official notice-board.

1.6 Insurance

General Liability insurance has been arranged through ASN, through the ASN Canada FIA Master Insurance Plan. Event insurance for each race event organized by Kawartha Durham Kart Club will be arranged by Kawartha Durham Kart Club through ASN, through the ASN Master Insurance Plan. A certificate of insurance will be posted on the official notice board at each race event. Details are available from the ASN office and on the ASN website.

All individuals entering the kart track grounds must 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.

1.7 Regulations and precedence of regulations

The series will be run 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) 2009 TAG™USA Rules – (Engine Specifications only)
- c) Engine regulations included within ROTAX MAX Challenge Canada, 2009 Technical regulations, Version February 20, 2009
- d) ASN Bulletins issued and published prior to the event;
- e) Kawartha Durham Kart Club Supplementary Regulations for the 2009 Championship Series (these regulations);
- f) Kawartha Durham Kart Club Championship Series Bulletins published prior to the event;
- g) Supplementary Regulations of the club organizing the event;
- h) Event Bulletins; and
- i) Instructions from approved Officials (including, but not limited to instructions provided at drivers' briefings and from Marshals).

These Series Regulations can only be amended or changed with the prior approval of Kawartha Durham Kart Club.

1.8 Race Track and Race Dates

Championship Series races will be held at the following race tracks:

Kawartha Speedway, 1382 County Road 28, Fraserville
3-S GO Karts, 26346 Park Road, Sutton
Hershey Centre, 5500 Rose Cherry Place, Mississauga

[map](#)
[map](#)
[map](#)

The location for each race date is specified in the race schedule included as [Appendix B](#). The full address and directions to each track can be found on the Club's web site.

1.9 Cancellation of an Event

An event may be cancelled by Kawartha Durham Kart Club or the event organizer for reasons of safety or force majeure. When cancelling an event that has not already started, the latest a decision will be made is 1pm. An event organized by Kawartha Durham Kart Club will not be cancelled prior to 1pm unless it is evident that conditions causing the event to be delayed will not be resolved sufficiently to allow racing to commence.

1.10 Series Format

The 2009 Championship will be a 12 race series with 2 drops; Kawartha Durham Kart Club reserves the right to reduce the length of the season should an event be cancelled.

Except under the following two circumstances, an entrant may specify the race results that are to be 'dropped':

- a) In the event of a disqualification for unsportsmanlike conduct [Designated by "UDQ" in the championship points tables], the entrant will be scored zero points and will not be allowed to drop the result from their season points total.
- b) In the event of a technical disqualification [Designated by "TDQ" in the championship points tables] where the entrant appears to have intentionally contravened the rules, the entry will be scored zero points and will not be allowed to drop the results from their season points total.

Only club members score and accumulate Championship points. A race entrant will be considered a club member eligible to score championship points if they are a club member before the end of the final day of the event. Members will only score points for those events where they were a member in good standing.

1.11 Series Championship Points System

Points will be awarded based on the finishing positions in the Final as follows:

Position	Points
1 st	100
2 nd	85
3 rd	75
4 th	68
5 th	63
6 th	58
7 th	54

Position	Points
8 th	50
9 th	47
10 th	44
11 th	41
12 th	39
13 th	37
14 th	35

Position	Points
15 th	33
16 th	31
17 th	30
18 th	29
19 th	28
20 th	27
21 st or below	25

To score any points, a driver must be classified as a race finisher or Did Not Finish (DNF).

In determining the finishing position of each club member, the finishing positions of all non-members will be disregarded. [For example, if a club member finishes second and a non-member wins the race, the club member will be awarded the points applicable to first place.]

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

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 appropriate by Kawartha Durham Kart Club.

A driver, who first races in a class as a member of the club, in either of the last 2 races of the season will not score or accumulate championship points in that class.

Championship points will be posted on the Kawartha Durham Kart Club website www.kawarthadurhamkartclub.com. Drivers/Entrants are responsible for checking their points standing and notifying the club in writing of any errors. Unless the error results from an unresolved appeal, the club will not be obliged to correct any errors that are notified after the earlier of 30 days after the date of the event and October 22, 2009.

1.12 Classes

The 2009 Championship series will consist of the following classes.

	4-Cycle Classes	2-Cycle Classes
Junior	Novice Junior Light Junior Heavy	TAG 2-cycle Junior
Senior	Honda Senior – Light Honda Senior – Heavy Masters	TAG 2-cycle Senior TAG Masters

The Race Director has discretion to determine which classes are combined on race-day

The weight, engine, exhaust, and tire restrictions for each class are tabulated in [Appendix A](#). Additional Technical Regulations for each class are also listed in section [2 Technical Regulations](#) below.

1.13 Driver Eligibility

Each driver competing in the Championship Series must be a member in good standing of Kawartha Durham Kart Club and hold the required licence for the class(es) entered.

The age and license categories for each class are specified in [Appendix A](#).

Drivers must hold a license 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 license prior to competing in that class.



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 and must be a member of Kawartha Durham Kart Club.

1.14 Driver Licensing

Kawartha Durham Kart Club reserves the right to require any new club driver member to participate in a mandatory driver training or evaluation program. This requirement includes applicants who hold, or have previously held, a license issued by another ASN affiliated kart club.

To be granted a Kawartha Durham Kart Club competition license, members must comply with ASN Canada FIA's Competition Licence Medical Examination Policy.

1.15 Minimum Class Age

Other than drivers that become seniors during the racing season, drivers should meet the minimum age requirement for their class on or before January 1, 2009.

1.16 Driver Senior Age

A driver, of any age, who has applied for and received a Senior grade license, or who has participated in any event as a senior, can never race again as a Junior at a Kawartha Durham Kart Club organized event.

A driver who wishes to move up from a junior class to a senior class during the year must apply for a license upgrade.

1.17 Mechanic's Credential

Drivers are responsible for the actions of their nominated mechanic(s). To be permitted access to restricted areas, mechanics must hold a valid Mechanic's credential, issued by Kawartha Durham Kart Club or another ASN affiliated club.

1.18 Restricted Areas

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

Timing and Scoring area is a restricted area and out of bounds to all entrants and competitors during qualifying and racing.

1.19 Entry Fees

The race entrance fee for Championship series events organized by Kawartha Durham Kart Club will be \$65.

Payment of the race entry fee entitles the entrant to participate in the official warm-up / practice session specified on the event race schedule.



inspection is performed. A late inspection can be refused for any reason. Refusal to accept a late inspection is not subject to protest or appeal.

1.22 Timing and Scoring

Timing and scoring will generally utilize a transponder system.

Each kart must be equipped with an approved transponder mounting bracket.

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 \$350 represents the replacement cost of the transponder. **ASN SR 18.3** will apply to any delay in making payment.

Driver/entrant irrevocably authorizes Kawartha Durham Kart Club to retain the driver's competition license until full payment has been made.

1.23 Permission to enter the racetrack

All karts must conform to the requirements of their class to be allowed to enter the racetrack. In accordance with **ASN SR 16.5** 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 express permission is received from the grid marshal / pit exit official.

1.24 Qualifying Procedures / Race format

Grid positions for the final will be determined by timed qualifying and pre-final, or by inverted heats.

Starting positions for the pre-final will be determined by the times recorded during official timed practice. Karts will qualify in descending order of 2009 Championship Series points. Drivers who have not scored any championship points will qualify in ascending kart number order. Karts that are not ready to enter the track when signalled 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.

Notwithstanding the above, 'Rookies' will start at the back of the grid for the pre-final and final.

1.25 Race start – Rolling Starts

For all rolling starts, on the final warm-up lap, there is to be no acceleration between the grid formation line and the acceleration line.

1.26 Race start – Starting signal

The method used to signal the start of a race will be specified in the Event Supplementary Regulations, or as announced in the driver's briefing.

1.27 Karts stopped on the racetrack

a) Drivers are required to follow the instructions of the officials and marshals.



- b) Karts may be recovered by the organizers and taken to the scale area. Karts will not normally be recovered after each on-track session. Typically recovery will occur after every 2 or 3 track sessions. Crew members are not permitted to recover a kart from the track at any time unless permission is granted by an official. A \$50 fine may be applied to violators.
- c) Provided it can be performed safely, and unless instructed otherwise by a race official, the driver (alone) may repair the kart on the course during a practice, qualifying session, heat or race. Except as otherwise provided for in the regulations, the driver must not receive any physical assistance restarting their kart.

1.28 Marked Racetrack and Restricted Areas

The KDKC kart racing track is a temporary race track within the KDS facility. The marked racetrack will be clearly delineated by pylons, plastic karting barriers and tire barriers and may vary from race event to race event. Supplemental regulations related to:

- a) Access to the facility
- b) Restricted areas
- c) The 'marked racetrack'

Are set out in Appendix C of this document

1.29 Procedures at the end of the final

When released from the scale area following the completion of the final, the top 3 finishers shall proceed immediately and directly to Parc Fermé.

1.30 Flag system

Kawartha Durham Kart Club will use the flags and flag signals set out in [ASN SR 12](#) with the following modifications:

“Blue 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.

All flags, including the blue flag, may be used in practice and qualifying. In addition to other penalties that may be assessed, failure to obey a blue flag during qualifying will result in the loss of the driver's fastest time.

1.31 Procedure to Stop a race

Races will be stopped in accordance with [ASN SR 11.13\(c\)](#) and the Red Flag will be displayed by the Starter and 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 it is safe to do so**. Except in an emergency, drivers should not get out of their karts until signalled to do so by a race official.

1.32 *Wet Race – Choice of tires*

For the Novice and Junior Light classes, if the Steward or Race Director declares the race to be a WET RACE, drivers in those classes will not be allowed onto the track unless the kart is fitted with 'WET' tires. A driver who enters the race track without 'WET' tires fitted to the kart will be excluded from the session.

1.33 *Parc Fermé*

Parc Fermé will only be used for Post-Race Technical inspection.

1.34 *Hot Pit*

There is no hot pit unless specified otherwise in the event supplementary regulations. Competitors who exit from the track during a race will not be permitted to re-enter the track during that session or race.

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. The engine shall not be restarted until the kart is on the pre-grid. The fine for failing to stop as required is \$50. Notwithstanding the above fine, the Steward may also apply additional penalties for unsafe driving in the pit lane.

1.35 *Driving in the Pits or Paddock*

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

1.36 *Official Schedule*

The schedule of practices, qualifying, pre-final and final for each class will be displayed at registration on the date of the event and will usually be posted on the Kawartha Durham Kart Club website in advance of the race date.

For events held at Kawartha Speedway, important times are normally as follows:

Gates open	7:00 am
Registration opens	8:00 am
Pre-Tech opens **	8:15 am
Registration closes	9:15 am
Drivers' briefing **	9:35 am
Pre-Tech closes	9:30 am
1st class lined up on the grid	9:50 am
Practice or 1 st Qualifying session	10:00 am

** Location: Pre-grid or as specified in Schedule

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

1.37 Official Notice Board

Entrants will be advised of the location of the official notice board at registration or the drivers' briefing

1.38 Personal vehicles

The use of motorized vehicles in the paddock is strictly prohibited. This prohibition includes motorcycles, gopeds, mopeds, ATVs, power scooters, etc.

No gas powered radio controlled vehicles in any restricted areas nor in the general paddock area that is occupied by people.

Human powered vehicles for personal transportation including bicycles, inline 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, all race days and in the evenings and overnight.

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

1.39 Environmental considerations

Entrants, drivers, mechanics and other team members must be especially careful to avoid spills of all liquids. To protect the asphalt surfaces, all mechanical work on karts is to be performed on a portable surface that will prevent fluids from contacting and soaking into the asphalt. These can include: carpet, cardboard, plastic, rubber mats, etc. These surfaces are the responsibility of the participants to provide and must be removed from the property at completion of the karting event. In addition each competitor's pit area must have a leak-proof container for the temporary storage of waste.

- No refuelling on the Grid, Pre-Grid or in the pit-lane.
- No refuelling on any Tarmac surface.
- Karts are to be refuelled in the paddock area only.
- All work performed on the kart including changing of oil and application of lubricant, bleeding of brakes to be performed with the kart over the portable surface and NOT over a tarmac surface.

Garbage cans are provided for the disposal of general refuse.

Unless specified otherwise in the Event Supplementary regulations, there are no facilities for the disposal of tires, fuel and oil. Tires, fuel and oil must NOT be disposed of in regular garbage cans; they must be removed from the track grounds by the competitor. The penalty for disposing of Tires at the track is \$5 per tire.

1.40 Protests and Appeals

The ASN Sporting Regulations for Protests and Appeals are modified at Kawartha Durham Kart Club organized events as follows:

- ASN SR 19.13(a)** The fee for a Protest is \$50, which must be submitted, in cash, at the time of submitting the Protest.
- ASN SR 19.13 (b)** In all cases, a minimum of \$25 of a protest fee will be retained by Kawartha Durham Kart Club. If a protest is upheld the balance will be returned.
- ASN SR 20.1 (b)** The fee for a Request For Appeal is \$100, which must be submitted, in cash, at the time of filing a Request For Appeal.
- ASN SR 20.1 (c)** In all cases, a minimum of \$50 of the Appeal fee will be retained by Kawartha Durham Kart Club. If a decision is in favour of the appellant, or the Request for Appeal is not allowed the balance will be returned to the appellant.
- ASN SR 20.6** Should an appeal not be granted, the appeal fee will be returned less the \$25 the administration fee.
- ASN SR 19.9(f)** If, due to on track activities, the Race Director or Steward is unavailable to accept a 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: Technical Delegate, Race Secretary or Grid Marshal.
- ASN SR 19.9(g)** In submitting a protest, an entrant or competitor must submit the protest in a manner that does not disrupt or delay the event.

1.41 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 club to include details of the injury in the race report. Parents / Guardians are responsible for reporting the injuries of minors.

1.42 Consumption of alcohol

For the purposes of **ASN SR 6.2**, 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).

1.43 Parking

The entrance to the race facilities must remain clear at all times to allow entrance and exit by emergency vehicles. Vehicles parked in violation of this rule are likely to be removed at the owner's expense.

2 Technical Regulations

2.1 *Designated Fuel Station*

The designated fuel station, and location thereof, for each event will be posted on the Kawartha Durham Kart Club in advance each event.

For all 4-cycle classes the designated fuel is Esso Regular. The specified fuel station is Fraserville Esso, 1315 County Rd 28, (just south of the track)



For 2-cycle classes the specified fuel is Sunoco Ultra 94 (unleaded).

2.2 *Tires*

For all classes, specific DRY RACE and WET RACE tires have been designated. The specific tire make, designation and size for each class is listed in [Appendix A](#).

For all classes 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 entrant per class. When on the kart, tires must be of the same manufacturer and manufacturer designation.

2.3 *Brake systems*

Front wheel braking systems are not allowed in any classes.

2.4 *Repairs or replacement after technical inspection*

An 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.

2.5 *Front Wheel Retention*

All front axle spindle 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 *4-Cycle Recoil*

Competitors must specify on their Technical Passport whether they are using stock-Honda recoil and starter cup or a non-Honda (aftermarket) recoil and starter cup.

If a competitor elects to use a non-stock-Honda recoil and starter, the recoil and starter cup is to be presented to the Technical Delegate for a determination as to its eligibility prior to any on-track activities.

2.7 4-Cycle restrictor plates

The only acceptable restrictor plates are those manufactured in accordance with the following Technical Regulations. It is the responsibility of the competitor to advise their engine builder of these regulations and to ensure that their restrictor plate(s) comply with the Regulations.

All restrictor plates of all fuel orifice sizes must conform to the following list of specifications.

- a) Restrictor plates for the Novice Class must be stamped '45'. Restrictor plates for the Junior Light class must be stamped '50'.
- b) The fuel orifice must be laser cut without apparent chamfer, not machined or punched.
- c) The appropriate NOGO tool or pre-set vernier must not even start to enter the fuel orifice from either side of the restrictor.
- d) The fuel orifices shall be, 0.450" (0.452" NOGO), and 0.500" (0.502" NOGO), at ANY point(s).
- e) The restrictor plate shall be flat, as measured on a glass plate.
- f) Restrictor plate must be of steel construction.
- g) The mounting holes may not be larger than 0.250" on any axis.
- h) The vertical center of the fuel orifice must not be more than 0.010" vertically above or below a line drawn through the middle of the mounting holes.
- i) The horizontal center of the fuel orifice must not be more than 0.010" horizontally beside a line drawn vertically through the centres of the mounting holes.
- j) The thickness of the plate shall be: 0.055" minimum to 0.065" maximum.
- k) Restrictor plates may not be modified in any manner.

Restrictor plates can be purchased from 3-S Go Karts.

2.8 Air Filters: 2-cycle classes

Air filters are permitted in all 2-cycle classes. Air filters for Rotax Max Junior, Rotax Max Senior and Rotax Masters classes must conform to the Rotax Max Challenge Canada 2009 Technical regulations.

2.9 Rotax Max Junior / Rotax Max Senior – Chassis

Eligible chassis for the Rotax Max classes are as specified in [ASN TR 8.1 b\)](#). [ASN TR 8.1a\)](#) shall not apply.

3 Modifications to ASN Regulations

3.1 Additions to ASN Sporting Regulations

The following regulations are added to Regulation 1 "General Prescriptions"

- ASN SR 1.5 (b)** In the case of a disagreement or dispute regarding the meaning or application of these Regulations, the interpretation and application by KDKC officials present at an event shall prevail.
- ASN SR 1.5 (c)** In order to promote the sport of kart racing and to achieve prompt finality in competition results, all ASN members, KDKC members, entrants and participants in events organized by KDKC expressly agree that decisions by KDKC officials as to the applicability and interpretation of these Regulations are not subject to litigation.
- ASN SR 1.5(d)** ASN Members, ASN license holders, KDKC Members, race entrants and participants covenant that they will not initiate or maintain litigation of any kind against KDKC or anyone acting on behalf of KDKC, with the intention of reversing, modifying or obtaining relief from such decisions.
- ASN SR 1.5(e)** If an ASN Member, KDKC Member, ASN License holder, race entrant, or participant initiates or maintains litigation in violation of this covenant, the member, license holder, entrant or participant agrees to reimburse KDKC for all the costs of such litigation, including attorney's fees.
- ASN SR 1.11(a)** Kawartha Durham Kart Club ("KDKC") is the holder of all rights to the use of television or video images at all club events and other events organized or promoted by the club.
- ASN SR 10.8(a)** For all races, the timing and scoring shall commence at the end of the second warm-up lap (first warm up lap for classes / events where there is only ONE scheduled warm-up lap) or when the START signal is given by the Starter

3.2 Deletions from ASN Sporting Regulations

The following ASN Sporting Regulation is not in effect.

- ASN SR 5.9** Drivers shall wear at all times an ASN identify patch on the front of their driver's suit above the waist.

3.3 Deletions from ASN Technical Regulations

The following ASN Technical Regulations are not in effect.

- ASN TR 9.2(a)** Tires for use in DRY Track conditions : Rotax Classes
- ASN TR 9.3(a)** Tires for use in WET Track conditions : Rotax Classes



3.4 Deletions from Rotax Max Challenge Canada Regulations

The following Rotax Max Challenge Canada 2009 Technical regulations are not in effect.

- | | |
|----------------------------|--|
| 4. Tires | ASN and KDKC Supplementary regulations shall apply |
| 3.2 Bodywork | ASN regulations shall apply |
| 5. Data Acquisition | ASN regulations shall apply |
| 8. Petrol | ASN and KDKC Supplementary regulations shall apply |



Class Structure

CLASS	AGE ⁽⁴⁾	LICENSE	ENGINE	RESTRICTOR	EXHAUST	WEIGHT	TIRE ⁽³⁾
Novice	8 ⁽⁵⁾ -12	E	GX-140, GX-160, GX-160/K-1, GX-160/T-1	.450"	Muffler	240 lbs	MG-Yellow ⁽¹⁾
Junior Light	9-13	D	GX-140, GX-160, GX-160/K-1, GX-160/T-1	.500"	Header	265 lbs	MG-Yellow ⁽¹⁾
Junior Heavy	11-15	C	GX-140, GX-160, GX-160/K-1, GX-160/T-1	N/A	Header	290 lbs	MG-Yellow ⁽¹⁾
TAG 2-Cycle Junior	11-15	C+	2009 TAG™USA Rules			310 lbs	MG-Yellow, Mojo ⁽²⁾
			Rotax 125 Junior. Max ⁽⁷⁾			320 lbs	
Honda senior light	15+ ⁽⁶⁾	B	GX-200	N/A	Header	315 lbs	MG-Yellow ⁽¹⁾
Honda senior heavy	15+ ⁽⁶⁾	B	GX-200	N/A	Header	355 lbs	MG-Yellow ⁽¹⁾
Masters	30+	B	GX-200	N/A	Header	365 lbs	MG-Yellow ⁽¹⁾
TAG 2-Cycle Senior	15+	B	2009 TAG™USA Rules			⁽⁸⁾	MG-Yellow, Mojo ⁽²⁾
			Rotax 125 Max ⁽⁷⁾			364 lbs	
TAG Masters⁽¹¹⁾	32+	B	2009 TAG™USA Rules			390 lbs ⁽⁸⁾	MG-Yellow ⁽²⁾

- | | | | | | | |
|-----|---|------------|-------|-------------|------------------------------------|---|
| (1) | Front: | 4.50*/10-5 | Rear: | 6.00**/11-5 | (5) | Age as of 31-December-2009 |
| (2) | Front: | 4.50*/10-5 | Rear: | 7.10/11-5 | (6) | Age as of date of event |
| (3) | Spec. Dry weather tires (WET tires MG-WZ) | | | | (7) | ROTAX MAX Challenge Canada – 2009 Technical Regulations |
| (4) | Age as of 1-Jan-2009 | | | | (8) | 2009 TAG™USA Rules |
| | | | | * | 4.50 or 4.60 depending on make, ** | 6.0 or 6.5 depending on make |

The above specifications are effective for Kawartha Durham Kart Club organized events. Specifications for KDKC Championship Series events organized by other clubs may vary. Entrants are responsible for reading and complying with the relevant club / event supplementary regulations.

Event Schedule		
DATE	EVENT	LOCATION
Saturday, April 19	Open Practice & Driver Training **	Kawartha Downs Speedway
Saturday, May 2 Sunday, May 3	Open Practice and Driver Training Race #1	Kawartha Downs Speedway
Saturday, May 30	Race #2, with TKC	3-S Go Karts, Sutton
Sunday, May 31	Race #3, with SKC	3-S Go Karts, Sutton
Sunday, June 14	Race #4, with SKC	Kawartha Downs Speedway
Sunday, June 21	Race #5	Kawartha Downs Speedway
Sunday, July 5	Race #6	Kawartha Downs Speedway
Sunday, July 19	Race #7	Kawartha Downs Speedway
August 8/9	Race #8	Hershey Centre, Mississauga
Sunday, August 30	Race #9	Kawartha Downs Speedway
Sunday, September 13	Race #10	Kawartha Downs Speedway
Sunday, September 30	Race #11	Kawartha Downs Speedway
Saturday, October 4	Race #12	Kawartha Downs Speedway
TBA	Bridgestone Lapping Day – by Invitation Only	DDT, Mosport International Raceway
TBA	Kawartha Durham Kart Club – Banquet of Champions	Holiday Inn, Oshawa

Only races designated " Race #" form part of the 2009 Championship Series.

** Mandatory for new drivers



Supplemental Regulations for use of Track

KDKC has been granted the use of the Kawartha Downs and Speedway (KDS) for the conduct of kart races. KDS is a purpose built racing facility that has been designed primarily for the conduct of stock car racing. KDKC and KDS are cooperating to incorporate design features to make the facility suitable for kart racing that includes both improvements to the racing surface and safety considerations.

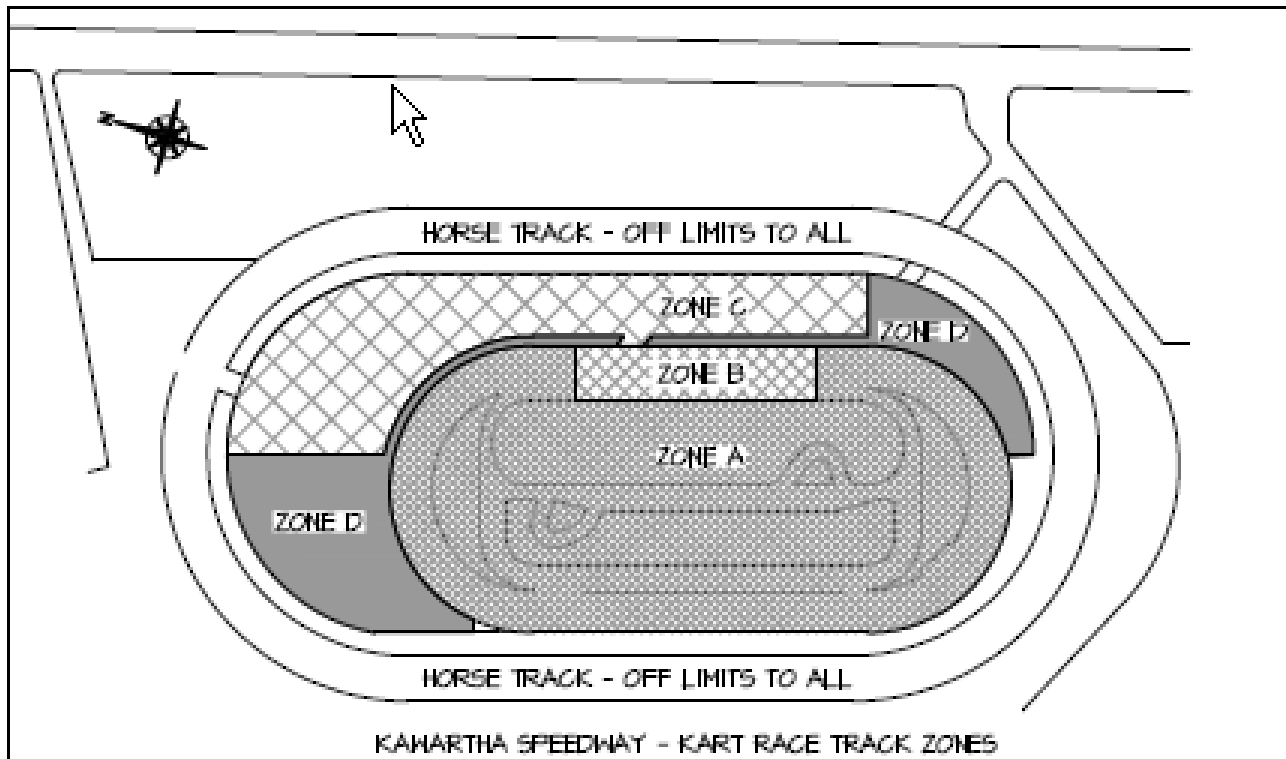
The KDS car racing facility is a locked and secure facility. Karting event participants may not access the car racing facility before the posted opening time and must vacate and remove all persons and equipment before the curfew time posted for each event. The opening and curfew times will be posted in advance of the event on the KDKC website and the event schedule. On site overnight parking is available on the south end of the property (outside the racing facilities). Anyone 18 years or older is welcome to use the OLG slots and restaurant facilities during the normal hours of operation.

Entrance to the kart track is only permitted using the tunnel near the south entrance to KDS. Note: the KDS car racing facility is located on the infield of a horse track that is not to be accessed or used by KDKC kart racing participants at any time with the exception of access for very large tow vehicles and trailers that cannot fit through the tunnel. These vehicles may cross the horse track at the north entrance to the facility. Extreme caution must be used to ensure no horses are using the track before these vehicles commence crossing.

To reduce the risks to kart racers, official and spectators at events at KDS, a number of safety features have been designed that must be respected by all persons entering the facility. These supplemental regulations lay out the foundation for how the karting event participants and spectators must conduct themselves to reduce the risks to themselves and others.

The conduct of all race participants is clearly laid out in the ASN Canadian Karting Regulations. All participants are expected to be familiar with, and comply with, the ASN regulations. The following KDKC supplementary regulations do not replace the ASN regulations, but are provided for clarification and in some cases provide additional regulations specific to this facility.

The KDKC kart racing track is a temporary race track within the KDS facility. The marked racetrack will be clearly delineated by pylons, plastic karting barriers and tire barriers and may vary from race event to race event. Once a racing event has commenced, no changes are expected to be made to the marked racetrack. In the event the race officials consider a change is required all competitors will be notified before their next on-track session.



The facility is divided into the following areas:

Zone A - KART RACE TRACK

Zone A is entirely inside the outer concrete wall of the stock car track, and includes the entire area with the exception of the grid, scales, post-tech, emergency services and track entry and exit (zone B) noted below. Only race competitors and race officials are permitted in this zone.

Pylons, plastic karting barriers and/or tire barriers will be used for several purposes:

1. To clearly delineate the marked kart racetrack.
2. To provide some protection to the competitors and other event participants.
3. To prevent racers from short-cutting the marked racetrack.

While the facility provides lots of paved asphalt areas, the competitors must respect the marked racetrack at all times including practice, qualifying, races, warm up and cool down laps:

- Any short cutting of any part of the marked racetrack is subject to penalty by the race officials as specified in the ASN regulations.
- Any competitor who runs over the pylons or drives outside the marked racetrack is subject to penalty by the race officials as specified in the ASN regulations.
- Any racer who causes a fellow competitor to run over the pylons or to drive outside the marked racetrack is subject to penalty by the race officials.

- In the event that pylon(s), plastic barrier(s), tire(s) or other barrier(s) have been dislodged during a race, race officials will attempt to replace them as soon as possible, but this may not be done so until after the completion of the on-track session. All competitors are required to respect the intended marked racetrack as if all such barriers were still in place. Shifted or dislodged barriers do not constitute a change in the intended marked racetrack. Any competitor who, in the opinion of the race officials, drives outside the intended marked racetrack is subject to penalty by the race officials.
- In the event that a kart driver loses control of his/her kart and as a result leaves the marked racetrack, the driver must respond so as to regain control of the kart, stop if necessary, and, without driving against the direction of the racetrack, rejoin the track at the nearest point to that where the exit occurred, compatible with safety, and obey the directions of the track marshals in the area..
- In the event the driver is forced to shortcut the marked racetrack as a result of loss of control, he or she is expected to immediately return all positions gained or protected and remain in that position for at least one straightaway and ensuing corner.
- A driver may not drive outside the marked racetrack to gain a racing advantage, a race position(s) or to prevent losing a position(s) to competitors. If a driver does so, he or she is expected to immediately return any advantage or positions gained or protected and remain in that position for at least one straightaway and ensuing corner.

Crew members are not permitted to recover a kart from the track at any time unless permission is granted by an official.

Zone B - GRID and TRACK ENTRY & EXIT

Zone B is clearly delineated as the area on the stock car racing surface between the inner and outer concrete barriers. It will extend along the stock car surface in both directions to lines delineated by orange pylons.

Karts on the pre-grid are to proceed to the grid only at the direction of the grid marshal. Access to the grid is restricted to drivers and their nominated mechanic, and only when their class has been called to grid. The grid is not to be accessed by spectators.

The timing and scoring building/vehicle is a restricted area and is out of bounds to all entrants and competitors during qualifying and racing. Access to the scale area is restricted to race competitors only as outlined in the ASN regulations.

Zone C - PADDOCK and PRE-GRID (Zone C)

The paddock and pre-grid areas are clearly delineated as those areas outside of the outer concrete wall of the oval stock car track. Activities in this area will consist primarily of the pre-grid, participant road vehicle parking, including tow vehicles and trailer, and paddock space for participants to perform mechanical preparations on their karts.



There is a single entrance to the race facilities (Zones A & B) that must remain clear at all times to allow entrance and exit by emergency vehicles. No karts or equipment are to be left unattended in this entrance area. The pre-grid will be situated just outside of the entrance and will not impede entry or exit. Any vehicles parked in violation of this rule are likely to be removed at the owner's expense.

The parking and paddock areas are subjected to the following additional guidelines:

- The use of motorized vehicles in the paddock is strictly prohibited. This prohibition includes motorcycles, mopeds, ATVs, power scooters, etc.
- No gas powered radio controlled vehicles are permitted in any restricted areas nor in the general paddock area that is occupied by people.
- Human powered vehicles for personal transportation including bicycles, inline skates, skateboards and scooters are prohibited from use in the pits, pre-grid and grid areas.

To protect the asphalt surfaces, all mechanical work on karts is to be performed on a portable surface that will prevent fluids from contacting and soaking into the asphalt. These can include: carpet, cardboard, plastic, rubber mats, etc. These surfaces are the responsibility of the participants to provide and must be removed from the property at completion of the karting event.

SPECTATOR AREAS (Zone D)

Spectator areas are designated as zone D and are available for use by all competitors, their team members and guests.



Request for Appeal

**Event Details:**

Date: Name of event:

Competitor Details:**Address for communications with appellant**

Name of driver: Name:

Entrant: Address:

(if different from driver)

Class:.....

Kart no:

Tel:

Fax:

e-mail:.....

Grounds for appeal (Sporting Regulations 20.2)

- Race Official has dealt 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 20.5):

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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Number of additional sheets attached	<input style="width: 50px; height: 20px;" type="text"/>
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Signed: <input style="width: 300px; height: 20px;" type="text"/>	Date: <input style="width: 100px; height: 20px;" type="text"/>
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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: Kawartha Durham Kart Club, 212 Guildwood Pky, Scarborough, ON, M1E 1P7. [membership@kawarthadurhamkartclub.com]	For Official Use Only
	Appeal No.: <input style="width: 100px;" type="text"/>