



## 2009 COMPETITION RULES

The Toronto Kart Club (herein known as “TKC” or “the Club” uses the rules as outlined in the 2009 ASN Canada FIA Canadian Karting Regulations. The following are Supplements to those regulations, to be used in all events organized by the Toronto Kart Club, unless otherwise declared.

### Sporting Regulations (Book 1)

*April 14, 2009*

**1.11** TKC reserves the rights to all video and still images taken by any person, company, or organization, at any TKC event. Publication or distribution of all images must be approved by the Board of Directors.

**2 c)** Participation in a TKC Points event by a driver is restricted to those drivers who are members of Toronto Kart Club. Visiting drivers are permitted to participate in a maximum of two (2) points events per calendar year, provided that they hold and produce a current-year competition license issued by another ASN-affiliated karting club.

**3 b)** TKC will not issue Mechanic’s licenses. However, all members are reminded that Regulation 6.1 states “Participants....shall conduct themselves according to the highest standards of behavior and sportsmanship....” and “Failure to do so may result in penalties”, and also “Entrants and drivers are at all times responsible for the conduct of their crew members and guests”.

#### **4.3** Club Licensing

- **Club E License:** Required for Novice. The maximum number of years allowed for a driver to remain in Novice class is 3 years.
- **Subaru (S) License:** Required for all Subaru classes. Entrants must meet age and weight requirements. All Subaru classes are entry-level classes.
- **Club C+ (plus) License:** The Applicant must have competed in a minimum of 6 club races within the previous 12 months with a Club C License, or a minimum of 12 club races within the previous 12 months with a Club D License, in order to obtain a TKC Club C+ License.

**4.7 a)** A Junior driver who reaches the age of sixteen years during the calendar year, may apply to the Board to remain as a Junior for the balance of the year. Junior drivers who turn sixteen years before or during the racing season, who wish to participate at the Regional level or attend the Canadian Nationals, are encouraged to start the year as a Senior.

**4.8 a) Rookie Driver Test:** Both a written and on-track driving test must be taken by all “Rookie” drivers, and also by all drivers who have not previously competed under an ASN affiliated karting organization. The tests are to be evaluated by the ASN affiliated Club before a license is issued to those drivers.

**4.8 d)** It is the driver’s responsibility to present the Driver Record card to the Steward or Race Director, at the conclusion of an event, for endorsement.

**4.8 f)** Junior Drivers who move up and race at the Club with a higher level license grade, may not compete again in the lesser class.

**4.9 b)** TKC club license fees are \$75.00 if applied for prior to March 1, 2009. The fee for registrations received on or after March 1, 2009 will be \$100.00. Members under the age of 18 will require an Associate Member. The associate member fee is \$25.00.

**5.2** Helmet Cushions (also known as neck collars or neck braces) are required in all classes.

**6.1 c) Online Communication and Posting Policy:** Toronto Kart Club members are required to use discretion when using any online service, including but not limited to e-mail, posting to public and/or private user forums, website postings, and posting to social networking sites.

TKC members are not permitted to post or transmit any unlawful, threatening, abusive, libelous, defamatory, hateful, harassing, or negative comments directed towards any member of TKC, its officials, sponsors, or the club in general. TKC members will also be responsible for the conduct of their immediate family and crewmembers, as per ASN SR 6.1 b).

**9.4** Change \$50.00 to \$25.00

**9.6** The required information may be collected annually on the membership application. The Parental Waiver Form may be signed annually and kept on file.

**10 c) Class Structure:** See attached Appendix "A".

- Points and Awards: see attached appendix "B".
- Entry fees shall be \$70.00 for TKC members and \$80.00 for non-members (visitors). Registration shall take place in the snack bar on race days beginning at 7:30 a.m. and closing at 8:30 a.m. No entries will be allowed after this time without the authority of the Steward.
- Technical pre-inspection will take place near the grid (for Sutton races) beginning at 7:30 a.m. and closing at 8:30 a.m. No pre-tech will be allowed after this time without the authority of the Steward.
- Each driver must present a personal copy of the current-year ASN Rule Book and TKC Supplementary Regulations at Registration and Pre-Tech.
- Each driver must present their current TKC license (or other ASN-affiliated Club license for visiting drivers) at Registration.
- **Qualifying Procedures:**
  - o For events that are designated as "Timed Qualifying": Qualifying will be determined by each driver's fastest time in one five-minute qualifying session. The pole position for the first heat and fast qualifier points will be awarded to the driver with the fastest time in the qualifying session. The remainder of the grid will be positioned in descending order, as determined by each driver's fastest lap time, for the second and subsequent starting positions. The grid for the final heat will be determined by the finish order of the first heat. The order for qualifying for the first event of the season will be determined by Kart numbers, with the lowest number entering the track first. Qualifying order for the second and all subsequent points events will be determined by season point standings, with the points leader entering the track first. In the event of a tie in points, the driver with the best finishing position in the previous race will start ahead of the other tied driver(s).
  - o For events that are designated as "Qualifying Heats": Drivers will draw for starting position upon event registration. The first qualifying heat will be conducted as a race, with number of laps to be determined by the Race Director. The driver who finishes first in the qualifying race will receive 1 point, the 2<sup>nd</sup> place finisher will receive 2 points, and so on. A second qualifying race-heat will be run, and the starting positions for this heat will be the inverted order from the first qualifying heat. The driver with the lowest total score from both qualifying heats will earn pole position for the final race heat. The driver with the second lowest total score from both qualifying heats will earn off-pole position for the final race heat, and so on. In the event of a tie in total qualifying points within the same class, the tie shall be broken based on the best lap time.
- There is no drafting or contact permitted during qualifying sessions.
- In the event of a failure of the timing systems, the starting order for the first race heat will be determined by the point standings at the start of the event. In this case, bonus points for fast qualifier will not be awarded. The Race Director has the authority and option to change the qualifying format from "timed qualifying" to "qualifying heats" in the event of a failure of the timing system.
- The official notice board is located by the entrance to the pit area (for Sutton races).
- **The spec fuel station** is the ESSO Station located at 26233 Highway #48 and York Road #18. All 4-cycle Honda classes and Subaru classes will use ESSO Regular fuel.
- **Official Schedule:** See [www.torontokartclub.com](http://www.torontokartclub.com).

**10.3** The maximum number of karts permitted on the Sutton track for practice or racing shall be:

Junior Classes: 28      Senior Classes: 34

For qualifying, the maximum number of karts permitted on the Sutton track shall be:

Short track: 10                      Long Track: 14

**10.7 b)** Add “where practical”.

**10.8 a)** For all races, the timing and scoring may commence at the end of the warm up lap(s), or when the START signal is given by the Starter.

**10.10 e)** Should the CHECKERED flag be displayed before or after the scheduled distance or time has been completed, the race will be deemed to have finished at the time the checkered flag is displayed.

**10.14** No physical contact is allowed between a driver and any crew or spectators until after the weigh-in has been completed. A penalty, including exclusion, may be imposed by any official, with the authority of the Steward.

**11.3 d)** All competitors must have transponders installed prior to the first practice session. Loss or damage to a transponder, caused by improper installation, will result in a fine of \$300.00, as per ASN TR8.30.

**11.3 e)** See supplement 10 c).

**11.4 a)** The pole sitter may elect to start in the pole or off-pole position. Any driver may elect to start at the rear of the grid.

**11.9 a)** Rolling Start Procedure: On signal from the Starter, drivers will leave the mock-grid and complete the warm up lap(s). The total number of warm up laps will be determined by the Race Director and/or Steward of the day.

**11.13 c)** In the event that a race is stopped due to a red flag occurrence, all drivers must raise one arm, slow and stop safely off of the racing surface and may proceed only when instructed by the Marshals.

**11.17 a)** In the event that a race is declared a “wet race”, all participants must use tires designed for wet use. See Technical Regulation Supplement 9.1 (a) for spec wet tires.

**13.2** Entrants are forbidden to start their engines on the grid until instructed to do so by the Grid Marshal. Engines must be off when entering the grid or pre-grid areas. No engines are to be started or run in the pit lane, the grid, or pre-grid area prior to a start of a practice, qualifying or race session until the signal to start is given by an Official. All engine warm-ups must be completed in the driver’s paddock prior to entering these designated areas.

All karts will be required to report to the Grid 5 minutes before their qualifying sessions and race heats. At the “minus 5 minutes” mark, the grid will be closed, and a “Start Engines” command may be given. Any kart that fails to report to the grid before closing, or does not run its motor when signalled by the Grid Marshall, will be subject to penalties.

**13.10 Add:** No driving onto the scales is permitted. All drivers must stop their karts and turn off engines prior to entering the scale house, and push their kart onto the scales. Penalties (financial and/or otherwise) may be administered to any participant driving onto the scales.

**14 d)** A driver, after moving his/her kart to a safe position, must not remove any safety equipment until all karts have received the checkered flag and passed his/her position on the track on their cool-down lap.

**18.3** Change \$50.00 to \$25.00.

**19.7** Video tape evidence is not permitted.

**19.13** Change \$250.00 to \$125.00

**20.1 b)** Change \$500.00 to \$250.00



## Technical Regulations (Book 2)

*April 14, 2009*

### **4 Pre-Race Technical Inspection:**

All **SENIOR drivers** will follow ASN TR 4.1 for Pre-Race Technical Inspection. Each participant must submit a fully completed Pre-Technical Inspection Self-Declaration form to the Event Registration Official, in exchange for the appropriate passport sticker for the event.

All **JUNIOR drivers** and all "Rookie" drivers (Junior and Senior) will follow ASN TR 4.2 for Pre-Race Technical Inspection.

**8.4 k) Maximum Junior Kart weight** less driver: fully equipped and ready all classes except ICA Jr., Rotax Max Junior, KF3: 200lbs (91 kg).

**8.18 b)** If rear bumper extensions are used, the outside of the rear bumper extension must not fit into the inside of a wheel rim in such a way that it can remove either the bead locks and/or valve stem of a wheel rim.

**8.25** White number panels may also be used. With the exception of kart number 0, no leading zeros may be used (i.e. a kart with number 02 is not permitted).

**8.31 Transponder Mounting Location:** The competitor is responsible for securing the scoring Transponder in an approved transponder mounting bracket, in a manner optimal for scoring system function and preventing loss of the transponder on the track. The transponder must be mounted in a transponder mounting bracket either on the outside back of the seat or on a sidepod. If mounted on a sidepod, the leading edge of the transponder must be at least 12" rearward of the centerline of the top of the appropriate front spindle pivot bolt. There must be no carbon fiber or metal between the transponder and the track surface. TKC assumes no responsibility for missing scoring data resulting from a lost or improperly mounted transponder.

**9.1 a) Club Spec Tires:** All 4-cycle Honda classes will use MG FZ (yellow) tires, 4.60 front and 6.50 rear. Subaru classes to use the club spec tire as determined by the driver's home ASN-affiliated kart club. Wet tires for all classes will be MG WZ (white) rain tires designed specifically for wet use; wet tires for Subaru classes will be the driver's home club spec tires as stipulated for wet use.

For the first two (2) dry race days of the 2009 season, MG FZ (yellow) and Vega (blue) will be allowed; as for the rain tires, they will be MG WZ (white), Dunlop (KT6, KT8, KT10) and Vega (white) for the 2009 season.

**21.10** On all Honda engines, **only unaltered Honda OEM recoils and starter cups** from GX140, GX160/K1, GX160/T1 and GX200 are permitted. Aftermarket recoils and starter cups will not be permitted.

**30. Club Spec Fuel:** The spec fuel station is the ESSO station located at 26233 Highway #48 and York Road #18, for races being held at Sutton. (Races held at other locations will have different spec fuel locations, which will be announced separately). All 4-cycle Honda classes and Subaru classes will use ESSO Regular fuel. All Rotax and TAG classes will use ESSO Supreme (91 octane) fuel.