



## **MIKA - 2018 Competition Rules and Regulations**

**Mosport International Karting Association (MIKA) is an ASN Canada FIA affiliated kart club. MIKA follows the 2018 ASN Canada FIA Canadian Karting Regulations. The following are supplements to both rule sets (sporting and technical), and are to be used in all organized MIKA events.**

- ❖ The MIKA schedule is available on the club's official website at [www.mosportkartways.com](http://www.mosportkartways.com). The schedule contains all information pertaining to the name, date, and location of all events. All MIKA events are sanctioned by ASN Canada FIA.
- ❖ Contact Information: 3233 Concession Road 10, Bowmanville, Ontario L1C 3K6 - (905) 983-7223
- ❖ MIKA organizes all scheduled events at Mosport Kartways located in Bowmanville, unless otherwise stated. Mosport Kartways is a sixteen turn, 1.5 kilometre permanent karting specific asphalt race track. The course can be run in various configurations and in both directions.
- ❖ MIKA follows ASN Canada FIA Canadian Karting recommendations including a supplemental rule set completed by MIKA Officials.
- ❖ Events will be run in accordance with the 2018 ASN Canada FIA Canadian Karting Sporting and Technical Regulations (available at [www.asncanada.com](http://www.asncanada.com)), the 2017 Rotax Max Challenge Regulations (available at [www.maxchallenge.ca](http://www.maxchallenge.ca)) and these Supplemental Regulations.
- ❖ It is the drivers responsibility to read and understand any and all rules prior to participating in any MIKA event.

- ❖ Eligibility is open to all current MIKA members. Visiting members may participate in MIKA events provided that they hold a valid ASN affiliated club membership. Proof of valid membership is required.
- ❖ Registration will open the morning of each scheduled event. Race day fees are \$80 for all members and \$90 for all visiting members. All fees shall be payable to Mosport Kartways. Please note that when competing in TRAK/MIKA Inter-Club races ALL TRAK/MIKA members will receive the preferred rate of \$80 even when visiting the others location.
- ❖ Technical Inspection must be completed prior to any on track activity. The Technical Inspection method used by MIKA is self declaration. Each participant must submit a fully completed Pre-technical Self-declaration form to a designated MIKA official in exchange for the event sticker. The event sticker must be displayed on the front faring prior to any on track session. Forms will be made available at registration.
- ❖ Transponders are included in the registration fee. Transponders that are not returned by the end of the day will be subject to a \$50.00 administrative fee. Competitors are responsible for the full replacement fee for transponders that are not returned.
- ❖ Qualifying procedures will vary based on the type of format being run. Race formats are listed on the official MIKA schedule.
- ❖ The Official race day schedule will be posted on [www.mosportkartways.com](http://www.mosportkartways.com) 24hrs prior to any event. Full race details will also be available there.
- ❖ All race day information including session results will be posted at the track on the Notice Board.
- ❖ The following classes will be offered in the 2017 MIKA Championship:
  - Briggs Cadet
  - Briggs Junior Lite
  - Briggs Junior
  - Briggs Senior
  - Briggs Masters
  - Mini Rok
  - Rok Junior
  - Rok Senior
  - Rok Masters

- Rok Shifter
- ❖ All classes require minimum enrollment (5). Classes are subject to cancellation if minimum enrollment isn't achieved.
- ❖ Championship points will be awarded according to the points chart found below.

### **2018 POINTS CHART AND AWARDS**

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

### **Additional Notes:**

- Points are assigned based on overall finishing position in the final.
- Races are complete and final when checkered flag is displayed regardless of distance.
- MIKA members best 11 out of 13 finishes will count towards the Final Point Standings
- In the event of a tie in the year-end points totals, the class champion will be determined by the driver with the most 1st place finishes throughout the season. If the number of 1st place finishes is also equal, the winner will be the driver with the most 2nd place finishes etc.
- A driver who receives a DNS (failed to take the green flag) during the Final, will be scored "5" points.
- A driver who receives a DNF or black flag w/ orange disc issued during the Final, will be scored points according to his/her finishing position after leaving the track.
- A driver who receives a black flag during the Final, will be scored "0" points.
- A driver who is DQ'd in post tech for a technical infraction will be scored "0" points and the event cannot be dropped from his year end totals.

- A driver who fails to meet minimum weight at scales after final will be scored "0" points and will be allowed to drop this score.
- Drivers who compete in all 13 MIKA races throughout the 2017 Championship will be awarded 25 Bonus Points which will be added to their year-end points total. Additionally, these drivers will be recognized at the year-end banquet and entered into a special prize draw honouring them for their dedication to the club.

### **2018 CLASS STRUCTURE**

<b>CLASS</b>	<b>WEIGHT</b>	<b>AGE</b>	<b>ENGINE</b>	<b>TIRES</b>	<b>LICENSE</b>
MINI ROK	240lbs.	8-11	Vortex Rok	VEGA ONT 4.6/4.6	C/D
ROK JUNIOR	330lbs.	12 - 15	ROK GP	VEGA ONT 4.6/7.1	B
ROK SENIOR	360lbs.	15+	ROK GP	VEGA ONT 4.6/7.1	A
ROK MASTERS	395lbs.	30+ /200lbs+	ROK GP	VEGA ONT 4.6/7.1	A
ROK SHIFTER	385LBS.	15+	SHIFTER ROK	VEGA WHITE 4.6/7.1	A
BRIGGS CADET	235lbs.	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

### **Appointed Directors of MIKA:**

- ❖ President: Stuart Drummond
- ❖ Treasurer: Andrea Pegg
- ❖ Secretary: Jane Woolridge
- ❖ Board Members:
  - Paul Kashak
  - Bob Pegg
  - Dave Cusson
  - Dave Miller
  - Dave Anderson
  - Jamie McArthur
  - Tina Myers
  - Doug Myers

### **Appointed Officials of MIKA:**

- ❖ Registration: Mosport Kartways - Stefanie Di Leo/Jeff Conte
- ❖ Race Director: MIKA - Scot Stuart
- ❖ Starter: Mosport Kartways – Nick Pegg
- ❖ Grid Marshall: Mosport Kartways – Logan McArthur
- ❖ Inspector: MIKA – Bruce Fowler

### **SUPPLEMENTAL SPORTING REGULATIONS (BOOK 1)**

**2c)** Participation in a MIKA event is restricted to members of the club. Visiting members are permitted to participate in a maximum of three (3) events in a calendar year provided that they hold a valid ASN affiliated club licence.

**4.7b)** Senior Age: All drivers shall be at least 15 years old or seek written approval from MIKA to participate in a senior class. Approval may be granted for any obvious handicap solely at MIKA's discretion. Driver's experience will be considered.

**5.2)** Helmet Cushions (neck collars) are mandatory in all Junior classes.

**5.9)** ASN identification is encouraged. Drivers are encouraged to wear an ASN patch on the front of their driver's suit and above the waist.

**9.6c)** Waiver forms and parental consent forms must be completed during the membership application process. These documents will be collected annually and kept on file.

**Notes:** Participants who wish to make an inquiry regarding a penalty and/or decision imposed by a MIKA Official must complete the MIKA Incident Review Form found below. Any other type of inquiry will not be entertained. Completed Forms will be reviewed and addressed before next on-track session. This is an inquiry only. Full investigations must still follow protest procedures.

#### **Libel Penalties**

Posting comments that can harm the reputation of officials, competitors, the track, or the series directly or indirectly. This could also result in legal action.

**Competitors, coaches, mechanics, and parents.**

- First offense is a \$500 fine or a 3-race suspension with 1-year probation from the issue date of the penalty.
- Second Offense is a \$1000 fine or a 6-race suspension with 2-year probation from the issued date of the penalty.
- Third offense is \$2000 fine, 1-year suspension, and 3-year probation from the issued date of the penalty.
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**Teams, manufacturer reps, sponsors.**

- First offense is a \$1,000 fine or a 3-race suspension with 1-year probation from the issued date of the penalty.
  - Second offense is a \$2000 fine or a 6-race suspension with 2-year probation from the issued date of the penalty.
  - Third offense is a \$5000 fine with a 1-year suspension from all events and 5-year probation from the issued date of the penalty.
- The person's highest position determines the level of penalty.
    - eg. Driver and Team owner, penalty is based on Team Owner position
  - Fines/suspension/probation increases if more than one name is included.
  - Libelous comments on your post made by others must be removed within 24 hours or face penalty.
  - Sharing a libelous comment is considered publishing and shall be treated as such.

**Publishing of Penalties**

All Suspensions, Disqualifications, Probations, and other Infractions deemed appropriate by the Officials, may be published on the results board, MIKA social media pages, and/or released to the general media via press release. There is no appeal.

**SUPPLEMENTAL TECHNICAL REGULATIONS (BOOK 2)**

**9.1a)** See "2018 Class Structure" chart above for spec tire requirements. 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.

**9.1b)** Members must use original PERMANENTLY stamped VEGA Blue ONT tires. Approved tires with removable ONT sticker will NOT be allowed.

**30)** The spec fuel for the club is Petro Canada - 91 Octane. Fuel must be purchased at the designated spec fuel station. Designated Spec Fuel Station: Petro Canada - 8262 Hwy 35/115 (West side) Orono, Ontario L0B 1M0 Tel.: (905) 983-9290

The spec fuel for ALL Rok classes is Sunoco 110 Racefuel which is available at the track. It is the drivers responsibility to have fuel for each event. All Rok classes will use Silkolene Pro KR2 as the spec oil.

### **Cameras:**

New mounting positions

#### 4-cycle

1. Upper fairing mount position - A second mount behind the existing one allowing for a camera to be positioned to face the driver.
2. Lower fairing mount position - Below existing lower mounting hole on fairing.
3. Rear seat mounting position - Must not protrude above top, below bottom plane of seat when viewed from the side in a level position.
4. Left Side-pod mounting position
5. Front Chassis mounting positions - Between a-bend and spindle mount. Mount must be metal with metal bolts and locking nuts or pinned/wired fasteners. Must not drop below lowest portion of frame rail. Must not interfere with pedals, feet, steering mechanism, spindle, or wheels and tires.

#### 2-cycle

1. Upper fairing mount position - A second mount behind the existing one allowing for a camera to be positioned to face the driver.
2. Lower fairing mount position - Below existing lower mounting hole on fairing.
3. Rear seat mounting position - Must not protrude above top, bottom, or side plane of seat when viewed from the front of the kart.
4. Left Side-pod mounting position
5. Radiator mount position
6. Front Chassis mounting positions - Between a-bend and spindle mount. Mount must be metal with metal bolts and locking nuts or pinned/wired fasteners. Must not drop below lowest portion of frame rail. Must not interfere with pedals, feet, steering mechanism, spindle, or wheels and tires.

Mounts must be from the manufacturer of the camera, be designed specifically for the camera, or be manufactured out of metal, be secured by a single bolt of no less than a quarter inch in diameter that is pinned/wired or secured with locking or pinned/wired nuts, or by a minimum of two 1/8 inch bolts that are pinned/wired or secured with locking or pinned/wired nuts.

Other mounting devices must be inspected at the track prior to use and be approved by the Race Director and Technical Director.

**SUPPLEMENTAL SPORTING APPENDIX FOR ALL BRIGGS LO206 CLASSES**

In order to maintain a level playing field for members and guests, MIKA Board of Directors adopt a CLAIMING RULE FOR BRIGGS & STRATTON LO206 CLASSES. The claiming rule has been very successful at clubs across Ontario and continues to foster growth in the grass roots 4-cycle classes.

1. 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.
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.
3. The price, payable to Mosport Kartways, to claim an engine in a Briggs class is as follows:
  - a) \$825.00 – replacement cost
  - b) plus a \$150.00 transfer fee,
  - c) plus a \$225.00 administrative fee,
  - d) Total - \$1,200.00 plus HST.

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

- e) \$3,800.00 – replacement cost
  - f) plus a \$500.00 transfer fee,
  - g) plus a \$500.00 administrative fee,
  - h) Total - \$4,800.00 plus HST
4. There can only be one claim on an engine at an event. The first fully completed claim is the only claim. MIKA 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.
5. The claimed engine will be tagged as soon as it comes across the scales and will be immediately taken to the MIKA Technical Director for inspection and remain in MIKA'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 MIKA 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 the originally packaged product.
  - c) All external components are subject to inspection but will be returned to the claimed party.
  - d) Mosport Kartways will award the claimed party w/ a NEW engine in a factory sealed box, plus the corresponding 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 and claim money less the administrative fee will be returned to the person filing the claim.
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- 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 MIKA officials.
  - 9. MIKA Officials may make alternative concessions if a particular situation justifies it.
  - 10. This Claiming Rule is subject to change at the discretion of MIKA Officials. Any change in this rule will be posted on-line in accordance with our Rules and Regulations.

**INCIDENT REVIEW FORM**

Event Date:

Event:

Name of Driver:

Name of Guardian/Representative (Team Owners):

Class:

Session:

Kart#:

Penalty Received / Reason for Request:

Rule Number(s) and Description for Review (Will not be reviewed unless this section is complete):

Explanation for Review:

Decision:

Reviewed By Race Director/Stewart:

Time: