



2018 Pfaff Kartsport Cup National Championship Supplementary Regulations

May 17, 2018

Sanctioned by:



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1. The Pfaff Kartsport Cup Series

The Pfaff Kartsport Cup series and events are organized by Goodwood Kartways, Mosport Kartways and ASN Canada FIA.

2. Sanctioning

The Series is sanctioned by ASN Canada FIA.

3. Series Inquiries

5200 2nd Concession, Stouffville, Ontario Canada - L4A 7X4 - (905) 640-5278
daniel@goodwoodkartways.com

4. Series Schedule

The series is a 3 Round championship with 5 Races.

Round 1	May 19-20	Goodwood Kartways, Stouffville, Ontario	Races 1 & 2
Round 2	July 7-8	Mosport Kartways	Races 3 & 4
Round 3	August 17-19	Mosport Kartways	Race 5

5. Driver, Team and Parental Sportsmanship Theme

All participants, including entrants, drivers, crewmembers and parents/guardians shall conduct themselves according to the highest standards of behaviour and sportsmanship, particularly in relations with other competitors, officials, sponsors and their products, and in a manner that shall not be prejudicial to the reputation of the Pfaff Kartsport Cup, ASN, promoters, sponsors, organisers, or to kart sport in general.

Sportsmanship means any person's conduct and behaviour while participating in a sport. Examples are fairness, respect for one's opponent, and graciousness in winning or losing.

Any abuse of officials or other participants will not be tolerated. Entrants, drivers and parents/guardians are responsible at all times for the conduct of their driver, crewmembers and guests. Any violation of this regulation is directly chargeable to the entrant and/or driver.

Yelling, shouting, physical altercations, bullying, intimidation either directly at an event or on internet social network programs are considered violations of this regulation.

Violation of this regulation can result in penalties including loss of Series points, driving privilege suspension, monetary fine, exclusion from a track session and/or the event and/or the Pfaff Kartsport Cup series.

6. Event and Championship Awards

Championship Awards

Pfaff Kartsport Cup will award Series Championship trophies to the top three drivers of each class in the Pfaff Kartsport Cup final points standing.

The championship winning driver in each of the Rok classes will be invited to join team Canada at the Rok Cup International Final.

The championship winning driver in each of the Briggs classes will receive Entry Fees and transportation to an International Briggs Race.

The championship winning driver in Rok Senior & Rok Masters will win a set of Fittipaldi Sport Wheels.

Additional prizes may be added during the season. Prizes will be distributed at the end of the year awards banquet.

Event Awards

Pfaff Kartsport Cup will present trophies to the first, second and third best points total for the two final races of each class for each race event. Ties will be broken by qualifying position.

Awards are not transferable by the winners.

7. 2018 POINTS CHART AND AWARDS

Qualifying

Position	Points Awarded	Position	Points Awarded	Position	Points Awarded
1	20	2	10	3	5

Only top three drivers score points in qualifying.

Final

Position	Points Awarded	Position	Points Awarded	Position	Points Awarded
1	200	11	85	21	35
2	175	12	80	22	30
3	155	13	75	23	25
4	140	14	70	24	20
5	130	15	65	25	15
6	120	16	60	26	10
7	110	17	55	27	5
8	100	18	50	28	0
9	95	19	45	29	0
10	90	20	40	30	Cont'd

8. Event Officials

Race Director:	Bill Oakman	Chief Steward:	Norman Jennings
Deputy Race Director:	Rob Oakman	Deputy Steward:	TBA
ROK Tech Inspector:	Paul Hunter	Starter:	Nicholas Pegg
Briggs Tech Inspector:	Bruce Fowler	Timing and Scoring:	Jeff Conte

9. Regulations and Precedence of Regulations

The event will be run in accordance with:

2018 ASN Canada FIA Canadian Karting Regulations

Book 1 Sporting Regulations

Book 2 Technical Regulations

Available at www.asncanada.com

ROK Regulations available at www.asncanada.com

ASN Briggs & Stratton Regulations available at www.asncanada.com.

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

- a) 2018 ASN Canada FIA Canadian Karting Regulations.
- b) ASN Bulletins.
- c) ASN issued ROK and Briggs & Stratton Bulletins.
- d) These Supplementary Regulations.
- e) Official Pfaff Kartsport Cup Bulletins issued before and at the event.
- f) Instructions from Officials listed in section 9.

Any claim of lack of knowledge of the Regulations will not be entertained.

10. Amendment to Regulations

When an event official schedule has started, amendments involving the Regulations and the event schedule can only be made by the ASN and the Series Chief Steward.

11. Pfaff Kartsport Cup Class Structure

CLASS	WEIGHT	AGE	ENGINE	TIRES	LICENSE
MINI ROK	240 lbs	8 – 11	Vortex Rok	VEGA ONT 4.6/4.6	C/D
ROK JUNIOR	330 lbs.	12 – 15	ROK GP	VEGA ONT 4.6/7.1	B
ROK SENIOR	360 lbs.	15+	ROK GP	VEGA ONT 4.6/7.1	A
ROK MASTERS	395 lbs.	30+ /200lbs+	ROK GP	VEGA ONT 4.6/7.1	A
BRIGGS CADET	235 lbs.	7 – 11	LO206/RED	VEGA ONT 4.6/4.6	D
BRIGGS JR LITE	265 lbs.	11 – 15	LO206/BLUE	VEGA ONT 4.6/6.5	C
BRIGGS JUNIOR	300 lbs.	12 – 15	LO206/YELLOW	VEGA ONT 4.6/6.5	B
BRIGGS SENIOR	340 lbs.	15+	LO206/BLACK	VEGA ONT 4.6/6.5	A
BRIGGS MASTERS	375 lbs.	30+ /200lbs+	LO206/BLACK	VEGA ONT 4.6/6.5	A

12. Wet Tires

Wet tires for all classes will be VEGA ONT W5. Drivers must use 4.60 fronts and 6.50 rears in wet conditions except for Mini Rok and Briggs Cadet which will use 4.60 fronts and rears.

13. Used Tires

New tires can only be used if purchased from event organizer prior to the event. If a driver is using used tires they must show signs of visible wear, including but not limited to wearing off of vent spews, dye band worn away, graining, camber wear etc. Tires may be inspected by an official prior to qualifying. If new tires are found on the grid that were not purchased from event organizer prior to the event qualifying times will be disallowed.

14. Fuel Specification Briggs & Stratton

Fuel used by the participants must comply with the 2018 ASN Canada FIA National Karting Regulations.

The spec fuel for Goodwood is Esso Supreme Synergy Gasoline Octane 91. Designated spec Fuel Station – Esso in Stouffville, on the south/west corner of Bloomington Rd (#47) and Markham Rd (#48)

The spec fuel for Mosport is Petro Canada – 91 Octane. Designated spec Fuel Station – Petro Canada – 8262 Hwy 35/115 (West side) Orono.

15. Fuel Supply

It is the driver's responsibility to have fuel for each event.

16. Fuel Specification All ROK Classes

The spec fuel for ALL Rok classes is Sunoco 110 Racefuel which is available at the track.

17. ROK Classes – Oil Spec

All Rok classes will use Silkolene Pro KR2 as the spec oil.

18. Eligible Entries and License Requirements – All classes

a) Residents of Canada

Canadian residents must be members in good standing of any ASN Canada FIA affiliated kart club. They may enter any Pfaff Kartsport Cup Class provided they possess the appropriate ASN National Grade license, their kart meets the appropriate technical requirements, and the driver meets the entry qualifications for their particular class.

b) Residents of the USA

For all classes, residents of the USA must possess a current and valid licence/membership issued only by the World Karting Association.

c) Foreign Drivers

Foreign drivers are non-Canadian and non-USA drivers and must possess a current and valid National Licence issued by the ASN of their home country. In addition, the driver must present a Letter of Permission issued by the ASN of their home country authorizing them to compete.

Competitors who are foreign licence-holders will not be eligible to score points in the classification of the Pfaff Kartsport Cup championship in any class.

Foreign drivers are listed on the Official Results but not on the Championship Scoring Results. When excluded from the Official Results for Championship scoring, everyone moves up accordingly.

19. Competition Numbers

All karts must have a unique number of three digits made up of numerals only except Briggs & Stratton Cadet. The first digit in each three-digit number must correspond to the table below. No letters will be allowed. National competitor number reserved with ASN Canada FIA prevails if two competitors have the same number.

Numbers	Class		Numbers	Class
102-199	ROK Mini		2-99	Briggs & Stratton Cadet
202-299	ROK Junior		102-199	Briggs & Stratton Junior Lite
302-399	ROK Senior		202-299	Briggs & Stratton Junior
402-499	ROK Masters		302-399	Briggs & Stratton Senior
502-599	ROK Shifter & Shifter Masters		402-499	Briggs & Stratton Masters

20. Event Schedule

Event schedule will be posted online and available at the track before the event.

21. Event Registration Fees

The registration fees for the classes are outlined in the table below. Subsequent entries for the same driver will receive a \$50.00 discount. The registration covers all on-track activity Saturday and Sunday. Entry includes 1 driver pass, 1 mechanic pass, 20x30 paddock space and transponder rental.

Fee	Class		Fee	Class
\$245 + HST	ROK Mini		\$225 + HST	Briggs & Stratton Cadet
\$295 + HST	ROK Junior		\$245 + HST	Briggs & Stratton Junior Lite
\$295 + HST	ROK Senior		\$245 + HST	Briggs & Stratton Junior
\$295 + HST	ROK Masters		\$245 + HST	Briggs & Stratton Senior
\$295 + HST	ROK Shifter & Shifter Masters		\$245 + HST	Briggs & Stratton Masters

22. Registration Process

- a) Online registration opens approximately 30 days prior to event date and close the Thursday night prior the event at midnight. After the closing of the online registration, only onsite registration will be possible.
- b) For onsite registration, a \$50.00 late registration fees will apply (1 late fee for the weekend). Payments accepted are in cash or credit card.
- c) Participant Info. – All participants and crew members must read and sign a waiver form. No participant will be allowed to practice on Saturday until they have registered for the event.
- d) At Registration, each participant must submit a fully completed Pre-Technical Inspection Self-Declaration form. Registration will issue the appropriate kart sticker only after the payment of event fees and completion of all required paperwork.
- e) Drivers found on the track without having completed the approved Pre-Technical Inspection Self-Declaration form are subject to penalty.
- f) All karts must bear the appropriate kart sticker and kart number before entering the track.
- g) It is the competitor's responsibility to ensure that their kart meets the technical requirements for their class throughout the entire race event.
- h) Any kart or driver's racing equipment is subject to Technical Inspection at any time.

23. Paddock Spaces

See each event supplementary regulation.

24. Restricted Areas

The racetrack infield, the perimeter of the track, the Pit Lane, Pre-Grid, Grid, Scale Area and Technical Inspection areas are restricted areas.

Access to the Grid and Pit Lane is available only to participants when their class is running. One crewmember with a Mechanic's Pass is allowed on the Grid with each entry.

A Hot Pit will not be used during practice, qualification sessions or races.

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

25. Quiet Rule

Quiet Rule is in force for all classes as per ASN Canada Karting regulations Book 1, Regulation 13.2 for every event.

26. Driver Briefings

Drivers must attend the driver briefing on any day when they are required to be on the racetrack. A presence control or role call may occur. Drivers may be subject to penalties or a minimum fine of \$30.00 for being late or missing the Driver Briefing

27. Number of Karts on the Race Track

ASN Canadian Karting Regulations Book 1, Regulation 9.3.

A maximum of 34 karts will be allowed to start in a Final at all races. The Race Steward may alter the maximum number at all Rounds.

28. Eligibility to Race in a Pre-Final and Final Race

All entries must participate in qualifying for their class. A driver who has not competed in Qualifying will start the Pre-Final in the rear.

All entries must participate in the Pre-Final for their class. A driver who has not competed in the Pre-Final, will start the Final 1 at the rear.

The finishing positions in the Pre-Final will determine the starting grid for the Final 1.

The finishing positions in the Final 1 will determine the starting grid for the Final 2 with the exception of the top-10 drivers which will be started in an inverted order, 1st starts 10th, 2nd starts 9th, 3rd starts 8th, and so on. In classes with less than 10 drivers only the top-5 drivers will invert as above.

29. Qualifying Procedures

ASN Canadian Karting Regulations Book 1, Regulation 10.3. Qualifying for a Race.

For qualifying sessions, drivers will be split into groups of 4-8 at the grid marshal's discretion, drivers will enter the track from the pre-grid only, in reverse order from final practice starting with the slowest driver. Drivers are required to be ready on the grid before their designated groups session.

Late drivers will not be permitted to enter the track and thus unable to set a qualifying time and will start the Pre-Final at the rear.

A driver can only enter the track when designated by the grid marshal. Drivers must remain spaced out and at full racing speed at all times, drivers may not slow to interfere, or work with another driver, penalties will apply for not following this procedure at the Race Director's discretion.

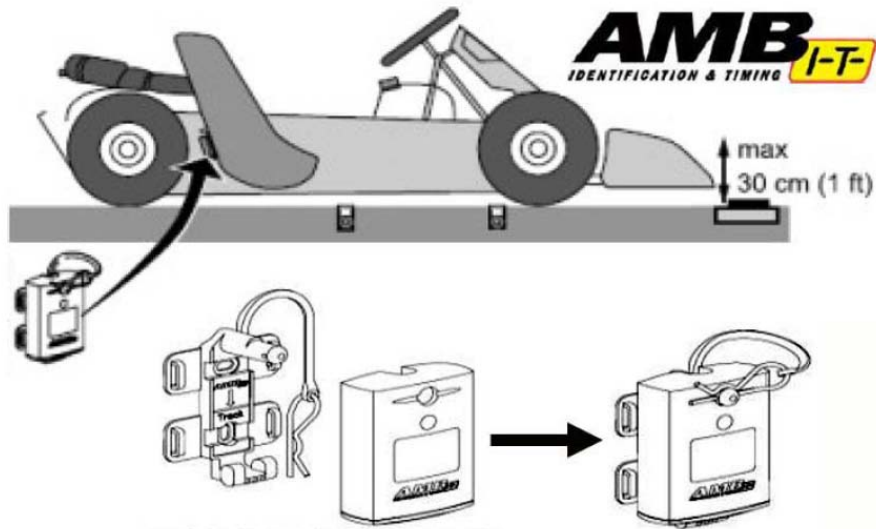
Drivers will make 2 timed laps and then exit the track only through the designated weighing area. Drivers will be shown a Green flag to start their first timed lap, a White flag to start their second timed lap, and a Checkered flag to conclude their session.

Once the track is clear the next group will be released, any recoveries will be made at the conclusion of the qualifying session.

If a driver stops for any reason during a qualifying session the driver will be allowed one attempt to try and start again with or without assistance from race officials. A driver may not receive assistance from anyone other than an official of the event.

30. Transponders

Each kart must be equipped with a transponder mounting bracket. The transponder must be installed according to AMB / Mylaps instructions.



Event organizers will not have transponders for rent. Transponders may be rented from a third party. It is recommended that competitors purchase their own transponder.

Neither the Organizer or the Officials are responsible for any transponder failure during the event.

Drivers must register their transponder number, either their own or rented from a third party, on the entry form or at the latest the time of the onsite event registration.

31. Marking of Engine and Tires

Engines and tires will be marked either manually or electronically, before or after qualification sessions. It is the driver's responsibility to be sure that their engine and tires are marked before leaving the area where the engine and/or tires are marked.

32. Re-starting Karts

ASN Canadian Karting Regulations Book 1, Regulations 11.1. Re-starting Karts.

33. Race Starts

ASN Canadian Karting Regulations Book 1, Regulation 10.5. Race Starts – Rolling Start with Marked Lanes.

For Rok Shifter/Masters ASN Canadian Karting Regulations Book 1, Regulation 10.6. Race Starts – Standing Starts

34. Procedure at the End of a Qualifying Session or Race

ASN Canadian Karting Regulations Book 1, Regulation 11.7. Procedure at the End of a Qualifying Session or Race.

35. Procedure at the End of Finals

ASN Canadian Karting Regulations Book 2, Regulation 6. POST-RACE TECHNICAL INSPECTION.

The top five (5) finishers in each Final race in each class will proceed to the Parc Fermé and remain there until released by Technical Officials.

36. Official Notice Board

The Official Notice Board location will be specified in the event supplementary regulations.

37. Podium ceremony

Prizes and trophies winners must be present to the podium ceremony wearing their racing suits, closed and zipped. If a driver cannot attend the podium ceremony for a good reason, he must inform the Steward before the ceremony. Failure to respect this procedure exposes the competitor to penalty.

38. Organizers Claiming Rule

In order to maintain a level playing field for members and guests, there is a CLAIMING RULE FOR ALL CLASSES.

Competitors making a claim at an event must be entered in the affected class. 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 competitor making a claim must give written notice to the Event Organizer prior to the display of the chequered flag of the class final race and must include payment in full.

The price, payable to Goodwood Kartways, to claim an engine in a Briggs class is as follows:

\$825.00 – replacement cost
plus a \$150.00 transfer fee,
plus a \$225.00 administrative fee,
Total - \$1,200.00 plus HST.

The price, payable to Goodwood Kartways, to claim an engine in a Rok class is as follows:

\$3,800.00 – replacement cost
plus a \$500.00 transfer fee,
plus a \$500.00 administrative fee,
Total - \$4,800.00 plus HST.

There can only be one claim on an engine at an event. The first fully completed claim is the only claim. The Organizer will hold the claim money until the claimed engine has been inspected for legality. Inspection of claimed engine is according to class regulations and MAY NOT be waived by any party.

The claimed engine will be tagged as soon as it comes across the scales and will be immediately taken to the Organizer for inspection and remain in Organizer'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 Organizer Technical director is final and binding and no further action can be taken by any party.

If the claimed engine is found to be legal:

The claimed engine will be awarded to the claimer.

The claimer will receive any and all items which are found in the originally packaged product.

All external components are subject to inspection but will be returned to the claimed party.

Goodwood Kartways will award the claimed party w/ a NEW engine in a factory sealed box, plus a corresponding transfer fee.

If the claimed engine is found to be illegal:

The Organizer Tech Director must confiscate ALL illegal parts and related parts from the claimed engine.

The Claimer has the option to void the claim if engine is found illegal and claim money less the administrative fee will be returned to the person filing the claim.

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.

The Organizer may make alternative concessions if a particular situation justifies it.

This Claiming Rule is subject to change at the discretion of the Organizer. Any change in this rule will be posted on-line in accordance with our Rules and Regulations.