



Monaco de Trois-Rivières 2010

Supplementary Regulations

VEGA Cup #3 and ECKC RACE 5 - July 23, 24, 25, 2010

Monaco de Trois-Rivières, Trois-Rivières, Québec

Categories of Competition:

- Rotax DD2
- Rotax DD2 Master
- Rotax Master
- Rotax Max Senior
- Rotax Max Junior
- Rotax Mini-Max
- Rotax Micro-Max
- Pro Shifters
- Honda Master
- Honda Senior
- Honda Junior



On-Line Registration for Round 3 hosted by Monaco de Trois-Rivières is available at <http://www.eckc.ca/registration>

- NOTE #1: Please notice changes to Rotax Mini Max gear ratios and carburetion specifications.**
 - NOTE #2: Fuel Station is a Sunoco at Pétrole Irving, 330, rue St-Roch, Trois-Rivières (behind the Hotel Delta)**
 - NOTE #3: Online registration closes Monday July 19th, after which, registration at the track**
 - NOTE #4: Official hotel: Hotel Delta, 1620, Notre-Dame, Trois-Rivières, 1-800-268-1133**
- www.deltahotels.com This hotel is about 5 minutes walk from the track and we negotiated a special price for July 23-24, 2010. A premier room with breakfast included is \$139 plus tax. Mention that you are taking part in the Monaco when you make your reservation. Guests have access to an indoor pool and fitness center. Indoor and outdoor parking are available at the hotel (\$).

L'Urbania : 3600 Boulevard Gene-H Kruger, Trois-Rivières, 819-379-3232. This hotel is about 2 minutes in car from the track.



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1. Sanctioning

The event is sanctioned by ASN Canada FIA.

This event is included in the calendar VEGA Cup and Eastern Canadian Karting Championship. It's held in accordance with the regulations to Karting Quebec. Drivers must hold a racing license from the Karting Quebec of the year or any other license recognized by ASN Canada. This race will have to qualify for the Canadian championship.

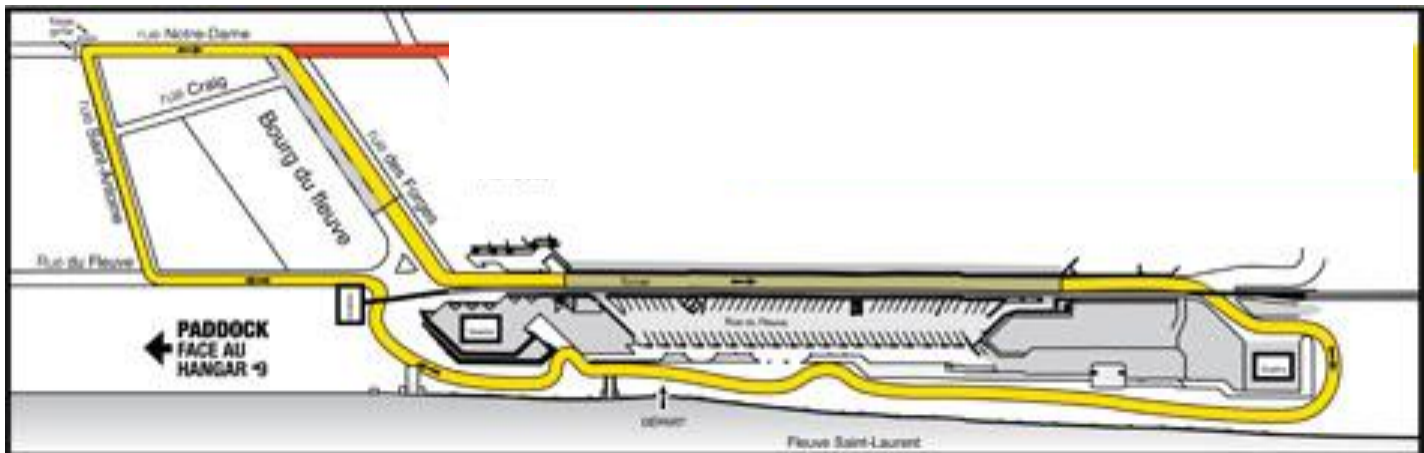
2. Event Organizer and Event Inquires

Club de Karting de l'Est du Québec
4140 Rang Saint-Charles
Trois-Rivières, Québec, G9B 7W9
Tel: (819) 377-5566
Fax: (819) 377-3249
E-mail: info@ckeque.com

Le Monaco de Trois-Rivières
2550, rue de l'Industrie
Trois-Rivières (Québec) G8Z 4R5
Tel: (819) 372-4621 Ext. :4302
Fax: (819) 374-7133
E-mail: lemonaco@v3r.net

3. The Track

The Monaco circuit has 14 turns and is 1.2 kilometres in length. The track is run in a clockwise direction.



4. Sportsmanship Theme

Participants in the Eastern Canada Rotax Challenge 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 manner that shall not be prejudicial to the reputation of the ECKC, ASN, promoters, sponsors, organisers, or to karting 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. Failure to do so may result in penalties.

Entrants or drivers are at all times responsible for the conduct of their crewmembers and guests. A violation of these regulations committed by an entrant, driver, crewmember or guest may be directly chargeable to the entrant or driver and result in penalties that may ultimately affect the outcome of the competition.

5. Registration Fees

Rotax Class Registration
Rotax DD2 (Masters), Rotax Senior, Rotax Junior, Mini-Max, Rotax Master \$125.00
Includes 1 driver pass, 1 mechanic pass, trailer parking (20X20)

Pro Shifters \$125.00
Includes 1 driver pass, 1 mechanic pass, trailer parking (20X20)

Micro-Max and Honda Class Registration
Honda Masters, Honda Senior, Honda Junior, Micro-Max \$100.00
Includes 1 driver pass, 1 mechanic pass, trailer parking (20X20)

Transponder rental (drivers may provide their own transponders) \$15.00

Pre-event controlled practice (July 24th) \$35.00

Friday practice (July 23th) \$25.00

Kart numbers will not be reserved until registration payment is complete.

6. Eligible Entries and Licence Requirements

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

Residents of the USA – USA residents are eligible for all ECKC classes provided that they present a valid kart club racing license. USA residents must pay a \$20.00 (CDN) associate member fee.

NOTE: Only permanent residents of Canada are eligible to qualify for the Rotax classes at the 2010 ASN Canada FIA Canadian Karting Championships

All participants (parents or guardian must sign for participants under 18) and crew members must read and sign a waiver form. No participant will be allowed to go on track until they have registered for the event. Participants under 18 years of age, unaccompanied by parents or guardians must produce a fully completed copy of the ASN Annual Parental Consent Waiver. Forms are available at www.asncanada.com.

Registration fees must be paid at the track the day of the event, until registration ends. Upon completion of all paper work and the payment of all fees, documentation and passes will be given to the participants.

If a cheque is discovered to be without found upon cashing, it will be deemed that the driver did not take part to the race and his results will be erased.

All karts must have the appropriate kart sticker before entering the track.

Accreditation will take place on the track on: Friday from 2:00 PM to 8:00 PM and Saturday from 7:30 AM to 11:30 AM. Everyone admitted to the site (officials, organizers, sponsors, medias) must sign a waiver.

PLEASE NOTICE THAT EACH TENT MUST HAVE A FIRE EXTINGUISHER ON HAND, OR ELSE YOU WONT BE ALLOWED TO SET UP YOUR TENT.

N.B. The racing fees are payable by cash or cheque only.

7. Practice Days Fee

The fee for the open Friday practice July 23, 2010 is 25.00\$.

The fee for the official practice on Saturday July 24, 2010 is \$35.00.

Drivers will be entitled to trial runs on Saturday from 8:30 a.m. to 3:00 p.m. Qualifications will be in 8 minutes increments at 3:30 p.m. All drivers who want to take part in the qualification session must be registered and have handed in their technical inspection sheet before heading onto the track or else he will be subject to a penalty. All classes will have a 5 minute trial run on Sunday morning before their pre-final. If there are more than 34 registrations for a class, 2 qualifications sessions will be done and only the best 34 drivers will take part to the pre-final and final. The last session of practice before the qualification will be timed to be able to divide the group.

8. Tires to Be Used

Tires – All participants are required to purchase race tires for the 2010 Eastern Canadian Karting Championship at the event. All tires will be branded with the exception of rain tires. Participants can provide their own rain tires and/or practice tires. Tires will be available for pick up Saturday before qualifications. Tire vouchers will be sold at registration.

Only dry tires branded by the organization will be authorized. For all classes: all new dry tires have to be bought at the event at regular retail price. Used tires have to be branded by the organization.

9. Event Officials

Registration:	Club de Karting de l'Est du Québec (CKEQ)
Race director:	Érick Baker
Assistant director:	Bill Oakman
Race steward:	Denys Beaudin
Assistant race steward:	Stéphane Roy
Technical inspector:	Pierre Laberge
Assistant technical inspector:	Don Moormeister
Race starter and flaggers:	ASRQ
Timing and scoring:	Club de Karting de l'Est du Québec (CKEQ)

10. Regulations and Precedence of Regulations

The event will be run in accordance with the 2010 ASN Canada FIA Canadian Karting Regulations

Book 1 Sporting Regulations and Book 2 Technical Regulations (available at www.asncanada.com), Rotax Max Challenge Regulations (RMC - available at www.maxchallenge.ca).

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

- a) 2009 ASN Canada FIA Canadian Karting Regulations.
- b) ASN bulletins.
- c) ASN issued Rotax Max Challenge Regulations.
- d) This supplementary regulation.
- e) Official bulletins issued before and at the event.
- f) Instructions from approved officials.

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

11. Changes to Regulations

This supplementary regulation can only be amended or changed by the Eastern Canadian Karting Championship or the Coupe de l'Est du Québec organizers and by the event steward as necessary. The schedule of track sessions and races may be adjusted by the event organizers and officials.

12. Masters Rotax

The rules for the class MASTER allow the engine ROTAX only. On the chassis, **the front brakes are allowed**.

Class eligibility: Any driver aged 32 years and over. Drivers under 32 years old weighing 190 lbs and more with their equipment except the headset will be allowed to participate in the class. The verification process should be made after each official release on the track. The driver under 32 years doing 190 lbs and more will be weighed without his kart. Once this check done, he will be weighed with his kart and must meet the weight class regulations.

13. Class Structure

Class	Grade	Age	Engine Rules	Weight (Kg)	Weight (Lbs)
Rotax DD2	B	15 years old and more	RMC	173	381
Rotax DD2 Master	C	32 years old and more	RMC	180	396
Rotax Master	C	32 years old and more	RMC	174.6	385
Rotax Max Senior	B	15 years old and more	RMC	165	364
Rotax Max Junior	C	12 to 16 years old	RMC	145	320
Rotax Mini-Max	C	10 to 14 years old	RMC	131.5	290
Rotax Micro-Max	C	8 to 10 years old	RMC	106.5	235
Pro Shifters	B	15 years old and more	ASN	184	405
Honda Senior	C	15 years old and more	ASN	149.7	330
Honda Junior	C	9 to 15 years old	ASN	127	290
Honda Master	C	30 years old and more	ASN	165.5	365

14. Rotax Micro MAX and Rotax Mini MAX

Gear Ratio and Carburetor Set-ups. The following specifications are mandatory for the Monaco de Trois-Rivières.

Rotax Micro MAX

Gear Ratio:

Front sprocket: 14

Rear sprocket: 73

Carburetion:

Needle: K98

Combination 2: Floats are marked with "gr 3.6"

Idle jet is stamped with the digits "60-60"

Idle jet insert is stamped with the digits "60"

Main Jet: 125

Rotax Mini MAX

Gear Ratio:

Front sprocket: 13

Rear sprocket: 82

Carburetion:

Needle: K98

Combination 1: Floats are marked with "gr 5.2"

Idle jet is stamped with the digits "30-30"

Idle jet insert is stamped with the digits "60"

Main Jet: 155

15. Tire, Oil Specifications

Class	Type	Tire	Model	Front Size	Rear Size	Oil
Rotax DD2	Dry	MOJO	D3	10x4.50-5	11x7.10-5	Motul Kart GP OR Elf 909
	Rain	MOJO	W2	10x4.20-5	11x6.00-5	
Rotax DD2 Master	Dry	MOJO	D3	10x4.50-5	11x7.10-5	Motul Kart GP OR Elf 909
	Rain	MOJO	W2	10x4.20-5	11x6.00-5	
Rotax Master	Dry	VEGA	NORD-AM	10x4.60-5	11x6.50-5	Motul Kart GP OR Elf 909
	Rain	VEGA	W5	10x4.20-5	11x6.00-5	
Rotax Max Senior	Dry	MOJO	D2	10x4.50-5	11x7.10-5	Motul Kart GP OR Elf 909
	Rain	MOJO	W2	10x4.20-5	11x6.00-5	
Rotax Max Junior	Dry	MOJO	D2	10x4.50-5.00	11x7.10-5	Motul Kart GP OR Elf 909
	Rain	MOJO	W2	10x4.20-5	11x6.00-5	
Rotax Mini-Max	Dry	VEGA	NORD-AM	10x4.60-5	11x6.50-5	Motul Kart GP OR Elf 909
	Rain	VEGA	W5	10x4.20-5	11x6.00-5	
Rotax Micro-Max	Dry	VEGA	NORD-AM	10x4.60-5	10 x 4.60-5	Motul Kart GP OR Elf 909
	Rain	VEGA	W5	10x4.20-5	10x4.20-5	
Pro Shifter	Dry	VEGA	FM	10x4.60-5	11x7.10-5	OPEN
	Rain	VEGA	W5	10x4.2-5-5	11x6.00-5	
Honda Senior	Dry	VEGA	NORD-AM	10x4.60-5	11x6.50-5	OPEN
	Rain	VEGA	W5	10x4.20-5	11x6.00-5	
Honda Junior	Dry	VEGA	NORD-AM	10x4.60-5	11x6.50-5	OPEN
	Rain	VEGA	W5	10x4.20-5	11x6.00-5	
Honda Master	Dry	VEGA	NORD-AM	10x4.60-5	11x6.50-5	OPEN
	Rain	VEGA	W5	10x4.20-5	11x6.00-5	

WET TIRES: Participants acquire specified wet tires from their own sources. The quantity of WET tires may be adjusted in a future event bulletin depending on weather and track conditions.

Rotax Max Classes:

RMC regulations apply.

DRY: One set of four DRY tires for the ENTIRE round (Saturday and Sunday).

WET: One set of four WET tires for the ENTIRE round (Saturday and Sunday).

Canada Junior and Canada Senior:

DRY: One set of four DRY tires for the ENTIRE round (Saturday and Sunday).

WET: One set of four WET tires for the ENTIRE round (Saturday and Sunday).

Rotax Mini MAX and Rotax Micro MAX:

DRY: One set of four DRY tires for the ENTIRE round (Saturday and Sunday).

WET: One set of four WET tires for the ENTIRE round (Saturday and Sunday).

16. Paddock Spaces

Contact ECKC (Stéphanie Bergeron) by email at info@ckeque.com or by phone at 819-377-5566 ext: 248.

In the registration fees, you have a 20X20 space included, if you exceed this space you will have to pay another \$25 for a supplementary 20X20.

Drivers may begin entering the paddock at noon on Thursday, July 22th. A spot will be assigned to each driver. Drivers may remain within their assigned area and keeping it clean, which includes picking up trashes. Trashes must be disposed according to environmental standards (paper and food in the garbage cans, toxic liquid such as oil and gas in the provided containers. **Every driver must have a fire extinguisher on hand.** Anyone who does not keep his spot clean may be forbidden from registering to a subsequent event.

All personal vehicles, trailers and motor homes must be parked in the indicated area outside of the paddocks.

17. Restricted Areas

The racetrack field, 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.

18. Driver Briefings

Drivers must attend the driver briefing.

19. Number of Karts on the Race Track

ASN Canadian Karting Regulations Book 1, Regulation 10.3.

A maximum of 34 karts will be allowed to start in pre-final and in final. The event organizer and officials may alter this number.

20. Qualifying Procedures

ASN Canadian Karting Regulations Book 1, Regulation 11.3. Qualifying for a Race.

For qualifying sessions, drivers will enter the track from pre-grid only on a first-come, first-served basis. A driver can join their designated qualifying session at any time prior to the checkered flag. Drivers must exit the track only through the designated weighing area. A driver may not leave the track and enter the pits, paddock or grid and return during a 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.

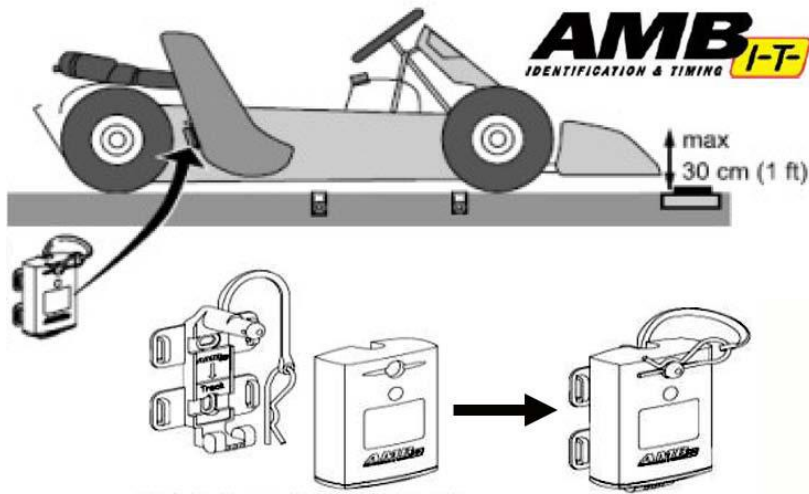
21. Transponders

Each kart must be equipped with a transponder mounting bracket. Transponders are available for a rental fee of \$15.00. Drivers who wish to rent a transponder must indicate this on their entry form. Loss or damage to a transponder provided by the event organizers will occur a cost of \$300.00 to the driver.

Drivers who have their own AMB-compatible transponders must register them on the entry form or at the time of event registration.

22. Transponder Mounting Location

The competitor is responsible for securing the scoring transponder to the kart to prevent loss of the transponder. The transponder must be mounted on the center of the rear of the driver seat. The location must be 25 cm (+/- 5 cm) from ground level. Minor offset from the center of the seat is permitted.



23. Marking of Engine and Tires

Engines and tires will be marked either before qualification sessions. It is the driver's responsibility to be sure that their engine and tires are marked before leaving the scale area.

24. Re-starting Karts

ASN Canadian Karting Regulations Book 1, Regulations 11.12. Re-starting Karts.

If a kart stops on the racetrack, whether the engine is running or not, and there is no perceived imminent danger, the driver may attempt to restart the kart without assistance other than from officials. The officials may provide assistance but are not obliged to do so. If a kart stops on the racetrack, whether the engine is running or not, the officials may order the kart to be removed immediately for safety reasons. Once ordered removed, a kart may not rejoin the track session. In the opinion of the officials, should attempts to restart appear to be unsuccessful or are taking too much time, or possibly endangering the driver or others, the kart is to be removed from the track when the driver is instructed to do so by the officials.

For Qualifying and Race sessions:

If during a qualifying session or race a kart is taken to the pit or paddock area, it is not permitted to rejoin the track unless the supplementary regulations for the event state otherwise.

Failure to follow the regulations above and/or instructions from the officials may result in penalties including loss of times, exclusion and additional penalties.

The regulations above are not subject to protest or appeal.

25. Race Starts

The Starting Grid

1. A yellow line shall be painted 25 m prior to the start line. This yellow line will also be indicated by soft cones (1 cone on each side of the track).
2. Approaching the starting area, there will be two 2-metre starting lanes.
3. From the yellow line to the start line, the two starting lanes will be separated by three soft cones placed by the officials during the second lap of the start. The cones will be removed after the start.

The Start Procedure

1. There will be a marked formation line on the race track. The location of the formation line will be determined by the race director; however it shall be located no less than 2 corners prior to the starting area. The formation line shall be additionally marked by two soft cones at the edge of the track.
2. Normally, there will be two laps prior to the start of a race.
3. On the first lap, drivers maintain their starting grid order.
4. Drivers that become out of position on the track are allowed to regain their position only prior to reaching the formation line on the second lap.
5. From the start of the second lap, the starter and all marshal stations will display a yellow flag. No passing is allowed unless a driver is regaining position.
6. On the second formation lap, drivers must slow down and be in grid formation upon reaching the formation line.
7. From the formation line to the start area, the two front drivers are responsible to maintain a reduced and constant speed and to maintain grid formation.
8. Drivers may not accelerate until passing the yellow acceleration line.
9. Drivers must maintain position in their own lane for the start and are not allowed to pass until they have crossed the start line.
10. A driver who fails to maintain the speed of the pack during the approach to the start line is liable to be sanctioned by the stewards, to a maximum penalty of 10 seconds.
11. A driver exceeding the limits of their lane prior to the start line is liable to a time penalty by the stewards: 3 second penalty for partly crossing the lanes and of 10 second penalty for completely leaving their lane.

The Start Signal

If the formation is satisfactory, the start signal will be given by switching off the red lights or the display of a green flag.

If the starter is not satisfied with the procedure, a yellow light or flag will be displayed by the starter and all marshal stations will display a yellow flag.

ReStart

If the formation is not satisfactory, one more lap will be completed. Drivers will reform by the formation line and again the two front drivers are responsible to maintain a reduced and constant speed and maintain grid formation.

Race Stoppage Due to Unsatisfactory Start

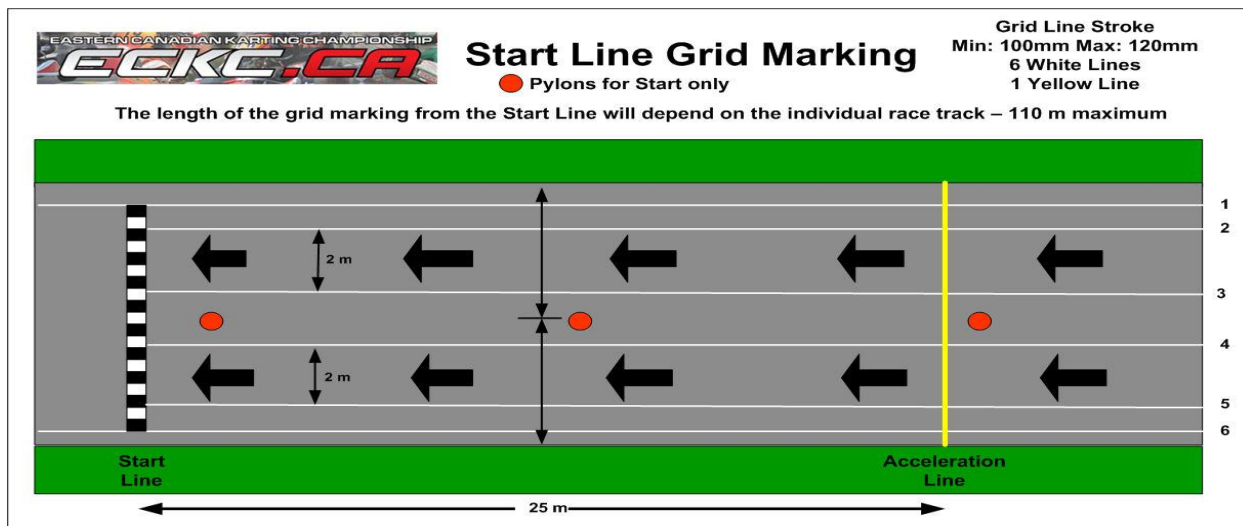
If the starter be unable to start a race because of the behaviour of the drivers, the race director may display a red flag. Drivers must slow down immediately and proceed to the start line, come to a complete stop in grid position, and await instructions from the officials.

Determination of Starting Penalties

Starting Penalties

1. One false start may be allowed. Any additional false start will subject the violator to a penalty of 20 seconds.
2. A jump start exists when a kart is more than about ½ its length ahead of the kart on the same starting row. (The kart that is ahead may not have jumped the start).
3. Starting violation time penalties are added to the competitor's finishing time.
4. Start procedure penalties are not subject to protest or appeal.

Starting Grid Marking



26. Use of the Blue with Red “X” Overlap Flag

This flag may be used in all finals. It will not be used in qualifying or pre-finals. The minimum penalty for disobeying a blue with red “X” is a \$50.00 fine.

ASN Canadian Karting Regulations Book 1, Regulation 12. Flag Signals

Shown with or without a number board to a driver about to be lapped or who has already been lapped. The driver must stop racing, maintain racing speed and return directly to the pits. Drivers who do so will be scored in the position they were in the last time they crossed the timing and scoring line.

Failure to obey this flag will result in a BLACK flag with kart number being shown, the driver will be excluded from the results and additional penalties may be issued.

27. Procedure at the End of Finals

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

The winner of the final will do one victory lap with a checker flag.

The top five (5) finishers in each final race in each class will proceed to the closed park and remain there until released by technical officials.

28. Technical Inspection

The competitor must ensure that his kart and individual equipment are in good condition and meet safety standards and regulations and the Karting Quebec regulations and the regulations of the event in which he participates. They must complete and sign the inspection Karting Quebec provided for this purpose and provided at its accreditation. The signature of the competitor shall be evidence of compliance equipment. The pilot will take the track after returning this form, duly completed, to the technical inspector. The Technical Inspector may at any time verify the eligibility of equipment. Any non-compliance will lead to the exclusion of the round or the disqualification of the driver. A kart involved in a collision or accident must be re-inspected by the inspector.

For all classes using the Rotax engine, the pilot must submit his logbook pilot during the control period preceding the technical skills. All Rotax engines must conform to standards Rotax 2010. A change of seal for repair must be approved by the inspector first and must be done under his supervision.

29. Official Notice Board

The official notice board is located near the grid.

30. Fuel and Oil

Fuel used by the participants must comply with the 2009 ASN Canada FIA National Karting Regulations.

IT'S STRICTLY FORBIDDEN TO SPILL OIL OR GAS ON THE ASPHALT, BECAUSE IT'S NEW. IN A CASE OF AN ACCIDENT, PLEASE ABSORB IT RIGHT AWAY. IT'S YOUR RESPONSIBILITY TO PROTECT THE ASPHALT UNDER YOUR WORKING AREA.

31. USA Driver and Engine Eligibility

An American driver can race with his US engines in the ECKC on the following conditions:

1. His engine is US engine and introduced in the US by a US Rotax distributor
2. His engine must be sealed by a Canadian Authorized Service Centre with a Canadian seal number. If the US engine shows a bottom (base) and a top (cylinder) seals, at least the top seal must be a Canadian Authorized Service Centre with a Canadian seal number.
3. If the engine has a bottom seal, it is the responsibility of the driver to make sure what is under the seal complies with the Canadian RMC regulation.
4. In case of a technical DQ for an illegal engine (under the seal(s)), the American driver will not be authorized to register to any future Monaco events.