Summary of May 23, 2023 Updates to EDKRA Supplemental Regulations:

- 1. Clarified omission in current ASN Regulations that a fire extinguisher is mandatory in every driver's pit space. (see page 13)
- 2. Clarified omission in current ASN Regulations that a first aid kit is mandatory in every driver's pit space. (see page 13)
- 3. Clarified omission in current ASN Regulations that a copy of the EDKRA Supp Regs and all other related documents (i.e. ASN Regulations, Briggs Regulations, Rotax Regulations, etc.) must be available in every driver's pit space. This can either be in printed format, or accessible online. (see page 14)
- 4. Changed determination of championship points previously read to be determined from best 9 out of 12 races changed to read best 10 out of 12 races. (see Appendix 3)
- 5. Clarified eligibility for year end awards Rotax engine draw. (see Appendix 6)
- 6. Added details of Wednesday night DD2. (see Appendix 7)





Edmonton and District Kart Racing Association 2023 Supplementary Regulations

(prepared May 4, 2023) (updated May 23, 2023)

To be read in conjunction with the following:

- Canadian Karting Regulations (https://www.asncanada.ca/karting):
 - Canadian Karting Regulations Book 1 Sporting Regulations ("Sporting Regs")
 - Canadian Karting Regulations Book 2 Technical Regulations ("Tech Regs")
 - Canadian Karting Regulations Penalty Guidelines
 - o Any and all Bulletins and other Updates, etc.
- Briggs LO206 Canadian Rule Set (https:://www.asncanada.ca/karting):
 - 2023 206 Canada Rule Set Effective January 16, 2023 ("Briggs Rules")
- Rotax Max Challenge Canada Regulations (https://maxchallenge.ca/regulations):
 - o 2023 Rotax Max Challenge Canada Sporting Regulations ("RMCC Sporting Regs")
 - o 2023 Rotax Max Challenge Canada Technical Regulations ("RMCC Tech Regs")
 - Any and all Bulletins and other Updates, etc.

In addition to the above, it is the competitor's responsibility to be aware of any and all additional regulations, bulletins, or other similar communications that are (currently or may be posted in the future) available at edkra.ca

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APPENDICES:

Appendix 1 – EDKRA Rotax Max Technical Regulations

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Appendix 6 – Year End Rotax Engine Draw Eligibility





A. Introduction

a) The Club

Formed in 1972, the Edmonton and District Kart Racing Association ("EDKRA" or the "Club") has been holding organized kart racing events around the Edmonton, Alberta capital region ever since.

b) Membership Participation

As a not-for-profit organization, the EDKRA depends on the volunteer participation of its members to ensure the maintained operations of the Club's ordinary business, as well as the safe, fun and successful running of its family-focused race events.

c) Membership Communications

EDKRA uses various means of communication to keep in touch with its membership, including: the Club's website (www.edkra.ca), MotorsportReg.com mass e-mails, and the Club's Facebook page. The best way to stay up-to-date with club news and activities is to log on to the Club's website and attend monthly meetings, held on the second Tuesday of each month (check the Club's website or contact an EDKRA board member for meeting location).

d) The Track and Facilities

On September 4, 2010, after thousands of volunteer hours expended by the Club's membership, the Club hosted its first race on the EDKRA's current 1.1 km track, located in Warburg (approximately 30 minutes southwest of the City of Edmonton, off of Highway 39). In 2018, an agreement was entered into between the Club and BRP-Rotax (www.rotax-kart.com) that resulted in the rebranding of the track as the Rotax MOJO Raceway. Since completion of the construction of the track itself, the Club has ensured that the facility remains world-class, with continuous facility improvements, including the construction of: permanent washroom facilities with showers; full-service RV camping spaces; a permanent elevated officials and timing and scoring tower; permanent grandstands; amongst many other luxuries that make for one of the most family-friendly and racer-friendly motorsport facilities anywhere in North America. All members are expected to exhibit respect for and pride of ownership in the facilities, and assist in ensuring that the grounds and equipment are well-maintained.

e) ASN Canada and Other Affiliations

The EDKRA was an affiliated club of the previous ASN Canada FIA that operated as the sanctioning body overseeing all kart racing, amongst many other forms of motorsports throughout Canada, prior to ASN Canada FIA's resignation from the FIA effective December 31, 2019. As of the date of these 2021 EDKRA Supplemental Regulations, the Club has no affiliation. For the 2023 season, the EDKRA has based its rules set on the rules published by the Sports Development Group, the new FIA National Sporting Authority (ASN) for Canada.





f) Supplemental Regulations

The EDKRA's events are run primarily in accordance with the Sporting Regs. In accordance with Sporting Regs 1.3, these supplementary regulations (the "EDKRA Supplementary Regulations"), along with each individual EDKRA event's supplementary regulations (the "EDKRA Event Supplementary Regulations") provide details of differences applied to the EDKRA's organized karting events, as compared to the Sporting Regs.

g) Responsibility for Understanding of and Adherence to Regulations

It is the sole responsibility of each EDKRA member and event entrant to read, understand, and adhere to all regulations, whether directly included within these EDKRA Supplemental Regulations, or as detailed in the regulations detailed on the covering page.





B. Fees and Event Registration

a) EDKRA Membership

Refer to the EDKRA's website at edkra.ca for the fee structure.

Annual Memberships - valid from April 1 to March 31, allows for use of the EDKRA track and facilities at any time for practice purposes (weather permitting, and provided that no official events are scheduled), allows for inclusion in EDKRA annual points championship, provides ONE vote to each family (regardless of number of members within the family).

Volunteer Fees – all members must pay an annual volunteer fee along with the Annual Membership. The volunteer fee is refundable, in whole or in part, towards race event entry fees, where volunteer hours must be logged and approved in order to receive such credit.

Mid-Season Memberships – same privileges as Annual Memberships, but with pro-rated Volunteer Fees.

Non-Racing Memberships - provides ONE vote, but no other privileges.

b) EDKRA Race Event Entry Fees

Refer to the EDKRA's website at edkra.ca and motorsportreg.com for the fee structure.

c) Other Fees

Contact a member of the Club's Executive for information on single-day or annual practice passes.

d) Registering for EDKRA Race Events

All race event registration and payment of race event fees must be done online via MotorsportReg.com (https://www.motorsportreg.com/). Accordingly, all members are encouraged to immediately set up an account on MotorsportReg.com and should familiarize themselves with the use of the site, as MotorsportReg.com is also used by the Club to send regular communications to members.

e) Driver Eligibility

Any qualified EDKRA annual or mid-season member, along with any member of any EDKRA-recognized kart club is eligible for participation with proper authorization (i.e. dues paid; upto-date medical forms prepared; parental consent provided – if required; etc.).





C. EDKRA Club Classes

EDKRA reviews its class structure on an annual basis. Existing classes may be eliminated in the future due to low participation in the previous year. New classes may be added based on changes to the National class structure, or demand from membership.

The EDKRA has attempted to follow the general guidelines of the following:

- For technical and safety matters: the Tech Regs, the Briggs Rules and the RMCC Tech Regs.
- For licensing, age requirements: the Sporting Regs (2.3 Briggs; 2.5 Rotax; 2.4 Shifters)
- For weights: the Briggs Rules (1.5) and the RMCC Sporting Regs (3.5).

Certain exceptions have been made where it is in the best interest of the EDKRA's membership, particularly with respect to certain class weights, and non-safety related technical regulations.

The current CHAMPIONSHIP classes are as follows:

		EDKRA Bri	ggs LO206 4-0	Cycle Classes -	see Append	dix 4 (Clain	ո Rule)	
			Ages at Dec 31	Weight (minimum)	Engine Technical	Tires	Tires	Non-Engine Technical
	Class	License	(birth year)	(lbs)	Regulations	(Dry)	(Wet)	Regulations
1	Briggs LO20 Cadet	6 C or D	8 (2015) TO	235	Briggs Rules Note 1	Mojo D2 4.5/4.5	Mojo W5 4.5/4.5	Tech Regs
	caact		11 (2012)		Note 1	4.5/ 4.5	4.5/4.5	
2	Briggs LO20	6 B or C	9 (2014)	(a) Yellow	Briggs Rules	Mojo D2	Mojo W5	Tech Regs
	Junior		TO	Slide @ 300	Note 1,2	4.5/6.0	4.5/6.0	
			15 (2008)	(B) Blue Slide @ 265				
3	Briggs LO20	6 A	15+	340	Briggs Rules	Mojo D2	Mojo W5	Tech Regs
	Senior		(2008 or		Note 1	4.5/7.1	4.5/6.0	Note 3
			earlier)					
4	Briggs LO20	6 A	30+	375	Briggs Rules	Mojo D2	Mojo W5	Tech Regs
	Masters		(1991 or		Note 1	4.5/7.1	4.5/6.0	Note 3
			earlier) Note 4					
5	Ladies LO20	6 A	15+ (2008 or	320	Briggs Rules	Mojo D2	Mojo W5	Tech Regs
	(Females		earlier)		Note 1	4.5/7.1	4.5/6.0	Note 3
Not	Only)	lo 6 (soals) — EF	 KRA will allow ar	y factory soalod	Priggs LO206 o	ngino for clu	h racing	
			ucture) regulation				D racing	
			combine the Nation				e class with th	ne option of:
(a)			r" specs, Briggs "					
(b)		National "Junio	or Light" specs, Br	iggs "Blue" slide	.520" opening,	part #555734	4 – run at 265	lbs
The		,	odified as follows					
Note			ear wheel width (
			verall width = 14	· · · · · · · · · · · · · · · · · · ·				<u> </u>
Note	e 4: Also allov	s drivers in rac	ce gear (no helme	t) minimum 200	+ lbs, weighed a	after every qu	ualifying and r	ace session.





	EDKRA Rotax Max EVO 2-Cycle Classes							
	Class	License	Ages at Dec 31 (birth year)	Weight (minimum) (lbs)	Engine Technical Regulations	Tires (Dry)	Tires (Wet)	Other Notes
6	Rotax Micro Max (14:73 gear ratio)	D	8 (2015) TO 11 (2012)	232	RMCC Tech Regs and Appendix 1 - Rotax	Mojo D2 4.5/4.5	Mojo W5 4.5/4.5	Appendix 1 – Rotax
7	Rotax Mini Max	С	10 (2013) TO 13 (2010)	265	RMCC Tech Regs and Appendix 1 - Rotax	Mojo D2 4.5/4.5	Mojo W5 4.5/4.5	Appendix 1 – Rotax
8	Rotax Junior Max	В	12 (2011) TO 15 (2008)	320	RMCC Tech Regs and Appendix 1 - Rotax	Mojo D2 4.5/7.1	Mojo W5 4.5/6.0	Appendix 1 – Rotax
9	Rotax Senior Max	A	15+ (2008 or earlier)	364	RMCC Tech Regs and Appendix 1 - Rotax	Mojo D5 4.5/7.1	Mojo W5 4.5/6.0	Appendix 1 - Rotax
10	Rotax Masters Max	A	32+ (1991 or earlier) OR Driver in race gear (no helmet) is 200+ lbs weighed after the session OR At discretion of EDKRA for drivers 15+	395 (instead of 386 lbs per RMCC Sporting Reg 3.5)	RMCC Tech Regs and Appendix 1 - Rotax	Mojo D2 4.5/7.1 Note 1	Mojo W5 4.5/6.0	Appendix 1 – Rotax

Note 1: Rotax Masters will be allowed to use a MAXIMUM of FIVE (5) sets of dry-weather (D2) tires for all official sessions (qualifying to finals) of the EDKRA club championship series.

FIVE sets of tires is defined as a MAXIMUM of TEN (10) 7.1 "rear" tires, and TEN (10) 4.5 "front" tires.

For example, a driver would be allowed to run new tires in each of the qualifying, pre-final and final sessions on the same day, provided the tires used were within their total allocation for the season.

Further, a driver can "mix and match" any of their allocation of tires, at any time.

Tires must be run in the proper direction.

There are no restrictions on what tires are used for unofficial sessions (practice).





	EDKRA Shifter Class							
	Class	License	Age (by)	Weight (minimum) (lbs)	Engine Technical Regulations	Tires (Dry)	Tires (Wet)	Other Notes
11	Shifters	А	15+ (2008 or earlier)	Appendix 2 – Shifters	Appendix 2 - Shifters	CIK Medium or Equivalent See Appendix 2 - Shifters	Open	Appendix 2 - Shifters

In addition to the above, the EDKRA will offer the following NON-CHAMPIONSHIP classes:

	EDKRA NON-CHAMPIONSHIP CLASSES – Note 1							
	Class	License	Age (by)	Weight (minimum) (lbs)	Engine Technical Regulations	Tires (Dry)	Tires (Wet)	Other Notes
12	Rotax Micro Max NOVICE (14:73 gear ratio) Note 2	D	8 (2015) TO 11 (2012)	n/a – non- competition class	RMCC Tech Regs and Appendix 1 - Rotax	Mojo D2 4.5/4.5	Mojo W5 4.5/4.5	Appendix 1 – Rotax
13	Rotax Mini Max CLUB Note 3	С	10 (2013) TO 13 (2010)	n/a – non- competition class	RMCC Tech Regs and Appendix 1 - Rotax	Mojo D2 4.5/6.0	Mojo W5 4.5/6.0	Appendix 1 – Rotax Note 3

Note 1: Non-Championship classes may be eligible for daily awards, however no points will be accumulated throughout the year and no year end awards will be provided.

Note 2: The intent of the Rotax Micro Max NOVICE class is to provide a safe class for new, young drivers who may either not be up to a "safe" speed, as determined by the Race Director and Executive, or may not otherwise feel comfortable yet racing at the higher speeds of the more experienced racers. The goal is that these drivers will improve and advance to the regular Rotax Micro Max class in due time (goal is for a maximum of one year), at which point they can enter the regular Rotax Micro Max class.

Note 3: The intent of the Rotax Mini Max CLUB class is to provide an opportunity for children who may have outgrown the cadet chassis, but have not yet obtained the minimum age to enter Rotax Junior Max.

This class will use the full-size chassis (therefore not eligible for Mini Max), with the Mini Max engine.





D. Suggested Race Day Schedule and Race Groups

Due to time constraints, EDKRA runs all events to the pre-final, final format.

Approximate Time Schedule

• Time schedule includes Warm-Up, Qualifying, Pre-Final (grid set by qualifying time), Final (grid set by Pre-Final results).

Time		Duration (Minutes) /	
(approximate)	Description	# of Laps	Notes
7:00	Gates Open		No running of engines until after Drivers Meeting (8:45 AM)
7:00 – 8:00	Final Event Registration / Preparation		Insurance waivers signed, wristbands issued, pre-tech of karts, posting of Race Group running order
8:00 - 8:15	Drivers' Meeting	15 minutes	All drivers must attend
8:30 – 9:30	Warm Up	5 Minutes per Race Group	Race Groups enter track at @ 8 minute intervals (allow 3 minutes for recovery)
9:30 – 10:30	Qualifying	5 Minutes per Race Group	Race Groups enter track at @ 8 minute intervals (allow 3 minutes for recovery)
10:30 - 10:45	Flex-Time		
10:45 AM - 12:00 PM	Pre-Finals	Refer to Appendix 5	Grid based on qualifying times
12:00 - 1:00	Lunch Break		
1:00 - 1:45	Pre-Finals	Refer to Appendix 5	Grid based on qualifying times
1:45 - 2:00	Flex-Time		
2:00 - 4:30	Finals	Refer to Appendix 5	Grid based on Pre-Final results
4:30 - 5:00	Clean Up		
5:00	Podium Ceremony		Podium is determined by finishing position in Final only

Based on the schedule above, we have allowed for 6 hours and 30 minutes of time on track for racing, warm-up laps, and recovery, with 30 minutes of flex time built into the schedule.

Race Laps

See Appendix 5 for the recommended number of race laps for each class.

Race Groups

See Appendix 5 for race group options.

It should be noted that if all classes are run to the full amount of laps, we are likely to exceed the 6 hours and 30 minutes of time on track that we have scheduled for above.

All efforts will be made to ensure that Sunday races do not go beyond the times noted above.





E. Rules Precedence

As indicated at 1.3 of the Sporting Regs, "if a Karting Organization, Club or Series adopts these regulations they should draft their own Club, Series and Event Supplementary Regulations. Such Regulations should not conflict with these Regulations if they have been adopted".

This is further reinforced at 9.1 of the Sporting Regs, "(e)ach Club or Series shall draft their own Club, Series or Event Supplementary Regulations. Such Regulations shall not conflict with these Regulations. Event Supplementary Regulations cannot be changed after the start of an event without the approval of the Steward(s)". The regulation then provides details of what must be contained in the EDKRA Event Supplementary Regulations. A further discussion of the EDKRA Event Supplementary Regulations is provided in Appendix 3.

Precedence of Regulations

Per 1.6 of the Sporting Regs, the precedence of Regulations shall be as follows (in order of precedence):

- a. The Sporting Regs and Tech Regs
- b. ASN Canadian Karting Regulations Bulletins
- c. Rok, Rotax Max Challenge Canada and Canadian Briggs & Stratton Regulations
- d. Club or Series Regulations (i.e. these EDKRA Supplementary Regulations)
- e. Club or Series Bulletins
- f. Event Supplemental Regulations (i.e. the EDKRA Event Supplementary Regulations)
- g. Event Bulletins
- h. Instructions from approved Officials.





F. Modifications to the 2023 ASN Canada Sporting Regulations

Modifications to the Sporting Regs applied to all EDKRA events:

Sporting Regs		
#	Sporting Regs Guidance	EDKRA Modification
2.8 – Medical	Requires self-	EDKRA's insurance does not require medicals.
Requirements	declaration (all) and	
	physical (over 50)	
3.4 –	Helmet cushions are	Helmet cushions are MANDATORY for all B, C and D
Helmet	optional.	licence holders (i.e. Junior drivers).
Cushions		
3.6 – Driver's	Defines minimum	EDKRA encourages following the homologation
Suit and	homologation standards	standards, but will allow non-homologated suits, at the
Apparel	for suits.	discretion of event officials.
4 –	Section 4 of the Sporting	In addition to Section 4 of the Sporting Regs, the
Participant	Regs shall be considered	EDKRA has adopted the following standards of
Conduct	a minimum standard for	conduct:
	EDKRA events.	
		Personal Conduct - Behaviour
		The EDKRA has a ZERO TOLERANCE POLICY for abuse
		of others.
		Under no circumstances is any person – whether volunteers, officials, track personnel, other competitors, crew, spectators, guests, or other – to be abused in any way. No drivers or crew are to engage in any conflict.
		All concerns, disputes or protests must be voiced to the Race Director and/or President in the form of a quiet and polite discussion and/or in writing.
		All persons involved in any conflict or found verbally or physically abusing any other person will be penalized — with the penalty(ies) being at the discretion of the Race Director and/or President, including the option to terminate membership privileges.
		Drivers are responsible for their crews. EDKRA will not tolerate or be lenient when dealing with misconduct.





Sporting		
Regs #	Sporting Regs Guidance	EDKRA Modification
-	Section 4 of the Sporting Regs shall be considered a minimum standard for EDKRA events.	Personal Conduct — Compliance with Technical and Safety Regulations EDKRA competitors are expected to read, understand, and make their best efforts to comply with all technical regulations at all times. Cheating will not be tolerated. Any person caught cheating or using illegal parts, in any manner, shape or form, will be disqualified and will be subject to discipline by the Race Director and/or EDKRA Executive, depending on the nature of the infraction. Penalties, including loss of qualifying, heat, final, event, or series points, fines, suspensions, and/or any combination thereof, will be determined on a per incident basis. Personal Conduct — Compliance with Sporting Regulations and Driving Standards EDKRA competitors are expected to display a respectful and professional standard of competition driving. No hitting or contact between karts will be tolerated. All drivers must understand and obey flags and electronic signals at all stations at all times. Competitors are required to acknowledge flag signals at all times. Bump drafting will be allowed on straight sections only. Any driver overtaking another driver must do so cleanly
		All drivers must understand and obey flags and electronic signals at all stations at all times. Competitors are required to acknowledge flag signals at all times. Bump drafting will be allowed on straight sections only.
		passing unsafely or knocking another driver out of the way and gaining a position will result in a penalty. All incidents must be reported to the Race Director. The warning flag will be used rather than the black flag in most cases. A driver shown the warning flag can continue the race. If you have received a black flag and your number has been displayed, you must report to the Race Director. The scale operator may also request that you see the Race Director. The Race Director has sole discretion to assess penalties for on-track incidents.





Sporting Regs #	Sporting Regs Guidance	EDKRA Modification
6 – Kart Numbers	Numbers allocated by Class	See edkra.ca for number availability and registration
7 – Kart Weight	Kart weights at an event must be in either pounds or kilos, not both.	 (a) EDKRA will provide scales with weights measured in pounds. (b) Drivers must push their kart onto the scales. Any driver who drives onto the scales will be disqualified from the session's results and will be subject to a fine commensurate with any damage caused as a result of driving onto the scales. (c) Official tech stickers will be provided with the details of the minimum weight to assist Officials at the scales. The sticker must be displayed on the front nassau panel of each kart.
8.2 Insurance Waivers	No mention of wristbands	Upon entering the EDKRA facility, everyone must obtain a wristband and sign the insurance waiver form. All competitors are responsible for ensuring that their crew and guests comply with the requirement.
9.1 – Event Supplemental Regulations	Lists items that must be included in Event Supplemental Regulations.	These Supplemental Regulations will be considered the Event Supplemental Regulations, along with class order, groupings, and laps run, posted daily.
9.2 – Unauthorized Practice	Specifies when karts are permitted on track for an event.	Each EDKRA race day is considered an event. At the end of each race day (i.e. Saturday evening of 2-day event), practice may be permitted at the Executive's discretion.
9.4 – Combining Classes	"If necessary, the Steward(s) and/or Race Director may combine classes".	The Race Director has discretion to combine classes. Examples: Briggs LO206 Cadet and Rotax Micro MAX Rotax Junior MAX and Masters MAX
9.8 – Race Length	Provides recommended race lengths for Regional or National events.	Refer to section D of the EDKRA Supplemental Regulations.





Sporting		
Regs #	Sporting Regs Guidance	EDKRA Modification
10.3(d) -	To be specified in the	Qualifying will be a five (5) minute session for each race
Qualifying	Supplementary	group.
Procedure	Regulations or by the	
	Steward.	Competitors may line up in any order they choose and may
		enter the track at any time they choose within this period.
		Competitors are not permitted to impede another kart
		that is attempting to enter the track, and will be penalized
		for doing so, at the Race Director's discretion (i.e. loss of
		best lap time), unless instructed by the officials.
		Competitor may exit the track at any time they wish,
		however they must immediately report to the scales, and
		must wait at the scales until the end of the session – no
10.6(a) /	10 C/b) /relling starts)	hot pits, no re-entering the track.
10.6(c) / 10.7(b) –	10.6(b) (rolling starts) says no tire scrubbing	EDKRA does not permit tire scrubbing at any time during
Formation	after crossing the	formation lap(s), unless permitted by the officials.
Lap	formation line.	
	10.7(b) (standing starts)	
	does not mention tire	
	scrubbing.	
10.6(g)/	Lights or Flags.	For rolling starts, EDKRA uses a lighting system as
10.7(d) –		described at Sporting Regs 10.6(g) (Red Lights Off)
Start		For standing starts (CHIFTED ONLY) FDVDA linkting
Signals		For standing starts (SHIFTER ONLY), EDKRA uses a lighting system as described at Sporting Regs 10.7(d).
11.4 / 11.5	Describes Point System	EDKRA points system is described in Appendix 4.
– Points	and specifies that the	LDKKA points system is described in Appendix 4.
Systems	point system will be	
7,5555	specified in the	
	Supplemental	
	Regulations	
11.7 – End	Describes minimum	Further to Sporting Regs 11.7, there will be NO PASSING
of	procedure to be	after the checkered flag is displayed at the completion of
Qualifying	followed.	qualifying or a race.
or Race		
11.8 –	Drivers must wear their	Drivers are encouraged to attend the podium ceremony
Podium	driver suit, as designed	and to wear their driver suit. Failure to attend the
	to be worn, to the award	podium ceremony or to wear their driver suit will not be
	podium. Failure to comply may result in	subject to penalty.
	penalty.	





Sporting		
Regs #	Sporting Regs Guidance	EDKRA Modification
13.11 –	If a hot pit is to be used,	Unless specified in EDKRA Event Supplementary
Hot Pits	procedures must be	Regulations, NO hot pit will be used.
	outlined in the Event	, <u> </u>
	Supplementary	
	Regulations.	
13.3 –	Provides strict limitations	EDKRA encourages minimum running of engines outside
Quiet Rule	on when and where	of on-track activity, but permits running of engines at any
	engines can be run when	time within the paddock and pits areas. Excessive
	not on track.	running of engines may result in Officials intervening and
		penalties or sanctions may be applied at the sole
		discretion of the Officials.
Not		MINIMUM LAP TIME
specified		
(1)		In an effort to maintain a safe racing environment, all
		drivers in each class must lap within 10 seconds of the
		fastest kart. Failure to do so could result in exclusion
		with reimbursement of the race entry fees.
Not		PARENT MARSHALLING – BRIGGS CADET, ROTAX MICRO
specified		MAX
(2)		Francis of the classes Parada and account to the last of
		For each of the classes listed, one parent / guardian of
		each driver, will be required to observe the race from a
		corner marshal stand while the karts are on track. Each
		parent / guardian will be required to wear appropriate safety vests to be provided by the EDKRA. The purpose of
		this regulation is to help ANY driver that needs assistance
		moving or clearing their kart from the track, to a safe
		location – accordingly, preference is not to be provided
		to the parent / guardian's child, at the expense of other
		drivers. The parent / guardian is not to provide any form
		of coaching or instruction to the drivers – failure to abide
		by this requirement will be grounds for penalty at the
		Race Director's discretion.
Not		FIRE EXTINGUISHERS
specified		
(3)		Every driver must have a fire extinguisher within his / her
•		pit area.
Not		FIRST AID KITS
specified		
(4)		Every driver must have a first aid kit within his / her pit
		area.





Not	ACCESS TO REGULATIONS
specified	
(5)	Every driver must have access to a copy of these Supp
	Regs and all other Regulations referred to herein within his / her pit area.
	"Access" can be in the form of a printed copy of the
	regulations or online access thereto.





G. Modifications to the 2023 ASN Canada Technical Regulations

Modifications to the Tech Regs (in addition to alterations to Technical Regulations described in the Notes to Section C of these EDKRA Supplemental Regulations or within the Appendices to these EDKRA Supplemental Regulations) applied to all EDKRA events:

Tech				
Regs #	Tech Regs Guidance	EDKRA Modification		
4.1 / 4.2 –	Tech inspection sticker will be	This procedure may or may not be followed,		
Technical	provided after handing in Tech Self-	at the discretion of the Executive, on a race-		
Inspection	Declaration form for each event.	by-race basis.		
Sticker				
33 – 2 Cycle Fuel	2-cycle classes may be required to use specific fuel for their specific classes.	Unless otherwise specified in Event Supplementary Regulations, EDKRA Rotax		
and Oil		classes must use Esso 91 Octane gasoline,		
		from the Warburg Esso, with oil approved in		
		the RMCC Tech Regs.		
		It is encouraged to save your receipt to		
		present to EDKRA Officials, if requested.		
		EDKRA shifters have the option of running a mixture of any "pump" gasoline, "racing fuel" (i.e. VP C12, etc), and any 2-cycle oil mixture.		
		The use of fuel additives, is strictly		
		prohibited, and due to the associated safety		
		hazard, may be subject to SEVERE penalty.		





Tech					
Regs #	Tech Regs Guidance	EDKRA Modification			
34 – 4	91 Octane Premium Unleaded is to be	Unless otherwise specified in Event			
Cycle Fuel	used.	Supplementary Regulations, EDKRA Briggs			
		classes must use Esso 91 Octane gasoline			
		from the Warburg Esso.			
		It is encouraged to save your receipt to			
		present to EDKRA Officials, if requested.			
		The use of fuel additives, is strictly			
		prohibited, and due to the associated safety			
		hazard, may be subject to SEVERE penalty.			
35 – Fuel	Description of fuel testing procedures	Time permitting, EDKRA will allow a			
and Oil	and states that competitors are NOT	competitor to request a test their own fuel			
Testing	entitled to a fuel check at any time.	by the Tech Official at any time, due to the			
		difficulty in sourcing fuel in Warburg.			
		Fuel testing procedures will be described in			
		the EDKRA Event Supplementary			
		Regulations.			





Purpose:

This Appendix to the EDKRA Supplemental Regulations was originally provided to give further clarification of the EDKRA's application of technical regulations that will be applied within the EDKRA for the EDKRA Rotax Max EVO 2-Cycle Classes.

The original intent was to allow a reasonable phase-in time for drivers to convert from the previous FR125 Max regulations to the EVO regulations that were adopted in 2015.

It is the EDKRA's understanding that at this time, all Rotax participants have substantially updated to the EVO technical specifications, and therefore for the 2021 season, EDKRA will adopt the entire RMCC Tech Regs for the Rotax classes, with the exception of the following.

Modifications to RMCC Tech Regs applied to EDKRA Rotax Max EVO Classes (in addition to those noted elsewhere within the EDKRA Supplemental Regulations):

RMCC				
Tech #	RMCC Guidance	EDKRA Modification		
2.12 -	Strict rules on what is permitted	Any advertising is permitted.		
Advertising	(decals, stickers) on engine and			
on Engines	accessories.			
5.5 –	Limits on what cylinders may be used.	Any cylinder (any coding) is permitted.		
Cylinder		Must be sealed with RMCC eligible seal.		
		NOTE – the current-spec cylinders are		
		faster and are encouraged to be used		
6.7.1 –	Only NGK GR9DI or GR8DI are	EDKRA will also allow use of Denso IW series		
Spark Plug	permitted	spark plugs.		
6.8 -	Only YUASA YT7B-BS or ROTAX RX7-	EDKRA will allow use of other similar		
Battery	12B or RX7-12L batteries are	batteries		
	permitted			
6.12 – Fuel	Only 2 specified filters allowed	EDKRA will allow use of any fuel filter		
Filter				
6.19 –	Only the current EVO exhaust is	EDKRA will allow use of older style exhaust		
Junior /	permitted.	systems.		
Senior /				
Masters		NOTE – the current-spec exhaust offers		
Exhaust		some improved performance and is		
System		encouraged to be used		

Engine Claim Rule:

The EDKRA will follow RMCC Sporting Reg 32.15 – Claim Rule.





In an attempt to increase participation in Shifter karts, the EDKRA Shifter class has formulated regulations similar to those of the Calgary Kart Racing Club ("CKRC").

The class is based on an "open" engine concept to encourage participation of any and all gearbox engine-based karts of past and present, so long as the karts meet current safety standards.

For the purpose of balancing performance between different types of engine packages, the following groupings of engines and weights are permitted:

Group	Engine Description and Examples of Make / Model	Modifications Allowed	Minimum Weight (lbs)
Moto	"Motocross" based – Honda CR, TM Moto, etc	Open, maximum 125cc	370
"Old" CIK – ICC / FC	2009 and prior CIK- based engines (i.e. ICC or Formula C) – TM- K9"x", TM KV-95, etc	Open, maximum 125cc	395
"Current" CIK – KZ 2010 to current CIK KZ homologated engines – TM KZ10"x", TM KZ R1, etc		CIK regulations	405
"Hobby" ICC/KZ Blectric start ICC/KZ-based engines – TM K9es, TM KZ10es, Parilla X30 shifter, etc		Open, maximum 125cc	395
Rok Shifter	Vortex ROK Shifter	Run to Rok Cup regulations	395
SKUSA IAME 175cc SKUSA IAME 175cc		SKUSA Regulations	410
DD2 RMCC DD2		RMCC Tech Regs	375

Any questions with respect to engine grouping should be directed to the EDKRA Executive.

Class Weights:

• Class weights are subject to change at any time deemed appropriate by the EDKRA Executive in order to ensure parity between different motor packages.

General Engine Technical Regulations:

- Single cylinder
- Sequential shift gearbox, maximum 6-speeds (or DD2)

Chassis Technical Regulations:

• Per ASN Tech Regs for Shifters (i.e. front brakes are mandatory)





Tires (DRY):

Any CIK Medium or similar (MG Yellow, VEGA Max One Purple, Mojo D5, Levanto, etc)

Noise Limit:

- Due to the wide variety of motors allowed in the class, in an effort to reduce excessive noise, a noise restriction has been introduced
- Kart must not exceed 99 decibels, measured 25 feet away from the nearest point of the kart, when run through the entire RPM range on the kart stand (note that 99 db at 25 feet is equivalent to 87 db at 100 feet)
- Decibel level can be measured using any noise measuring app on any smart device, in order to facilitate testing
- The EDKRA Tech Director will have final say with respect to any noise measurement performed, and is not subject to protest or appeal
- Noise limits and testing procedures may be subject to change at the discretion of the EDKRA Executive





a) Race Day Event Points

Points will be awarded in each class for qualifying, pre-finals and finals in accordance with the tables at the end of Appendix 3.

b) Eligibility for Points and Other Awards

Only EDKRA Annual or Mid-Season Membership holders are eligible for points. Other competitors are eligible for daily awards (trophies) presented during the podium ceremony.

c) Awarding of Points if Non-Members are Participating

Points will be awarded to all eligible points-scoring participants, as if any non-members' results were not included. For example, if a non-member finished in 3rd place, and EDKRA members finished in 4th and 5th place, the 4th place finisher will be awarded 3rd place points, and the 5th place finisher will be awarded 4th place points, etc.

d) Bonus Points

The following bonus points will be awarded for each event:

- 5 points to the EDKRA member with the fastest lap in the Final
- 1 point for each paid entrant in the class, regardless of whether it was an EDKRA member or not (i.e. if 8 entries in class, each EDKRA member receives 8 bonus points for the event)

e) Podium Ceremony and Daily Awards

Podium ceremonies will be held to recognize the top 3 finishers in each class for the day's Final. Trophies will normally only be awarded to Junior drivers. Other awards (plaques or other) may also be presented.

f) Number of Events to Count Towards Year End Championship – "Drops"

Total points for the year will be based on the participant's best 10 out of 12 events. If a driver receives a Disqualification ("DQ") in any session of an event, <u>for any reason other than not meeting minimum weight</u>, that event's results must be counted as one of the best 10 events.

g) Minimum Laps Required to Score Points in a Session

To receive points for Heats, Pre-Finals or Finals, the driver must COMPLETE AT LEAST 1 GREEN FLAG LAP. Failure to do so will result in a did not start ("DNS") and receive zero (0) points.





h) Electronic Scoring

Timing and scoring is done by AMB electronic transponders and computer system.

Failure to utilize a properly charged transponder that remains attached to the kart for the duration of a session will be dealt with accordingly:

- No time will be recorded for qualifying, as there is no accurate backup manual system
- It will be at the Official's sole discretion to include the driver within the results for any Heat, Pre-Final or Final

i) End of Season Awards

The selection of appropriate non-cash End of Season Awards to the top 3 points finishers of each class will be to the discretion of the EDKRA Executive.

Drivers must participate in a minimum of 2/3 (2023 = minimum 8 of 12) of the season's events to be eligible for year end awards.

End of Season Awards will not be provided to NON-CHAMPIONSHIP classes.

j) Rotax Max Prize Eligibility

The EDKRA has an agreement with BRP-Rotax to award new Rotax Max engine packages to eligible participants at season's end.

The eligibility criteria is included in Appendix 6.





Points Structure –Qualifying, Pre-Final and Final

Position	Qualifying	Pre-Final	Final
1	5	60	200
2	4	50	175
3	3	44	155
4	2	40	140
5	1	38	130
6		36	120
7		34	110
8		32	100
9		30	90
10		28	80
11		26	75
12		24	70
13		22	65
14		20	60
15		18	55
16		16	50
17		14	45
18		12	40
19		10	35
20		8	30
21		6	28
22		4	26
23		2	24
24			22
25			20
26			18
27			16
28			14
29			12
30			10
31			8
32			6
33			4
34			2
35			0





EDRKA has adopted a Briggs Claim Rule, as follows:

In order to maintain a level playing field for members and guests, EDKRA Members adopt a CLAIMING RULE FOR BRIGGS & STRATTON LO206 CLASSES.

- 1. Competitors making a claim at an event must be entered in the affected class, and must have finished on the same lap as the engine being claimed. They may only claim an engine within their entered class with a maximum of two claims throughout the calendar season. A competitor, or representative thereof, cannot claim their own engine. A claimed engine CANNOT be re-claimed by the original owner in the same season. The engine being claimed does not have to have been the winning engine for the day.
- 2. The competitor making a claim must give written notice to the Event Technical Director prior to the display of the chequered flag of the class final race and must include payment in full. In the absence of an Event Technical Director, all karts will be held at the scales for two (2) minutes, in which time, a claim will be made to the scale official who will inform the Race Director. Any karts involved in an engine claim will be held at scales until the end of the event.
- 3. The price, payable to EDKRA, to claim an engine is: a) \$1000, b) plus a \$200 transfer fee, c) plus a \$200 administrative fee, d) Total \$1,400 plus GST, or \$1,470 TOTAL.
- 4. There can only be one claim on an engine per day. If multiple claims are made in a day, the driver with the worst place finish will have priority Inspection of claimed engine is according to the ASN Briggs & Stratton regulations and MAY NOT be waived by any party.
- 5. The claimed engine will be tagged as soon as it comes across the scales and will be immediately taken to the EDKRA Technical Director for inspection and remain in EDKRA's possession throughout the entire process. Both claimer and claimed have the option to be present at the time of inspection. The decision by the EDKRA Technical Director is final and binding and no further action can be taken by any party.
- 6. If the claimed engine is found to be legal: a) The claimed engine will be awarded to the claimer. b) The claimer will receive any and all items which are found in a sealed LO206 box. c) All external components are subject to inspection but will be returned to the claimed party. d) EDKRA will award the claimed party a NEW LO206 in a factory sealed box, plus a \$200.00 transfer fee.
- 7. If the claimed engine is found to be illegal: a) The Tech Director must confiscate ALL illegal parts and related parts from the claimed engine. b) The Claimer has the option to void the claim if engine is found illegal. c) The Claimed engine owner will be responsible for payment of the \$200 administrative fee, and will not be able to compete in an EDKRA event until such time as payment is made to EDKRA.
- 8. Refusal of claim, destroying or withholding of parts, or any other lack of cooperation in this claim or inspection process will be interpreted as an admission that the engine is illegal and may subject the driver to further penalties by EDKRA officials.
- 9. EDKRA Officials may make alternative concessions if a particular situation justifies it.
- 10. This Claiming Rule is subject to change at the discretion of EDKRA Officials. Any change in this rule will be posted on-line in accordance with our Rules and Regulations.



11. If a claim is made on the first day (Saturday) of a 2-day event, the remaining procedures will occur at the end of the day on Sunday, in order to allow a driver with a claimed engine the opportunity to obtain a replacement engine. If the same driver has their engine claimed during the Saturday and Sunday races, the first day with a claim on that winning engine will be the applicable engine claim for the purpose of the remainder of this rule. If different engines are claimed on Saturday and Sunday, there may be up to two (2) separate engine claims in a weekend.





Race Group	Pre-Final -	Final – Laps	Total Race Laps
	Laps		
1) Briggs LO206 Cadet	8	10	18
Rotax Micro Max			
Rotax Micro NOVICE			
2) Briggs LO206 Junior	8	14	22
3) Briggs LO206 Senior	10	16	26
4) Briggs LO206 Masters	10	14	24
Ladies Briggs			
5) Rotax Mini Max and CLUB Mini Max	8	14	22
6) Rotax Junior Max	10	14	24
Rotax Masters Max			
7) Rotax Senior Max	10	16	26
8) Shifters	8	14	22
TOTAL LAPS	72	112	184
ESTIMATED ELAPSED RACE TIME (in minutes) @	65	110	
average 55 second lap			
ESTIMATED ELAPSED TIME (warm-up laps, recovery)	40	40	
8 Race Groups @ 5 min/each			
TOTAL ESTIMATED ELAPSED TIME (minutes)	105	150	

As described at Section C of the Supp Regs, EDKRA offers 11 separate Championship classes, and 2 Non-Championship classes.

As further described at Section D of the Supp Regs, the EDKRA race day schedule allows for approximately 6 hours and 30 minutes of track time.

While we would like to offer as many laps as possible to all racers, it is not possible to run each class on its own with as many laps as all racers may desire.

Accordingly the Executive and Race Director may have to make decisions to:

- combine classes; and/or
- reduce the number of laps that certain classes might run in a day; and/or
- reduce the time allocated for each class for warm-up and/or qualifying;

in order to fit all racing into our daily schedule, as indicated in Section D of the Supp Regs.

Combining Classes:

The following are examples of classes that can be combined, if required for ensuring that events run on schedule:

- Rotax Junior Max and Rotax Masters Max (all on D2 tires, very close in lap times)
- Briggs LO206 Senior and Briggs LO206 Masters and Ladies Briggs LO206 (similar lap times)
- Briggs LO206 Cadet and Rookie Micro Max (and Micro Max, depending on numbers)
- Etc.

Final decision on combining classes is at the Race Director's discretion to ensure safety.





At the annual awards banquet, a new Rotax Max engine package will be awarded to the winner of a random draw, amongst the top 5 points finishers of each eligible championship class.

Non-DD2 Classes

Eligible championship classes, that are run on weekends as part of the regular EDKRA championship series, are as follows:

- 1. Briggs LO206 Cadet
- 2. Briggs LO206 Junior
- 3. Briggs LO206 Senior
- 4. Briggs LO206 Masters
- 5. Rotax Micro Max
- 6. Rotax Mini Max
- 7. Rotax Junior Max
- 8. Rotax Senior Max
- 9. Rotax Masters Max

Wednesday Night DD2 Classes

The following eligible championship classes among the Wednesday night DD2 group are as follows:

- 1. DD2 397
- 2. DD2 420

Additional Eligibility Criteria

In order for a championship class to be included in the award draw, a minimum of three (3) drivers must meet the driver eligibility criteria, as described as follows.

For a driver to be eligible, they must have competed in at least 70% of the club races during the year.

- For 2023, non-DD2: 12 races x 70% = 8.4 therefore roundup to minimum of 9 races.
- For 2023, DD2: 14 races x 70% = 9.8 therefore roundup to minimum of 10 races.

Motor Selection

Each draw winner may select any Rotax Max engine of his or her choosing (Micro, Mini, Junior, Senior, or DD2), provided that the engine must be used by that driver in the following race season (i.e. a 9 year-old cannot select a Junior, Senior or DD2; and a 25 year-old cannot select a Micro, Mini or Junior).

The winner of the random draw must decline the award if they do not intend to compete in a Rotax class in the following season. If a winner of the draw declines the award, the prize will be re-drawn amongst the remaining eligible drivers for that class.





In addition to the regular weekend Championship Series, the EDKRA hosts a separate DD2 Championship series, run exclusively on Wednesday nights.

	EDKRA DD2 CLASSES							
	Class	License	Age (birth year)	Weight (minimum) (lbs)	Engine Technical Regulations	Tires (Dry)	Tires (Wet)	Other Notes
1	DD2 397	A	15+ (2008 or before)	397	RMCC Tech Regs	Mojo D5	Mojo W5	
2	DD2 420	А	15+ (2008 or before)	420	RMCC Tech Regs	Mojo D5	Mojo W5	

The DD2 series runs 14 events during the season, and points are maintained by Brent Holowachuk.

The event format includes a one hour open qualifying session from 5-6 pm, and 3 heat races per night.

