



2025  
Canada Final  
Fort Saskatchewan, AB  
Supplementary Regulations  
Version 1.0 – April 1, 2025

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**2025 Canada Final**  
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### **1. 2025 Canada Final**

The 2025 Canada Final is organized by the Max Karting Group Directors (“MKG”).

The event primary purpose is to encourage fun participation, under a format that is intended to minimize time and cost commitments for competitors, while still offering a strong prize package.

Event Managers: Blake Choquer and Scott Campbell

### **2. Sanctioning**

The Event is sanctioned by

### **3. Event Inquiries**

Contact Person	Phone	Email
Blake Choquer	604-783-6474	<a href="mailto:blakechoquer@mac.com">blakechoquer@mac.com</a>
Scott Campbell	306-261-5014	<a href="mailto:scottcampbellracing@outlook.com">scottcampbellracing@outlook.com</a>

### **4. Event Date**

The Event will take place Thursday, July 31 to Sunday, August 3, 2025.

The track will be open to all kart traffic for practice on Wednesday July 30.

Refer to Event Schedule in Section 39 for details.

### **5. The Track**

The Event will be held at Stratotech Park Raceway, located in Fort Saskatchewan, AB.

The track has 11 turns. The track will be run in the counter-clockwise direction.

Directions: Head north on Highway 216 in Edmonton, AB. Turn north on Hwy 15. Then turn left (west) at intersection of Hwy 37. Turn right immediately on Hwy 825 which will take you to the track on your left.

Stratotech Park Raceway website [www.stratotechpark.com](http://www.stratotechpark.com)

### **6. Driver, Team and Parental Code of Conduct**

**6.1** All participants must play within the rules and respect race officials and their decisions.

**6.2** All participants must respect the rights, dignity and value of their fellow participants regardless of gender, ability, physical appearance, cultural background or religion.

**6.3** All participants must encourage and take responsibility for their actions at all times.

**6.4** All participants must ensure their equipment is safe and race worthy, prior to taking part in training, testing or race events. Only approved race wear (e.g.: helmet, gloves, race boots, rib protector and suit) to be used by the driver, according to the regulations.

**6.5** It is the participants own responsibility to identify and measure his/her own skill level against his/her competitors, and take responsibility for the risks associated with training, testing and or racing. It should be noted that a basic level of competence is required.

**6.6** It is the participant's responsibility to declare, prior to any participation in training, testing or racing, of any medical condition or medication required that may be relevant in the event of an emergency.

**6.7** All participants are required to display courtesy and etiquette to other members and participants in training, testing and race events. Any disputes or problems that may arise during an event must be addressed in a respectful manner, to the correct person (official) at the event.

**6.8** The safety of children within the sport is a priority. Knowledge of the code of ethics surrounding care of children in sports will be promoted and encouraged. It is the participant's own responsibility to ensure the safety of children at training, testing or racing events.

**6.9** When taking part in any event, it is the responsibility of the driver to take the time to read and fully understand the posted rules, regulations and conditions for said event prior to start time, thus eliminating unnecessary delays at the beginning of the event. Requests for clarification of these rules, regulations or conditions, should be asked in the drivers meeting held before each event.

**6.10** All participants must have respect for the environment and the surrounding inhabitants. Responsibility must be taken to reduce excessive noise and keep all areas that are used as clean and pollution free as possible.

**6.11** All participants must respect that drugs and alcohol are strictly prohibited at training, testing and races. It is an offence and will not be tolerated. Offenders will be excluded from the event and face further disciplinary action.

**6.12** Any abusive comments on social media (Facebook, Twitter, Instagram etc.) between teams, competitors, officials, organizers, or any person associated with MKG, will be held responsible and liable for their actions.

**6.13** Participating in a Canada Final event is a privilege, not a right. All Canada Final participants agree to conduct themselves in accordance with the spirit and dictates of this Code of Conduct.

**6.14** All participants agree to 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 Max Karting Group, promoters, sponsors, organizers, 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.

**6.15** Participants are at all times responsible for the conduct of their mechanics, parents/guardians, team members and guests. A violation of these Regulations committed by an entrant, driver, mechanic, parent/guardian, team member or guest may be directly chargeable to the entrant or driver and result in penalties that may ultimately affect the outcome of a competition.

**6.16** Failure to comply with any of the above provisions may lead to disciplinary action including, but not limited to, one or all the following:

- Temporary or permanent loss of privilege to race in a MKG activity;
- Exclusion from an MKG competition;
- Removal from the race premises for the duration of an event;
- Any other discretionary action it deems fit with the circumstances.

**6.17 Threat of Legal Action:** Any competitor, parent, legal guardian, or general participant of an event that threatens or takes legal action via an attorney against MKG or any of its agents or staff, will be ejected from the event and suspended from further participation in MKG events.

**6.18 Liability Waiver:** All drivers shall sign a waiver and release of liability before participating in any MKG event. The entrant and/or driver, in submitting the entry form for any MKG event, agrees to hold MKG, together with its owners, heirs, assigns, officers, representatives, agents, employees and members, harmless from any and all liability. This includes, but is not limited to: injury to persons, property, employees and/or reputation that may be sustained by said entrant or driver; from all claims of said injuries to parties listed above growing out of, or as a result of the event contemplated under the entry form; or caused by any construction or conditions of the course over which the event is held.

**6.19** The MKG reserves the right to refuse any entry without cause or reason.

## **7. Facility Quiet Hours**

It is not permitted to run engines or to create any loud noise, including music from any source, from 8:00pm to 8:00am, except for on-track sessions per the Event Schedule, or other specific purposes planned by the Event Organizers. Noise Limit is 82dba at the North fence line. Complete curfew applies at 10:00 pm. Failure to respect the facility quiet hours will result in penalty.

## **8. Camping and Accommodations**

RV Parking is available at the track in designated areas. Racers wishing to bring an RV are encouraged to contact the [maxkartinggroup@gmail.com](mailto:maxkartinggroup@gmail.com) email prior to the event for the latest conditions and availability. There are no hook ups.

The nearest hotel accommodations are located in Fort Saskatchewan, AB.

## **9. Event Awards**

Winners of the 3 day championship in the Rotax Micro, Mini, Junior, Senior, DD2 and Rotax Masters (DD2 Masters ticket) will get a ticket to the 2025 Rotax Max Grand Finals held in Bahrain November 29 to December 6, 2025.

## **10. Event Officials**

Race Director: TBD

Chief Steward: TBD

Technical Director: TBD

Assistant Technical Clerk: TBD

Pre-Grid Official: TBD

Timing and Scoring: MKG (Chief); TBD (Assistant)

Marshals: MKG

Registrar: Dorothy Choquer

## **11. Regulations and Precedence of Regulations**

The event will be run in accordance with:

2025 ASN Canada FIA Canadian Karting Regulations ([Karting — GDS ASN Canada FIA](#))

- Book 1 Sporting Regulations
- Book 2 Technical Regulations

Rotax Max Challenge Regulations (available at [www.maxchallenge.ca](http://www.maxchallenge.ca)) ASN

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

- a) 2025 ASN Canada FIA Canadian Karting Regulations.
- b) ASN Bulletins.
- c) RMC/ASN issued Rotax Max Challenge Regulations and Bulletins.
- d) These Supplementary Regulations.
- e) Official Event 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.**

## **12. Amendment to Regulations**

When the Event has started, amendments involving the Regulations and the Event Schedule can only be made by approval of the Race Director and/or MKG organizers in accordance with protocols.

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### 13. Class Structure

Class	License Grade	Age	Engine Rules	Weight (lbs)	Notes
Rotax DD2	B+ **	15 <sup>th</sup> BDay during calendar year	RMC*	386	Note 1
Rotax Senior MAX	B**	14 <sup>th</sup> BDay during calendar year	RMC*	364	Note 1
Rotax Masters MAX	B**	32nd BDay during calendar year	RMC*	395	Note 1
Rotax Junior MAX	C+ **	12 <sup>th</sup> BDay during calendar year, 16 <sup>th</sup> BDay after Dec.31	RMC*	320	Note 1
Rotax Mini MAX	C **	10-13	RMC* 14/66-68	260	Note 1
Rotax Micro MAX	E **	8-11	RMC* 14/73 Gear	235	Note 1

**\*\* License Grade:** ASN Canada National licenses are **not** required for any class. **Any of Club, Regional, or National licenses** will be acceptable for entry in all classes.

\*Drivers may be required to produce a birth certificate at any time to do proof of age. \*

A driver with **15 years old** during the year of the event can participate if he/she holds a valid **International G** Karting Licence, according to Article 3.4.1 of the CIK International Karting Licences for Drivers. **For Canada:** A driver turning 15 years old during the year can participate in any Canadian event but must hold this CIK special licence before entering the RMC GF qualifying event to be eligible to win an invitation for the Grand Finals.

#### Note 1:

- Rotax Micro & Mini Max must use the following rules for their karts. 950 cadet size chassis, the kart and engine must follow the 2025 Rotax rules.
- Micro and Mini Max cadet size chassis maximum rear track width is 120 cm
- NGK GR9DI, NGK GR8DI Spark Plugs will only be allowed in all Rotax classes.
- Only New exhaust pipes are allowed in Micro, Mini, Jr Rotax, Sr Rotax and DD2. Micro and Mini pipes must contain proper internal pieces to current specs.
- Non Black bottom ends will **NOT** be allowed
- From 1st or January 2025 onwards: Only cylinders marked with identification code 413530 are legal to be used and must be marked with the “ROTAX RACING” LOGO in the 125 Micro MAX, 125 Mini MAX and 125 Junior MAX categories.

**All karts can be fitted with any chassis protector of any material.**



#### **14. Bodywork**

**Front Bumpers:** The minimum outer diameter of the tubing is 15 mm (0.590"). All front bumpers must be, at some point in the horizontal section of any of the frontal contact portion of the bumper, present when measured at 15 cm to 22 cm from the ground, as raced. The front bumper must be mounted vertically above the chassis front member and attached to it in up to four places. There shall be front (nose cone / fairing) and lateral (side pod) protection.

**Side Bumper Bars for Non-CIK-FIA Homologated Chassis:** Side bumper bars must be constructed of minimum 18 mm diameter steel tubing, must be secured by minimum 6 mm diameter bolts, and must allow for secure mounting of side pods. The overall length of the side bumper bar shall be a minimum of 400 mm, measured from the backside of the side bumper bar closest to the rear tire, in a straight line to where it attaches to the kart at the front. The rear portion of the side bumper bar may not protrude laterally beyond the rear tire, unless otherwise noted.

**Nose Cone:** Nose cone must remain attached at the normal attachment points to the Kart after the completion of any on track session or race. Nose cones must be attached to the Kart with the appropriate homologated apparatus. Any form of reinforcement such as clamps, nuts/bolts, tie wraps, tape, wire, etc., is not allowed. Minimum width is 1,000 mm.

**\*\*In 2025 ALL classes are REQUIRED to use the push back bumper system at all events\*\***

**Penalty for half or full push back of the front bumper will be 5 seconds added to the overall race time. Anyone touching the front bumper before they go through the scale will be disqualified from that on track session.**

#### **15. Eligible Entries and License Requirements**

The Event is open to residents of Canada and USA only. Canadian residents must be members in good standing of any ASN Canada FIA affiliated kart club or other Canadian Karting Club. American entrants must be able to provide evidence of membership or licensing with an American affiliated or similar organization. Grand Final Tickets are for only Canada and USA Residents.

Entrants may enter any Class provided they possess the appropriate License Grade, their kart meets the appropriate technical requirements, and the driver meets the entry qualifications for their particular class.

## **16. Competition Numbers**

All karts must have a unique number of no more than three digits made up of numerals only. Each Class is to use correct numbers as per class. Number selection is first come first serve.

Micro Max: 2-99      Mini Max: 100-199      Rotax Masters: 600-699

Junior Max: 200-299      Senior Max: 300-399      DD2: 400-499

## **17. Event Registration Fees**

Pre-Registration on online registration prior to June 1, 2025:

\$699.95 per class

Late Online Registration (after June 1, 2025): \$899.00 per class

**ALL** Race Tires are to be purchased from the MKG at 2025 MOJO retail prices.

Includes 1 Driver Pass, 1 Mechanic Pass, Trailer Parking, all on-track activities from Thursday to Sunday.

### **18. Registration Process**

- a) Online registration opens March 9, 2025 and closes at 11:59 pm MDT on July 31, 2025. Early Bird price closes June 1, 2025.
- b) Online registrations can be paid by credit card only. **NO** onsite registrations.
- c) No on-track or competition privileges will be permitted without payment in full as described above.
- d) All participants and crew members must read and sign a waiver form at the track. No participant will be allowed on-track until they have registered for the event.
- e) 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.
- f) Drivers found on the track without having completed the approved Pre-Technical Inspection Self Declaration form are subject to penalty.
- g) All karts must bear the appropriate kart sticker and kart number before entering the track.
- h) It is the competitor's responsibility to ensure that their kart meets the technical requirements for their class throughout the entire race event.
- i) Any kart or driver's racing equipment is subject to Technical Inspection at any time.
- j) The entrant must declare four (8) dry and four (4) wet tires, by denoting the serialized bar code scanned into the MKG computer system.
- k) Only the registered entrants will be allowed to operate his/her registered kart during all on track activity. No substitute drivers in any class are allowed during the entire event from Thursday to Sunday. Failure to follow this rule will be subject to entire event DQ.

## **19. Tire and Oil Specifications**

For all classes, participants are required to purchase their tires from MKG for the Event. Tires will be provided by the Event Organizers at the track. Tires can be purchased via MKG online registration and can be purchased via the MKG website online store. All tires purchased and paid for in full through these methods will be delivered and can be picked up at the event on Wednesday.

### **Dry Tires – ALL CLASSES – Official Qualifying and Race Sessions**

Maximum of **two (2) sets** of dry tires allowed for the Event, from the beginning of qualifying Friday through to the end of the Final on Sunday to be used as you need.

Each driver must submit a tire declaration form prior to the beginning of qualifying and get tires scanned.

Replacement of damaged tires can be done, only with the permission of the Technical Director, and the replacement tire cannot be adjudged to be in better condition than the tire being replaced.

#### **a) Rain Tires – ALL CLASSES – Official Qualifying and Race Sessions**

Maximum of **one (1) set** of rain tires allowed for the Official Event sessions, from the beginning of qualifying Friday through to the end of the Final on Sunday.

Participants have the option of utilizing new or used tires; however the tires that are first selected for utilization must be used throughout the remainder of the Race sessions.

Each driver must submit a tire declaration form prior to the beginning of qualifying.

Replacement of damaged tires can be done, only with the permission of the Technical Director, and the replacement tire cannot be adjudged to be in better condition than the tire being replaced.

#### **b) Dry and/or Rain Tires – Thursday Practice and Warm-up Sessions**

Participants are **ONLY** allowed only (1) set of tires during all Thursday practice and warm-up sessions on Friday, Saturday and Sunday which can be purchased wherever the driver wants to get them.

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**c) Tires and Oil Specifications**

	Type	Tire Make	Model	Front Size	Rear Size	Oil
<b>Rotax DD2</b>	Dry	MOJO	D5	10x4.50-5	11x7.10-5	XPS
	Rain	MOJO	W5	10x4.50-5	11x6.00-5	
<b>Rotax Senior</b>	Dry	MOJO	D5	10x4.50-5	11x7.10-5	XPS
	Rain	MOJO	W5	10x4.50-5	11x6.00-5	
<b>Rotax Masters</b>	Dry	MOJO	D5	10x4.50-5	11x7.10-5	XPS
	Rain	MOJO	W5	10x4.50-5	11x6.00-5	
<b>Rotax Junior</b>	Dry	MOJO	D2	10x4.50-5	11x7.10-5	XPS
	Rain	MOJO	W5	10x4.50-5	11x6.00-5	
<b>Rotax Mini Max</b>	Dry	MOJO	D2	10x4.50-5	10x4.50-5	XPS
	Rain	MOJO	W5	10x4.50-5	10x4.50-5	
<b>Rotax Micro Max</b>	Dry	MOJO	D2	10x4.50-5	10x4.50-5	XPS
	Rain	MOJO	W5	10x4.50-5	10x4.50-5	

## **20. Rotax Micro MAX and Rotax Mini MAX**

The following Gear Ratio specifications are mandatory:

Rotax Micro MAX:        Front sprocket: 14 with Rear sprocket: 73

Rotax Mini MAX:        Front sprocket: 14 with Rear sprocket: 66-68

## **21. Paddock Spaces**

Paddock space is included in the Entry Fees.

Competitors must indicate in the registration form the dimension of his equipment or indicate if they will share pit/tent space with others. Please note that due to the expected number of entries that the Event Organizers may be required to limit the amount of paddock space allocated to any competitor and/or team. Accordingly, you are asked to be considerate of the amount of space you are requesting in order to facilitate all entrants.

Email [maxkartingroup@gmail.com](mailto:maxkartingroup@gmail.com) to book a spot.

Access to the facility will be available from 8:00 am on Tuesday, July 29 to move in and setup. Requests for earlier access should be indicated on the registration form.

Paddock hours will be from 7:00 am to 10:00 pm.

Absolutely no tow vehicles will be permitted within the paddock. After the trailer is parked, the tow vehicle must be removed from the paddock and parked in the designated areas.

Competitors are responsible for the cleanliness of their paddock area, and all waste should be placed in designated containers. The waste oil and fuel is not to be left at the facility. Failure to respect this rule may subject the competitor to a penalty.

## **22. 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 crew member 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.

### **23. Quiet Rule**

Competitors are asked to observe the Quiet Rule for all classes for the entire event from after warmup each day.

You may start and run your engine for one 10 second period (absolutely no rev-ups) on the pre-grid area prior to an on-track session. The Event Schedule may designate periods of silence when engines cannot be run at all. On the starting grid engines may be started and run when the official gives the 1-minute signal when karts are on the ground. Starting of engines in tech area will be granted with the permission of the tech inspector.

PIT ENGINE WARM UP: Engines can be started or run in the Paddock, for a maximum period of 1 minute at very low RPM to allow for proper warm up. Use common sense here please.

At the Race Director's discretion, the Race Director may enforce a Quiet Rule by announcement to the competitors.

The Quiet Rule applies for the entire Event. Non-respect of this quiet rule from the competitor and/or team members may result in penalty.

### **24. 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. The minimum fine for being late or missing the Driver Briefing is \$20.00.

### **25. Number of Karts on the Race Track**

A maximum of 34 karts will be allowed to start in any on-track session. The Event Organizers may alter the maximum number.

### **26. Procedure from Qualifying Session to Final – Maximum 34 Karts (All Classes)**

A 6 minute Qualifying session will determine the starting grid for each heat race. This will be directed by the grid Marshall in an order deemed appropriate and fair. Any time a kart exits the track, it must cross the scales to ensure minimum weight is met at all times. Failure to do so will result in a DQ for the qualifying session.

In the event of a tie in Qualifying, the participant who set the time first will be deemed to have qualified ahead of the other participant.

For qualifying sessions, drivers will enter the track from pre-grid only on a first-come, first-served basis. 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.

**Prefinal:**

The starting grid for each heat will be the order of Qualifying.

The finishing position in the Prefinal will determine the starting grid for the Final.

**Final:**

The finishing position from the Prefinal will determine the starting grid of the Final race.

The results of Final will be for the podium trophies at the event.

**27. Transponders**

Each kart must be equipped with a transponder mounting bracket. The Event Organizer will not have transponders for rent. Neither the Event Organizer nor the Officials are responsible for any transponder failure during the event. Drivers must register their transponder number, on the entry form or at the latest the time of the onsite event registration. Transponders are required from the **FIRST** official practice through the entire event. It is the driver's responsibility to make sure the transponder is picking up on the timing.

In the event a transponder fails the driver can be scored in the finishing position on track if it can be verified, however if it happens to the same driver a second time they will **NOT** be scored.

**28. Re-starting Karts**

Re-starting karts will be allowed as long it is done in a safe manor and could be reviewed for penalty by the race director.

**29. Race Starts**

Race Starts – Rolling Start with Marked Tram Lanes.

Please note that flags will be in use for race starts.



### **30. Tech Procedure of a Qualifying Session or Race**

Procedure at The End of a Qualifying Session or Race.

POST-RACE TECHNICAL INSPECTION. If requested by the Technical Officials, participants will proceed to the Parc Fermé and remain there until released by Technical Officials.

### **31. Procedure at the End of Finals**

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.

### **32. Official Notice Board**

The Official Notice Board is located behind the grandstands and on Discord App.

### **33. Fuel**

Spec fuel for the Event is Premium 91 and will be available at the Co-op on Westpark Blvd for all classes.

Co-op Gas Station

21 Westpark Blvd, Fort Saskatchewan, AB T8L 0B2

### **34. Podium Ceremonies**

Award winners **MUST** be present at the podium ceremony wearing their racing suits, closed and zipped, and bring their helmet. Event sponsor caps must be worn if requested by the Event Organizers. If a driver is unable to 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 potential penalty including DQ.

### **35. Pre-Event Practice**

The track will be open to all on-track activities on Wednesday July 30, 2025 for a fee of \$90/driver.

### **36. Penalties**

The Officials may issue penalties during an event. ASN Canada FIA Standard Karting Penalty Guidelines to aid in the consistent application of penalties are published in a separate document.

[2025-ASN-CDN-Karting-Penalty-Guidelines.pdf \(squarespace.com\)](https://www.squarespace.com/2025-ASN-CDN-Karting-Penalty-Guidelines.pdf)

**36.1. Scale of Penalties:** Penalties may be inflicted as follows in order of increasing severity:

- Reprimand (blame); (Warning)
- Monetary fines
- Position penalty
- Time penalty
- Distance penalty
- Exclusion
- Suspension
- Disqualification.

**36.2. Reprimand:** A reprimand may be imposed by the Steward(s) and/or the Clerk of the Course/Race Director.

**36.3. Monetary Fines:** Fines imposed must be paid immediately or within the time period specified when the fine is issued up to a maximum of 72 hours after notification of the competitor. Any delay in making payment will entail suspension of competition privileges equal to the period during which a fine remains unpaid. All fines shall be remitted to the MKG. Failure to honour a cheque payable to MKG or to an affiliated karting organization will result in suspension of the entrant's or driver's competition privileges until full payment of the fine, bank charges, and an additional service charge of \$100.00 has been paid.

**36.4. Position Penalty:** A penalty may be in the form of 1 or more positions.

**36.5. Time Penalty:** Time penalties may be imposed by the Officials. Standard time penalties shall be 3 seconds, 5 seconds, 10 seconds or 20 seconds.

**36.6. Distance Penalty:** A penalty may be in the form of one or more laps.

**36.7. Exclusion Penalty:** Exclusion from participation may be imposed by the Steward and/or the Race Director on a person or kart at any time. In cases where a penalty of exclusion is imposed, the Steward shall amend the placing and awards presented consistent with the revised finishing order. Any entrant or driver who is excluded from any session or competition shall automatically forfeit all rights to awards in that session or competition. Loss of points earned by a competitor in a race, or accumulated in a Series, may be imposed by a Series Organizer on the recommendation of the Steward(s) and/or the Race Director.

**36.8. Suspension:** A sentence of suspension may be pronounced by the MKG. A notice of suspension should be sent to the recipient by a registered delivery method within 72 hours of being pronounced. A sentence of suspension pronounced by the MKG will be honoured by all affiliated organizations. A sentence of suspension pronounced by an affiliated karting organization shall only apply within the territory of jurisdiction of the affiliated karting organization issuing the suspension. If, however, the MKG or affiliated karting organization wishes the sentence of suspension to be recognized by other affiliated karting organizations a formal written request must be submitted to the MKG and affiliated karting organizations where the suspension is to be recognized.

**36.9. Withdrawal of Licence:** When a sentence of suspension is levied against a driver, the driver's competition licence is deemed ineligible and must be immediately surrendered to the affiliated karting organization having jurisdiction. Delay in surrendering a licence as directed shall automatically result in the extension of the suspension by a period double the period of the delay.

**36.10. Disqualification:** A sentence of disqualification may be pronounced only by the MKG. A sentence of disqualification shall entail the permanent loss for the person disqualified of any right to take part in any capacity whatsoever in any competition.

**36.11. Disciplinary Action:** Participants who display a disregard or repeated disregard for Regulations, or who by their conduct display unsportsmanlike conduct are subject to disciplinary proceedings. The MKG at its discretion may commence a Disciplinary Action at a competition. The results of a Disciplinary Action are final, and any orders or penalties applied to a competitor are binding upon the parties.

**36.12. Probation:** Probation may be imposed by the Steward(s) and/or the Race Director with conditions applied as part of a drivers continued participation or result from a Disciplinary Action or Appeal Proceedings. Failure to comply with the terms of probation shall be reason for further penalties. The affiliated karting organization having jurisdiction may review any probation before its expiration.

**36.13. Notice of Penalty:** The Steward(s) and/or the Race Director may give verbal notice of penalty to any participant. Penalties issued to a driver at an event shall be noted on the Official Results and posted on the Official Notice Board.

**36.14. Publication of Penalties:** The MKG or affiliated karting organization reserves the right to publicize a notice that it has penalized any person or organization and to state the reasons. The persons or body referred to in the notice shall have no right of action against MKG, or its officials, or against any person publishing or printing such notice, and may incur further penalties if such action is taken.

### **37. Protests**

**37.1. The Right of Protest:** The right of protest lies solely with participating drivers or their parent/legal guardian if the driver is under the age of majority in the province of jurisdiction. Protests must be well founded. A well-founded protest is defined as being reasonable, logical, based on relevant facts and supported by relevant evidence. A fact is defined as something that can be proven, and evidence is defined as that which supports fact, logic or reason. Protests that are deficient in reason, logic, facts or evidence may be deemed as not well founded and may be denied by the Steward(s) with no further recourse. There shall be no right to protest against refusal of an entry, nor where otherwise expressly prohibited by these Regulations. The onus is always on the driver, as the protestor, to establish the exact terms of the protest. Drivers must remain at a competition until any protest period relating to their competition has elapsed. No substitute representation is permitted. Participants involved in a dispute or protest shall remain at the racetrack for the protest period and for any reasonable period of time beyond as may be requested by the Steward. Competitors, who do not comply or cannot be easily contacted, are subject to judicial proceedings and penalties being applied in their absence. In such cases where penalties are applied, the possibility of appeal is forfeited. Any penalty applied shall remain in force. It is the protestor's responsibility to understand and comply with these Protest procedures, and no claim for misunderstanding of any kind will be accepted. A Protest must be completed in full without exception or it will be refused without further recourse. Once submitted, a Protest may not be modified and resubmitted. Officials may use any physical evidence they deem useful.

**37.2. Time Limits for Protests:** For a protest to be considered it must be lodged with the Steward(s) in accordance with the following time schedule;

Protesting the Eligibility of a Kart Time Limit When the alleged ineligibility of a kart, or a component of a kart is apparent;

- Within 30 minutes after the end of the track session in which the alleged infraction is observed.
- Protesting On-Track Conduct Time Limit A protest against any occurrence or irregularity while a practice, qualifying or race session was in progress;
- Within 30 minutes of the end of the track session in which the infraction is alleged to have occurred.

Protesting Results, a protest concerning the results of a qualifying session or the results of a race: must be within 30 minutes of the posting of the results of the session.

**37.3. Protest of a Kart:** Only drivers or their parent/legal guardian if the driver is under the age of majority in the province of jurisdiction, entered in an event in the same class may protest the eligibility of another kart. A protest can only be submitted by a single individual. In such cases the protestor shall clearly state the exact Regulation(s) alleged to have been violated and shall additionally stipulate the component(s) that are to be inspected. Components are defined as and include engine, chassis, tires, bodywork. Such Inspections shall be performed under the direction of the Technical Inspector. Failure of the entrant and/or driver of a protested kart to allow inspection under the terms of this Regulation shall result in immediate exclusion and other penalties. A protest under this Regulation may be reduced in

scope by the protestor, but not added to, at the time the fee is paid. Once the fee is paid, the stipulated inspections must be completed, except if entirely or partially withdrawn by the protestor before the inspection begins. If a protest under this Regulation is withdrawn completely by the protestor prior to the commencement of the inspection, the Steward(s) the protest fee will not be refunded.

**37.4. Lodging a Protest:** The protest must be submitted on the official ASN Protest Form. The Steward(s) or the Race Director will be provided with copies of the approved Protest Form for distribution by the event organizer. All protests must be addressed to the Clerk of the Course/Race Director. Every protest shall be made in writing, and; Specifying which part(s) of the applicable regulations for the event considered to have been violated and by whom, providing names of witnesses, if any, signed by the driver or their parent/legal guardian if the driver is under the age of majority in the province of jurisdiction making the protest, accompanied by the required protest fee payable to MKG. Delivered to the Race Director within the time limit specified within these Regulations. The Protest must be completed in full without exception or it will be refused without further recourse. Once submitted, a Protest may not be modified and resubmitted.

**37.5. Hearing of a Protest:** The Steward(s) will form a Protest Board to hear protests. It is possible that Protests can be dealt with quickly. All parties concerned shall be given notice of the time and location of the hearing and must appear in person. Failure of a party given notice to attend a hearing at a designated place and time will accept that a decision will be made without the participation of the absent party(s). The Steward(s) shall determine if the protest was submitted in full accordance with these Regulations. Failure of the protestor to comply with all of these conditions shall result in the return of the protest without hearing and the retention of the protest fee by MKG. The onus is always on the protestor to properly present a protest, and no claim based on lack of knowledge of these Event Supplementary Regulations shall be allowed. The driver and their parent/legal guardian if the driver is under the age of majority in the province of jurisdiction submitting the Protest must attend the Protest Hearing. Protestors at a hearing shall themselves (or with the assistance of a designated translator if language difficulties exist) state their case in person and are entitled to call witnesses and shall be responsible for the prompt availability of any witnesses called. Should a protestor designate a translator for purposes of stating or arguing a protest, the words of the translator shall be deemed to be those of the protestor. In the absence, or undue delay in attendance, of any party to a protest, judgment may proceed by default. Every effort must be made to handle protests at the event where witnesses can present evidence pertaining to the protests. Podium celebrations will proceed even if a Protest has not been heard or decided. All results will be considered Provisional and subject to change. Some awards may be withheld pending the publication of Final results which may be after the completion of the event.

**37.6. Judgment from a Protest Hearing:** All parties concerned shall be bound by the decision given, subject only to the Appeal Proceedings as provided in these Regulations.

**37.7. Protest Fees:** The fee for a Protest is **\$500.00 in cash only**, which must be submitted at the time of submitting the Protest. Any costs associated with a Protest are the responsibility of the protestor regardless of the outcome of the Protest. Should a Protest be upheld, \$250.00 will be returned. If the protest is deemed vexatious the protestor shall be deemed guilty of a breach of these Regulations and may be further penalized for this breach.

**37.8. Notice of Decision:** When a decision is made on a protest the person submitting the protest will be given a written explanation of the decision by the Protest Board. Every effort must be made to resolve the protest before the competitor leaves the circuit where the event is being held.

**37.9. Publication of Judgments:** The MKG shall have the right to publish or cause to be published a judgement of a protest and to state the names of all parties involved. The persons or bodies referred to in such a notice shall have no right of action against the MKG or against anyone printing or publishing said notice.

### **38. Appeals**

**38.1. Intent to Appeal:** Except where excluded in these Regulations, a driver or their parent/legal guardian if the driver is under the age of majority in the province of jurisdiction may submit an Intent to Appeal of a decision that was rendered by a Race Official or Protest Board on the required form. The fee for an Intent to Appeal is **\$1,000.00 in cash only** which must be submitted at the time of filing an Intent to Appeal. Any costs associated with an Appeal are the responsibility of the Appellant regardless of the outcome of the Appeal. In all cases the Appeal fee is non-refundable regardless of the outcome of the Appeal. Submitting an Intent to Appeal does not mean the Appeal will be allowed automatically. Appeal proceedings of the MKG are designed to expedite sporting disputes in a timely and efficient manner and do not necessarily follow practices or formalities normally associated with those of the legal profession. It is the appellant's responsibility to understand and comply with these Appeal procedures, and no claim for misunderstanding of any kind will be accepted.

**38.2. Grounds for Appeal Requests:** The grounds for a Request for an Appeal are any of the following allegations;

- The Race Official or Protest Board has dealt with the case using improper procedures.
- New substantial evidence and/or expert testimony relating to the case that could not have been readily available at the time of the application of the original decision by the Race Official. An Appeal will not be granted for a repeat presentation of the original protest.

**38.3. Time Limit:** The Intent to Appeal form must be submitted to the Steward within 30 minutes of a decision of a Race Official or decision of a Protest Board which will be time stamped. The Steward will determine the Appeal process and timing based on the nature of the appeal. A Request for an Appeal letter, signed by the appellant, must be submitted in an absolutely clear and legible form otherwise it may be denied without further action. A Request for an Appeal may be withdrawn with the agreement of the MKG. If the appeal is withdrawn the appeal fee will be retained by the MKG. An Appeal that is withdrawn cannot be modified and resubmitted.

**38.4. Effect of Requesting an Appeal:** Notice of Request for an Appeal shall not affect the validity of enforcement of any decision, penalty or sentence appealed against. The Steward(s), if notified of intention to submit a Request for an Appeal, may permit a competitor to continue to participate in a competition if the matter arises during the course of an event. This decision itself cannot be appealed. The Steward may require that awards which may be affected by the outcome of the appeal to be withheld pending the outcome of a Request for an Appeal.

**38.5. Required Submissions:** A Request for an Appeal shall only be submitted in person, by mail, courier, fax or email. It is the responsibility of the person submitting the Request for Appeal to confirm that it has been received by the MKG within the time limit. A Request for an Appeal must contain sufficient information to allow the MKG to determine how a dispute will be managed, and whether or not formal Appeal Proceedings will take place. Failure of the appellant to provide sufficient information will result in the rejection of the appeal without a hearing and forfeiture of the appeal fee. A Request for an Appeal shall specify in full;

- The grounds for claiming that the Race Official acted improperly, clearly indicating which part(s) of any Regulations are considered to have been enforced in a manner that was not fair or equitable to the appellant.
- A complete description of any new evidence and/or expert testimony and how it may affect the original protest decision.
- A list of witnesses, and their telephone numbers, that the appellant may wish to call, a description of their involvement in the incident in question, and the general nature of their testimony.

**38.6 Appeals Committee:** Appeals committee will consist of the Race Director, Race Steward and MKG Directors or assigned personnel by MKG in case of direct conflict due to drivers involved.

### **39. Event Schedule**

The Official Event Schedule is provided on Pages 24.

The Event Schedule is subject to change.

#### **THURSDAY, July 31, 2025**

9:00am – 5pm Official practice rotation of all classes

#### **FRIDAY, August 1, 2025**

9:00 – 10:30 Warm-up for all classes

10:30 – 12:30 Prefinals (10 Laps Micro/Mini & 12 Laps All Other Classes)

12:30 - 1:00 Lunch Break

1:00 – 4:00 Finals (12 Laps Micro/Mini & 15 Laps All Other Classes)

#### **SATURDAY, AUGUST 2, 2025**

9:00 – 10:30 Warm-up for all classes

10:30 – 12:30 Prefinals (10 Laps Micro/Mini & 12 Laps All Other Classes)

12:30 - 1:00 Lunch Break

1:00 – 4:00 Finals (12 Laps Micro/Mini & 15 Laps All Other Classes)

#### **SUNDAY, AUGUST 3, 2025**

9:00 – 10:30 Warm-up for all classes

10:30 – 12:30 Prefinals (10 Laps Micro/Mini & 12 Laps All Other Classes)

12:30 - 1:00 Lunch Break

1:00 – 4:00 Finals (12 Laps Micro/Mini & 15 Laps All Other Classes)

**Awards to follow each day.**



**2025 Canada Final**  
**Supplementary Regulations – Version 1.0 April 1, 2025**

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#### **40. Points**

Points will be counted for **ALL** Prefinals and Finals. The Prefinal finishing positions will be the grid for the Final.

In case of two or more drivers finish the championship with the same number of points, the higher place in the championship will be awarded to the holder of the greatest number of first places in final races. If the number of first places is the same, the holder of the greatest number of second places in final races and so on until a winner emerges. If it is not possible to break a tie with results of the final races the holder of the greatest number of first place in prefinal races, if the number of first places is the same, the holder of the greatest number of second places in prefinal races and so on until a winner emerges.

**New Championship** points will be total points with NO drops.

Points for the finishing position of the Prefinal

Position	Points	Position	Points	Position	Points	Position	Points	Position	Points
1 <sup>st</sup>	<b>100</b>	8 <sup>th</sup>	<b>58</b>	15 <sup>th</sup>	<b>44</b>	22 <sup>nd</sup>	<b>30</b>	29 <sup>th</sup>	<b>16</b>
2 <sup>nd</sup>	<b>90</b>	9 <sup>th</sup>	<b>56</b>	16 <sup>th</sup>	<b>42</b>	23 <sup>rd</sup>	<b>28</b>	30 <sup>th</sup>	<b>14</b>
3 <sup>rd</sup>	<b>82</b>	10 <sup>th</sup>	<b>54</b>	17 <sup>th</sup>	<b>40</b>	24 <sup>th</sup>	<b>26</b>	31 <sup>st</sup>	<b>12</b>
4 <sup>th</sup>	<b>75</b>	11 <sup>th</sup>	<b>52</b>	18 <sup>th</sup>	<b>38</b>	25 <sup>th</sup>	<b>24</b>	32 <sup>nd</sup>	<b>10</b>
5 <sup>th</sup>	<b>70</b>	12 <sup>th</sup>	<b>50</b>	19 <sup>th</sup>	<b>36</b>	26 <sup>th</sup>	<b>22</b>	33 <sup>rd</sup>	<b>8</b>
6 <sup>th</sup>	<b>65</b>	13 <sup>th</sup>	<b>48</b>	20 <sup>th</sup>	<b>34</b>	27 <sup>th</sup>	<b>20</b>	34 <sup>th</sup>	<b>6</b>
7 <sup>th</sup>	<b>60</b>	14 <sup>th</sup>	<b>46</b>	21 <sup>st</sup>	<b>32</b>	28 <sup>th</sup>	<b>18</b>		

**2025 Canada Final**  
**Supplementary Regulations – Version 1.0 April 1, 2025**

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Points for the finishing position of the Final

Position	Points	Position	Points	Position	Points	Position	Points	Position	Points
1 <sup>st</sup>	<b>200</b>	8 <sup>th</sup>	<b>126</b>	15 <sup>th</sup>	<b>78</b>	22 <sup>nd</sup>	<b>38</b>	29 <sup>th</sup>	<b>16</b>
2 <sup>nd</sup>	<b>180</b>	9 <sup>th</sup>	<b>118</b>	16 <sup>th</sup>	<b>72</b>	23 <sup>rd</sup>	<b>34</b>	30 <sup>th</sup>	<b>14</b>
3 <sup>rd</sup>	<b>170</b>	10 <sup>th</sup>	<b>110</b>	17 <sup>th</sup>	<b>66</b>	24 <sup>th</sup>	<b>34</b>	31 <sup>st</sup>	<b>12</b>
4 <sup>th</sup>	<b>160</b>	11 <sup>th</sup>	<b>102</b>	18 <sup>th</sup>	<b>60</b>	25 <sup>th</sup>	<b>30</b>	32 <sup>nd</sup>	<b>10</b>
5 <sup>th</sup>	<b>150</b>	12 <sup>th</sup>	<b>96</b>	19 <sup>th</sup>	<b>54</b>	26 <sup>th</sup>	<b>26</b>	33 <sup>rd</sup>	<b>8</b>
6 <sup>th</sup>	<b>142</b>	13 <sup>th</sup>	<b>90</b>	20 <sup>th</sup>	<b>50</b>	27 <sup>th</sup>	<b>22</b>	34 <sup>th</sup>	<b>6</b>
7 <sup>th</sup>	<b>134</b>	14 <sup>th</sup>	<b>84</b>	21 <sup>st</sup>	<b>46</b>	28 <sup>th</sup>	<b>18</b>		

Any registered driver not entering a Prefinal or Final will receive last place points for that race.

#### **41. Rotax Claim Rule**

The driver who crossed the finish line first (“the winner”) of a final race can have is engine claimed. After race penalty won’t have any effect on the claim rule and the engine subject to this rule will stay the same.

Only the drivers who finished on the same lap as the winner of a final race can claim an engine.

The claim must be submitted to the technical inspector after the end of the final race. The claim can be submitted at any time before the winning engine is released from technical inspection by the technical inspector. After the release, no one is allowed to claim the winning engine.

If more than one driver wishes to claim the winning engine, the driver with the worst place finish amongst the eligible claimers will have priority. Driver(s) who want to claim the winning engine must be at the technical area when the kart is released by the technical inspector. If not, the driver will lose his right to claim.

The claim applies to the engine itself and all accessories that come with a new engine.

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The price to pay for the claimed engine is the suggested retail price of a new engine, plus seven hundred and fifty dollars (verification and sealing) plus local taxes. Find below the suggested retail price at the time of the publication of these regulation (prices may change without any prior notice):

FR125 DD2: **\$7716.45**

FR125 Mini-MAX: **\$5091.45**

FR125 MAX: **\$6405.00**

FR125 Micro-MAX: **\$4986.45**

FR125 MAX Junior: **\$6011.25**

Example of a FR125 MAX Junior engine claimed in Alberta:

$\$4975.00 + \$750.00 + \text{GST } (\$286.25) = \mathbf{\$6011.25}$

The claiming price represents the purchase of a new engine with accessories, plus original verification, sealing procedure and installation plus taxes. These amounts are subject to change if the suggested retail price of the engine changes during the season.

The engine must be paid in cash immediately. The money will be given to the winner when he will give the engine, its accessories and technical passport to the claimer. The technical inspector must write a report showing the name of the race winner, the name of the claimer, the serial number of the engine and the fact that the engine was given to the claimer and the winner was paid. This report must be immediately given to the event Steward. A copy of the report must be sent as soon as possible to the RMC national coordinator Patrick Moreau by e-mail at [patrick@maxchallenge.ca](mailto:patrick@maxchallenge.ca).

The engine and accessories are sold “as is” without any warranty from the driver which had his engine claimed.

A driver cannot have his engine bought more than twice during the same year (to prevent abuse).

If the winner refuses to sell his engine to the claimer, he will be automatically excluded from the event and his results of the day will be void. The technical inspector will prepare a written report of the refusal from the winner to sell his engine to the claimer. This report will be prepared after the first refusal from the winner and the winner will not be allowed to change his decision.

A driver cannot claim more than one engine during the same year (to prevent abuse).

Only the driver who claimed the engine will be allowed to use the claimed engine in a Rotax Max Challenge event during the same year. The only exception is if the same engine is claimed by another competitor in a subsequent race. After another claim for the same engine, only the last driver who claimed the engine will be allowed to use this engine in the same year.