

Vancouver Island Kart Association is an ASN non-affiliated club

To be read and applied in conjunction with the following:

ASN Canada FIA Karting Sporting Regulations (Book 1) Check for updates [here](#)

ASN Canada FIA Karting Technical Regulations (Book 2) Check for updates [here](#)

ASN Canada FIA Front Fairing Drop-Down Regulations Check for updates [here](#)

ASN Canada FIA helmet regulations Check for updates [here](#)

ASN Canada FIA penalty guidelines Check for updates [here](#)

Rotax Max Challenge Global Sporting & Technical regulations [here](#)

Briggs & Stratton – Regulations Please Check for updates [here](#)

Rules committee contact: vikarulescommittee@gmail.com

2025 rules in effect February 1/2025

2025 VIKA Rules Package rev - (a)01/24/2025

Rules in Red have changed for the 2025 season.

Our rules will follow the 2025 ASN Canada Rules with the following amendments:

- 1. The Sportsman Class will be renamed to Novice Senior which is a noncompetitive senior class for members who need additional practice time before moving into their respective classes. The Novice class includes all engine packages and will not have a points structure or award trophies. Any member wishing to enter this class must discuss with Race Officials prior to entry. Race Officials have the discretion to place members in the Novice class. Post race tech will not be enforced but will be encouraged to make class weight for future races**
- 2. Open-4 will be required to run orange number plates on all 4 sides of the kart**
- 3. Fuel has been updated in section 3.13**
- 4. Rok Weight reduced 5 pounds in Masters and Senior**
- 5. Junior 2 Briggs weight raised to 320 pounds**
- 6. Tag Cadet Rotax Micro/Mini class added**
- 7. Shifter Class has been removed from race days**
- 8. VIKA does not allow front brakes in all Tag Classes**

VANCOUVER ISLAND KARTING ASSOCIATION WEIGHTS AND CLASSES

2025 Competition Classes & Weights are available in the PDF below, 2025 changes are in Red.

[View 2025 weights and classes \(link coming soon\)](#)

Competition Age Requirements:

Age categories are based on the calendar year. The driver must reach the minimum age and not exceed the maximum age during the calendar year.

A driver who turns age 8 during the calendar year can start racing as a micro/Cadet while age 7.

A junior driver who turns age 15 during the calendar year can start racing as a Senior while age 14.

A junior driver who turns age 15 during the calendar year may remain a junior for the remainder of the calendar year. A Junior driver cannot be age 16.

Competition Age: A driver's competition age is determined by the age that they will be on December 31 of that year. For example; A driver is 9, but will turn 10 in November. As their age on December 31 will be 10, that driver is considered to be 10 for that year, but can take advantage of the Option Year if chooses

VIKA Supplementary Competition Rules Approved for 2025

The information contained within this rule package is intended as a supplement to the ASN CANADA FIA GENERAL COMPETITION REGULATIONS and may be incomplete and is subject to change by the club executive and rules committee without further notice. Where there is a conflict between the rules stated herein and ASN rules, these rules shall take precedence. To completely understand the scope of the entire club rules contract, it is recommended that all members acquire and familiarise themselves with the rules as set out in the ASN competition regulations and technical manual. For interpretation or clarification of these rules contact the Race Director.

1.0 INTRODUCTION

Vancouver Island Kart Association, further referred to as VIKA, is a private membership club incorporated as a not for profit society with the mandate to promote the sport of karting.

VIKA Rule book consist of 2 parts:

Part 1: General club rule set including rules and regulations for practising with VIKA on non-racing dates.

Part 2: Competition rule set including rules and regulations for club racing with VIKA.

Both rule sets work in conjunction with each other. Please read them carefully and familiarise yourself to avoid confusion and disappointment while practising and racing with VIKA.

If it is not listed in this rule book, assume it is not allowed

1.1 Code of Conduct.

1.1-1 The scope of this code of conduct applies to everyone who attends or participates in VIKA events/activities, including races, test and tune, meetings in person or online, as well as any social media communications including emails, phone calls, text messages or any other type of communication.

1.1-2 Participants are responsible at all times for the conduct of their mechanics/tuner, parents/guardians, team members or guests. When participants under the age of majority are present, their mechanics/tuner, parents/guardians, team members or guests are responsible at all times.

1.1-3 A violation of the regulations committed by a member, driver, mechanic/tuner, parent/guardian, team member, or guests may be directly chargeable to the member responsible and result in penalties that may ultimately affect the privileges of use, and ability to participate in club activities, including test and tune, training days, and race events.

TREAT MEMBERS THE WAY YOU WANT TO BE TREATED. TALK TO MEMBERS THE WAY YOU WANT TO BE TALKED TO. RESPECT IS EARNED NOT GIVEN. Everyone is expected to abide by the following:

Mandatory Driver Meeting - if drivers do not show up penalty will be at Race Directors discretion

1. All participants must play within the rules and respect race officials and their decisions.
2. All members must respect the rights, dignity and value of their fellow members, regardless of gender, ability, physical appearance, cultural background or religion.
3. All members must encourage and take responsibility for their actions at all times.
4. All participants must ensure their equipment is safe and race worthy prior to taking part in training testing or race events. Only approved racewear is to be used by the driver, according to the regulations.
5. It is the participants 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 confidence is required.
6. It is the drivers 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.
7. All members are required to display courtesy and etiquette at all times during training, test and tune, and race events, meetings, or at any other club event. Any disputes or problems that may arise during an event must be addressed in a respectful manner, and to the correct person at the event.
8. The safety of children within the sport is a priority. Knowledge of the code of ethics surrounding care of children and sports will be promoted and encouraged. It is the parents/guardians own responsibility to ensure the safety of children at training, test and tune, or racing events.
9. When taking part in any event or practice, including test and tune, it is the responsibility of the member and participant to take the time to read and fully understand the posted rules, regulations, and conditions prior to engaging in such activities.
10. All members 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.
11. Everyone must respect that drugs and alcohol are strictly prohibited during training, testing, and races. It is an offense that will not be tolerated. Offenders will be excluded from the event and may face further disciplinary action.

12. Any abusive comments on social media between teams, competitors, officials, organizers, or any person associated with the Karting organization are prohibited, and those doing so will be held responsible and liable for their actions

1.2 Dealer Membership Conditions and code of ethics

When becoming a dealer member or renewing a dealer membership, all dealer members confirm and agree to the following:

- Uphold the highest standard of quality and service and will always act in the best interest of the membership and/or the club
- Clearly inform a member or prospect member in writing about the consequences if selling an engine type or platform that's not currently used in the **VIKA** club racing series
- Not to sell items, parts or products over and above MSRP or normal advertised pricing or charge a premium when selling trackside at **Vancouver Island Motorsport Circuit**
- Understand all VIKA rules, regulations and specifications and not to supply parts nonconforming to our current rules

2.0 GENERAL

2.1 RELEASE OF LIABILITY

All persons who enter the premises must sign a "RELEASE OF LIABILITY" form before being allowed on the premises.

All visitors, drivers, officials, mechanics, and parents of juniors are required to sign the "RELEASE OF LIABILITY" form.

At race weekends all spectators entering the facility must obtain a wristband and sign the general waiver. Spectators must not enter restricted areas of the facility without having obtained a wristband from registration.

Restricted areas include, but are not restricted to the: racing surface, run off areas, grid area, scale area, tech area, timing, scoring, flagging stands and any other area used to run the event. Generally anywhere other than the parking lot and the grandstands at the entrance to the property.

All minors must submit a "RELEASE OF LIABILITY" and "HOLD HARMLESS AGREEMENT" at any time an adult would have to sign a "RELEASE OF LIABILITY".

All competitors, mechanics, etc. must sign the "RELEASE OF LIABILITY" and "HOLD HARMLESS AGREEMENT".

Upon payment of entry fees, the Registrar will issue the appropriate armbands and Tech Sheets.

2.2 MEMBERSHIP

Membership is a privilege and is not a right.

A membership is required for drivers to participate within the club's races.

A one day licence is available. A fee will be charged for a one-day licence. No licence is required for open practice days.

To compete in a club event, entrants must meet the requirements below:

Be a current member in good standing of the club or possess a valid day membership, or

Be a member of an affiliated club that VIKA has a reciprocal agreement with.

Drivers must meet the criteria set forth in the CLUB COMPETITION CLASSES.

Members who do not comply with the VIKA rules may be subject to an immediate loss of their practice privileges or other sanction recourse without any refunds of paid membership dues. Drivers are responsible for the conduct of their crew and spectators.

Penalties of membership are assessed and adjudged by the VIKA Executive without recourse by the offender.

2.3 TRACK OPERATIONS

Karts, ATVs, scooters, bikes, skateboards, and other non-medical mobility devices are not to be operated in the pit area or on the track.

Karts being pushed on kart stands to the pre-grid area are not permitted to be running.

Karts are not to be operated under their own power in the pre-grid or pit area at any time.

Karts may only be run in the pre-grid or pit area on kart stands and must be in control by a mechanic/driver and never left unsupervised

Karts may only be started and run in the pit area for a maximum of 30 seconds

Parking on site is not guaranteed, parking is permitted to paying customers on a first come, first serve basis.

Vancouver Island Motorsport Circuit does not allow pets on the premises.

2.4 SAFETY EQUIPMENT

Driver's safety equipment to be as per ASN Canada FIA Sporting Regulations and or approved safety apparel determined during pre-race tech.

During all on track sessions, including practices, drivers must wear the required driver's racing equipment as defined in these regulations.

Allowable Helmets Helmets must comply with the following prescriptions:

For drivers under 15 years old: Snell-FIA CM (Snell-FIA CMS2016 and Snell-FIA CMR2016)

For drivers over 15 years old: Snell-Foundation K2015, K2020, SA2015, SA2020, M2015, M2020R, M2020D FIA 8859-2015, FIA 8860-2010, FIA 8860-2018, FIA 8860-2018-ABP Snell-FIA CM (Snell-FIA CMS2016, Snell-FIA CMR2016). In accordance with Appendix L of the FIA International Sporting Code (Chapter III, Article 1.4), the addition of any device to a helmet, aerodynamic or otherwise, is allowed if it was homologated with the helmet concerned. Helmets that meet the Snell-FIA CM/CMH standards may continue to be used by drivers after 15 years of age without limitation. The document 2023-ASN-C

If hair extends appreciably from beneath helmet level to present a safety concern in the opinion of event race officials, it is mandatory that participants wear a balaclava or head-sock to prevent hair from extending outside the helmet.

Apparel items such as bandanas, sweater hoods, loose belts, etc., even inside the racing suit, are not permitted.

Drivers are required to wear racing suits designed for karting use for all events. Racing suits must cover the whole body, legs and arms included. The suit must be completely fastened as designed. A driver with exposed skin on arms or legs may be shown the Black Flag with Orange Disk. Abrasion resistant gloves must completely cover the hands and wrists. Abrasion resistant shoes must cover the feet and protect the ankles.

2.5 MECHANICS

Must have wristbands and sign waivers to be in the pre-grid area. Maximum one mechanic per driver in pre-grid

2.6 NOISE

Maximum kart engine sound level permitted is 82db as measured in accordance with VIKA specifications.

All karts are to be equipped with an air box and an appropriate silencer. Note: Some engine packages may not require an additional silencer, but it is the driver's responsibility to ensure their engine does not exceed the 82 db level. (Measured 100' perpendicular to the straightaway at a height of 3') as determined by the VIKA Executive or their designated authorities.

2.7 PIT SPACES

All pits will require: Fire extinguisher, drain pan, garbage container.

All asphalt surfaces are to be protected and kept free of debris at all times. It is also recommended that a tarp/carpet be placed under any area a kart will be worked on.

To prevent asphalt and other surfaces from becoming contaminated with fuel/oil or other harmful products, DRIP PANS must be used at all times.

Floor dry must be applied to all spills immediately and cleaned up before the racer leaves the site.

Event Organisers shall provide absorptive products for spills.

Damaged kart parts, tires, used fuel containers and any other discard-able material are to be removed from the facility on completion of practice.

All fluids (fuel, oil, lubricants, cleaners, etc.) are to be removed from the facility on completion of practice or race.

NO disposal of fuel/oil, or fuel containers on site.

All safety wire, tie straps, etc. are to be picked up and put into the garbage at all times.

Trailer tongues to be supported. i.e. set on a board so they don't dig into the pavement.

Entrants/users of the facility are responsible for putting garbage in the garbage bin.

Pit spaces must be left clean at the end of the event.

Tent pegs are not allowed to be used to secure tents on paved surfaces.

A first aid kit is highly recommended.

Pit spaces may be assigned or organised by the VIKA executive for all practice and race dates.

2.13 Track access when track is hot

No one, and this includes parents, spectators, mechanics and drivers' coaches, will be allowed to enter a hot track unless:

- The person is an assigned VIKA official wearing a proper High-Vis vest or jacket;
- It is to assist in an accident after the Red flag is displayed; In case of a mechanical breakdown or a driver is unable to return to the hot-pit on their own power the driver should put the kart out of harm's way and walk to the nearest flagging station in a safe manner. A driver cannot remove their helmet and other safety gear. The driver should stay at the flagging station until the session has ended and all karts have exited the track. DO NOT recover a kart on a hot track unless requested by a corner worker. This is NOT a valid reason to enter a hot track under any circumstances. Violation of this regulation will result in the following penalty:
 - Or cleared by the Race Director
 - Penalties at Race Directors discretion

3.0 SUPPLEMENTARY COMPETITION RULES

3.1 COMPETITION CLASSES

You can find our weights/classes document here

[Link coming soon](#)

VIKA does not allow front brakes in all Tag Classes

3.2 KART ENTRY FEES

Refer to the most recent event registration information.

3.3 MEMBERSHIP FOR COMPETITION

Only VIKA Club members in good standing will receive Club Championship Points.

3.4 TRACK ACCESS

All drivers must have a valid wristband prior to accessing the pre-grid area and race track.

Kart displaying a current tech sticker on Nassau panel or band on the right front spindle, and

Submitting a tech card to the Safety Tech inspector(s).

If a driver is caught on the racing circuit at any time without Tech Approval or a valid wristband, they may be disqualified for the day.

3.5 REFUNDS

We do not issue refunds after race registration closes.

3.6 WORKERS/STAFFING

A general, limited description of VIKA Club Roles is provided below.

Race Director: The Race Director will be that official having complete charge of all race officials, technical inspectors, turn marshals, the track and karts during the event. The Race Director will disqualify or penalise, through signals from the flagman, any driver who in their opinion, or that of their observers, is in violation of the rules or whose kart is or has become unsafe. The decisions made by the race director to warn, penalise, or disqualify any driver is not eligible for protest. The Race Director may shorten any race before karts have left the grid. All events will have a race director appointed and will be introduced at the drivers meeting.

Assistant Race Director: This official will work directly with the Race Director and serves as an additional set of eyes and ears. It is up to the Race Director to allow or not allow the Assistant Race Director to make on track decisions.

Head Flagman: The Head Flagman is the official in complete charge of the flags at the start/finish line. The Head Flagman will adhere to the rules and regulation in this manual as well as following the instructions from the Race Director. The Head Flagman's signals are to be obeyed without exception. If necessary, the Head Flagman will conduct a meeting for all drivers prior to the start of the event to explain the flags, their use, and rules.

Corner Marshalls: Corner Marshals will be strategically placed around the track to use flags, as instructed and when necessary, to signal drivers to hazardous situations. Corner Marshals will also report any rule infraction to the Race Director. It is not the duty of the Corner Marshall to assist drivers at the scene of the accident or incident in separating their karts or getting them underway. Their responsibility lies in warning oncoming traffic to a hazardous situation, and informing race control of the need for additional resources. Corner Marshals shall be at least 18 years of age.

Grid Steward: The Grid Steward shall be that official(s) having the charge of the Grid area. It is the Grid Steward's responsibility to keep all unauthorised person(s) out of restricted areas, grid classes, and report any issues to the race director.

Head Technical Inspector/Director: The Head Technical Inspector will be that official having charge of pre- and post-race inspections in a designated area where technical inspections are performed. They are solely responsible for appointing Assistant Technical Inspectors. The Head Technical Inspector will designate an area, the "Impound Area", where karts and drivers will be checked for minimum class weight, fuel legality, maximum kart size, engine legality, exhaust system legality, body work specifications, legal attachment of weights, etc. Post-race scale and tech areas are off limits to person(s) other than the competitor. Competitors are under the direction of the Head Technical Inspector or their designee while in the inspection area. Entrants that leave the

inspection area without the approval of the Head Technical Inspector or their designee, are subject to disqualification.

Chief Scorer: The Chief Scorer is the official responsible for all timing and scoring of the event. The Chief Scorer will keep the Head flagman informed of positions, laps complete and or time of event.

The Race Director may levy penalties for infractions committed by a driver, crew, or any spectator associated with a driver. Penalties will be based on ASN Penalty Guidelines.

See Penalty information here: [ASN Penalty Guidelines](#)

The Race Director can levy additional penalties.

3.7 PIT SAFETY

The Safety Tech inspectors shall require the following safety and tech items at each pit area:

At least 1 (one) copy (digital or printed) of these VIKA Supplemental Club Rules for the current year.

3.8 NEW / ROOKIE KART DRIVERS

All NEW/ROOKIE drivers must wear a contrasting colour X on the back of their helmet. Their kart must be equipped with a contrasting X on the rear number panel.

All NEW/ROOKIE drivers 15 and over as per ASN will start in the Novice Class. This class will include TAG and 4 Cycle karts. Drivers will run in this class until they can maintain a minimum lap time as decided by the Race Director. Once a driver has been moved into their appropriate racing class, they will still be identified as a rookie and follow the following rules. Drivers will only be placed in the sportsman class at the discretion of the race director. No trophies or points will be awarded in this class, it is used for drivers to hone their race craft and get up to speed to race in their respective classes.

All NEW/ROOKIE drivers will start at the back of their class in all sessions for a minimum of 3 race days and/or at the discretion of the race director.

All NEW/ROOKIE drivers must attend an orientation session given by a VIKA member before practice on race weekends (this is also open to any driver wanting to attend).

After 3 races the Rookie/New driver can request to have the rookie status removed at the discretion of the Race Director.

3.9 KARTS OFF THE RACING SURFACE

Flagging Marshals / Race Officials may assist all cadet drivers.

In Junior and Senior classes, once a kart has left the racing surface, and it can reasonably be

assumed they are unable to re-enter the race track safely, the competitor must abandon their kart in the safest position possible, and move away from the racing surface.

3.10 POST RACE TECH

There shall be absolutely no excessive speeding in the pit road area.

All karts must stop at or before the stop line/sign.

Absolutely no driving onto the scales

Driver and kart must weigh-in after qualifying and all subsequent races.

If a driver is found to be under-weight they will be disqualified from the current session only. No person shall be permitted to assist or meet with any driver prior to weigh-in without permission of the Scale Technician. Failure to comply may result in a driver being disqualified from the session.

All competitors must weigh-in except for medical reasons as a result of an on-track incident.

The Scale Marshal shall have the authority to determine weight legality.

All karts and drivers must proceed to tech and must be approved to receive points.

Fuel, tires, chassis, engine, and engine components may be subject to post race legality technical inspections at the discretion of the Technical Director or Race Director.

It is the driver's responsibility to ensure they clear Tech before leaving the scale area.

In case of a weight dispute the driver can request a second and third weigh-in after all participants have passed scales

3.11 TIRES

All tires may be marked as per tech procedures after qualifying, pre final or final at the discretion of the Technical Director. Only one set of dry tires and rain tires will be used on race days and double header weekends

Any tires, which have not been approved for replacement by the Technical Director, or do not display the proper tech marking, shall be considered illegal.

Tires checked with a durometer may not be more than 5 points lower than the factory known readings. Tires to be checked when the core temperature is 70°F.

No tire warming allowed.

Any kart that has illegal compound tires for its class will be denied access to the grid prior to the start of the race.

Tire treatment (ie: doping) is not allowed. Only VIKA approved tires may be used.

Refer to <https://vika.ca/rules.html> for approved tires.

NOTE : Rain Tires are open for all classes. Any of the above compounds may be used in any classes unless specified.

3.12 ENGINE

All engines must conform to current class rules listed at <https://vika.ca/rules.html>

The Race Director and Technical Director reserve the right to impound any engine and seal it for technical inspection at a later time. Refusal to comply with the technical inspection request shall result in disqualification from the current event and possible additional membership penalties.

3.13 FUEL

No Leaded Fuel - Spec fuel for 2 Cycle and 4 cycle engines is Chevron 94 or Shell 93. Engines that require higher octane may use commercially available race gas only. In all instances the motor octane number must not exceed 110. No oxygenated race fuel or additives and no octane boosters are allowed.

3.14 BALLAST

Ballast weight must be securely attached to the main Kart frame or seat. Mounting of ballast weight on bumpers or side bumper bars is not permitted. Bolts must be used to secure the ballast weights. Attaching bolts must be no less than 5/16" (8 mm) in diameter. A minimum of one attaching bolt is required for each 5 pound weight and 2 bolts for any weight over 5 pounds. Attaching bolts must be securely fastened with one of the following methods: Single nut with cotter pin or safety wire, Double nuts or Self-locking nuts – metallic or plastic type Large area washers must be used in the attaching of weights to the seat of the Kart, both inside the seat and outside of the ballast.

All ballast must be white and have the competitor kart number on it.

3.15 REAR BUMPER

Wide rear bumpers are mandatory in all Junior and Senior classes as per ASN. All dimensions are covered in the ASN Technical Regulations.

All full size chassis must use a homologated rear bumper. 1040mm minimum width as per ASN.

3.16 FRONT BUMPER

CIK approved Drop Down bumper system is REQUIRED.

Technical Drawings area available at this link: [Push Back Bumper Rules](#)

3.17 KART NUMBERS

Kart numbers will be assigned to individual drivers at the beginning of the race season and cannot be changed until the following season. Karters assigned racing numbers from the previous season will have a first right of use as long as they are a paid up member in good standing. This includes all arrive and drive participants

Open-4 class will be required to run orange number plates on all 4 sides of the kart

Kart numbers should follow ASN technical regulations. Any deviation from the ASN regulations must be approved by the Race Director or Technical Inspector prior to accessing the race track.

3.18 RACE DAY DISPUTES

DO NOT approach an executive member during the race weekend to address concerns or complaints about the race procedures, penalties or other race day related events.

The Race Director is responsible for all on and off the track activities during racing events. The directors and specifically the President are not responsible for dealing with race day event issues while at the track. It is up to the Race Director to bring race event issues to the executive by way of written reports and subsequent meetings in order for the executive to deal with outstanding issues.

Protest fees and procedures are per ASN Canada regulations. Protest fee is set at \$100 for VIKA events

3.19 FLAGS

Unless otherwise notified by VIKA Officials, flags will be as follows:

Green Flag: Displayed at the start of a race or practice session, or to restart a race or practice session. Green flag signifies “all clear” and racing or practice can begin/resume.

Yellow Flag: Displayed when there is an unsafe condition in that part of the race track. A Waved Yellow is shown to signify an incident or emergency in that area. Drivers should take care, slow down if necessary, and be prepared to stop as needed to avoid the danger ahead. A Stationary Yellow is displayed to signify a hazard remains in the incident area. In Yellow Flag Zones, NO PASSING is permitted from the yellow flag station until either the driver has cleared the incident area or the driver has reached the next flagging station that is not displaying a yellow flag.

Red Flag: Displayed by all flagging stations to signify an on track incident or accident that requires the suspension of the current session. Drivers should slow down when safe to do so, raise their hand, and proceed with extreme caution to the pit lane for further instructions from race officials. Be

prepared to stop immediately if instructed to do so. During a red flag, all drivers must stay with their karts unless authorized by a race official. Repairs to karts may only be performed on pit lane with authorization of a race official. Only Race Officials will be allowed on the race track during a red flag condition. Crew and Family may NOT enter the racing surface during a red flag unless instructed to do so by a race official.

White Flag: Waved White Flag is shown by the starter to signify that 1 lap remains in any session. This is a courtesy flag only, racers should not assume the next flag and always race to the checkered flag.

Checkered Flag: Waved Checkered Flag is shown by the starter to signify the end of a race or session. This flag will also signify the end of any timing and scoring for the current race or session. Upon passing the Checker Flag, assume the track is in a Yellow Flag condition and proceed safely to pit road for Technical Inspection if required.

Blue Flag (Blue Flag with Yellow Stripe): Waved Blue Flag is shown by the starter to signify a driver is about to be caught/passed by the leaders of a session or race. The driver receiving this flag should maintain a consistent line so the faster karts can pass without the session being affected. Failure to obey this flag may result in a black flag.

Black Flag: Waved Black Flag is shown by the starter to signify a driver should report to the designated off-track area and consult with race officials. A kart number may be displayed for clarification. Any driver who fails to obey the black flag after it has been displayed twice will be disqualified from the current session and additional penalties may be issued. The starter may use a rolled up black flag to provide a warning to a driver that if the current aggressive/unsafe driving continues, a waved black flag may be issued. Drivers receiving the waved black flag will no longer be scored and will receive penalties based on the issue or incident.




Mechanical Black Flag: Waved Mechanical Black flag is shown by the starter to signify a driver should report to the designated off-track area due to a mechanical issue that is likely to cause a danger. A kart number may be displayed for clarification. Any driver who fails to obey the black flag after it has been displayed twice will be disqualified from the current session and additional penalties may be issued. Drivers receiving this flag should discontinue racing immediately and move off the racing line in a safe manner.


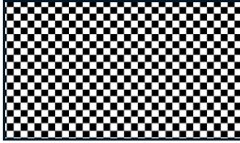


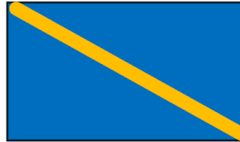
Warmup and Formation Laps: Waved Green Flag will be displayed by the starter with Standing Green Flags displayed at flagging stations for a Warm Up Lap. A Stationary Yellow Flag will be displayed during the formation lap. All karts should proceed to their grid position and form up for the start of the race.

All flags are used at the discretion of Race Officials, the starter, and corner workers. Decisions related to Black Flags can not be protested, all Race Official decisions are final.

FLAGS

These flag signals are used at all VIKA club events. These flag may vary from Regional and National Events.

 <p>Green Flag</p>	<p>Waved Green is shown by the starter to signify the start of all track sessions and races.</p> <p>Stationary Green is shown on warmup lap prior to formation lap.</p> <p>Stationary Green is shown at all stations for 1 lap after all starts or restarts.</p>
 <p>Yellow Flag</p>	<p>Waved Yellow is shown by any flagging station to signify an incident or emergency area. Drivers should take care, slow down if necessary, and be prepared to stop as needed to avoid the danger ahead.</p> <p>Stationary Yellow is shown during an incident to signify a hazard remains in the incident area.</p> <p>In Yellow flag zones, NO PASSING is permitted from the yellow flag station until either the driver has cleared the incident area or has reached the next flagging station with no yellow flag displayed.</p> <p>Stationary Yellow is shown by all flagging stations during the formation lap.</p>
 <p>Red Flag</p>	<p>Waved Red is shown by all flagging stations to signify an on track incident or accident that requires a suspension of the current session.</p> <p>During a Red Flag, drivers should slow down and raise their hand. No passing is allowed, and drivers should proceed with extreme caution to the pit lane for further instruction from race officials. Be prepared to stop immediately if instructed to do so.</p> <p>During a Red Flag, repairs to karts may only be performed on pit lane at the authorization of a race official. All drivers must stay with their karts unless authorized by a race official.</p>

 <p>White Flag</p>	<p>Waved White is shown by the starter to signify 1 lap remaining in any session.</p> <p>This is a courtesy flag; racers should not assume the next flag and should always race to the checkered flag.</p>
 <p>Checkered Flag</p>	<p>Waved Checkered is shown by the starter to signify the end of a race or session.</p> <p>This flag must be waved and will signify the end of any timing and scoring for the current race or session.</p>
 <p>Black Flag</p>	<p>Waved Black is shown by the starter to signify a driver should report to the designated off-track area and consult with race officials. A kart number may be displayed for clarification.</p> <p>Any driver who fails to obey the black flag after it has been displayed twice will be disqualified from the current session and additional penalties may be issued.</p>
 <p>Mechanical Black Flag</p>	<p>Waved Mechanical Black is shown by the starter to signify a driver should report to the designated off-track area due to a mechanical issue that is likely to cause a danger. A kart number may be displayed for clarification.</p> <p>Any driver who fails to obey the mechanical black flag after it has been displayed twice will be disqualified from the current session and additional penalties may be issued.</p>
 <p>Blue Flag</p>	<p>Waved Blue Flag is shown by the starter to signify a driver is about to be lapped. The driver receiving this flag should maintain a consistent line so the leaders can pass without the race being affected.</p> <p>Failing to obey this flag may result in a black flag.</p>

4.0 RACE FORMAT AND CHAMPIONSHIP POINTS

Position	Qualifying	Heats/Pre-Final	Final
1	100	200	300
2	85	175	250
3	75	155	210
4	65	140	185
5	55	130	150
6	50	120	130
7	45	110	120
8	40	100	110
9	35	90	100
10	30	80	90
11	25	75	80
12	20	70	75
13	15	65	70
14	10	60	65
15	5	55	60
16	5	50	55
17	5	45	50
18	5	40	45
19	5	35	40
20	5	30	35
21	5	25	30
22	5	20	25
23	5	15	20
24	5	10	15
25	5	5	10
26	5	5	5

4.1 RACE FORMAT

The race schedule format for race day will be Practice-drivers meeting-practice-qualifier-pre final-final. The option of a three heat format is allowed.

Racing order for the pre-final/heat race will be based on qualifying times, and racing order for finals will be based on finishing order of the pre-final. Racing classes will not be separated.

A race consists of two heats and a final in classes with 34 or less entries that choose not to use the qualifying, pre-final and final race format. Points equal to the karts finish position in each heat will be awarded to determine grid position for the Final. For example a kart that finishes 3rd and 5th will have 8 points. Karts will be gridded for the Final with the lowest points kart on pole, second lowest off pole and so on. In the event of a tie finish position in the second Heat will be the tie breaker.

Once there are 40 or more entries the race director, at his discretion, has the ability to split the class into A and B groups

Rules for splitting classes with over 40 entries:

For the Final the grid will be as follows. Pole position will be taken by either the winner from group A or B, who ever posted the fastest time in the Heats. The other group winner will be off pole. If group A's driver wins pole all of group A will be on the pole side of the grid and all of group B will be on the off-pole side of the grid in order of their points from the heats. The remaining places up to 40 will be gridded in an alternating pattern by their finishing position in the Pre-final.

Qualifier grids will be determined by the results of the practice session prior to the qualifying session

4.2 ENGINE CLAIM RULES

Rotax Claim Rule

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 Director after the end of the final race. The five hundred dollar (\$500.00) verification and sealing fee must be submitted in cash with the written claim to VIKA. The claim can be submitted at any time before the winning engine is released from technical inspection by the Technical Director. After the release, no one is allowed to claim the winning engine.

Double Header/ Two (2) Day Event

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

(b) If no Technical Director is present, all karts will be held at scales at the end of final race for two (2) minutes during which time a claim can be made to the scale official, who will inform the Race Director. Any karts involved in an engine claim will be held at scales until the end of the event.

If more than one driver wishes to claim the winning engine, the driver with the worst place finish 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 the driver is not available at the technical area they will lose their right to claim the engine.

The claim applies to the engine itself and all accessories that come with a new engine. The price to pay for the claimed engine is the suggested retail price, plus local taxes plus the initial five hundred dollar (\$500.00) verification and seal fee which is required to make the claim Find below the suggested retail price for each

The engine must be paid in cash or certified funds before trophy awards. The money will be given to the winner when he or she will give the engine, its accessories and technical passport to the claimer. The Technical Director must write a report showing the name of the race winner, the name of the Claimer, the serial number, seal number(s) of the engine and the fact that the engine was given to the Claimer and 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 manager Patrick Moreau by email at patrick@maxchallenge.ca

If no Technical Director is present, the Race Director will make the report. The engine and accessories are sold "as is" without any warranty from the winner.

If an engine is claimed on Saturday the engine and its components being claimed will be marked and the seal number will be recorded by the Technical Director or in the absence of a Technical Director the Race Director before it is permitted to leave the Technical area or Scales. The claimed engine being presented at the end of the event on Sunday must be complete as marked on Saturday.

In the event the engine has been altered in any way the entrant will be disqualified for both days the Claimer may decide to keep the engine or cancel his or her claim without penalty.

If a driver fails to follow through with the claim they will forfeit the \$500.00 verification and sealing procedure fee to VIKA. The intent being that the claiming driver does not claim a motor just to be antagonistic without some form of penalty.

A driver cannot have their engine bought more than twice during the same season (to prevent abuse). If the winner does not want to sell their engine to the claimer, they will be automatically excluded from the event and their results of the day or in the case of a claim on Saturday during a double header both days results will be treated as a disqualification. Furthermore, if a participant refuses to sell the claimed engine the participant will be excluded from participating in any VIKA organized events for a period of 6 months

The technical inspector will prepare a written report of the refusal from the winner to sell their 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 their decision. If no Technical Director is present, the Race Director will make the report.

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 at VIKA events 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 season.

VIKA BRIGGS LO206 Claim Rule (updated 2025)

In order to maintain a level playing field for members and guests, VIKA has adopted a CLAIMING RULE FOR BRIGGS & STRATTON LO206 CLASSES. The claiming rule has been very successful at clubs across Canada 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, and must finish the final feature race by taking the checkered flag. They may only claim an engine within their entered class with a maximum of two claims throughout the calendar season. A competitor, or representative thereof, cannot claim their own engine. A claimed engine CANNOT be re-claimed by the original owner in the same season. The engine being claimed does not have to be the winning engine for the day.

2.(a) The competitor making a claim must give written and signed notice to the Event Technical Director, before the completion of the race day's final feature race and must include CASH payment in full.

(b) In the absence of an Event Technical Director, all karts will be held at the scales for two (2) minutes, in which time, a claim will be made to the scale official who will inform the Race Director. Any karts involved in an engine claim will be held at scales until the end of the event. Failure by either competitor will result in penalties and / or exclusion.

3.The competitor making the claim has two options available for claiming and must specify upon item #2a above with signed notice and cash payment appropriately.

OPTION 1: Engine only as raced (same as supplied in original factory sealed LO206 engine box) The price payable to VIKA to claim an engine is: \$1064 :2024 sealed LO206 engine box retail price + \$350 Claim fee, +\$150 administration fee = \$1564 CAD

A. Engine MSRP retail is set at \$950 CAD + 12% tax = \$1064 CAD (2024 season). Due to Market pricing fluctuations MSRP pricing may be updated at the clubs discretion.

B. The engine is claimed as raced, and includes engine block, cylinder head, all associated shrouding and brackets, carburetor and manifold, fuel pump, and fasteners. (As a "original factory sealed LO206 engine box "as purchased from a Briggs and Stratton distributor / dealer would include.)

C. The claiming rule does not include, clutch, clutch guard, engine mount, exhaust pipe and silencer, air filter, pulse fitting, throttle linkages or brackets not supplied with the basic original factory sealed LO206 engine package. Any discrepancies will be decided by the club. These items are subject to technical inspection as per standard race day procedures.

OPTION 2: Engine and Engine accessories as Raced. The price payable to VIKA to claim an engine is: Option 1 \$1564 CAD + Engine accessories 835.71 CAD + 12% tax = \$936 CAD = \$2500 CAD

A. The engine is claimed as raced, and includes engine block, cylinder head, all associated shrouding and brackets, carburetor and manifold, fuel pump, and fasteners. (As a "original factory sealed LO206 engine box "as purchased from a Briggs and Stratton distributor / dealer would include.)

B. The engine accessories claim as raced, includes clutch, clutch guard, exhaust pipe with wrap and silencer, exhaust gasket, air filter, pulse fitting, fuel line engine to carb, throttle linkages or brackets not

supplied with the basic original factory sealed LO206 engine package. Any discrepancies will be decided by the club. These items are subject to technical inspection as per standard race day procedures. The accessories claim does not include an engine mount.

4. There can only be one claim on an engine per day. If multiple claims are made in a day, the driver with the worst place finishing will have priority. Inspection of claimed engine is according to the VIKA Briggs & Stratton technical 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 VIKA Technical Director for inspection and remain in VIKA possession throughout the entire process. Both claimer and claimed have the option to be present at the time of inspection. The decision by the VIKA 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 in section 3 respectively as claimed (either option 1 or option 2)

C. All external components not part of the claim are subject to inspection but will be returned to the claimed party.

D. VIKA will award the claimed party a NEW LO206 engine in a factory sealed box plus a \$350 transfer fee.

7. If the claimed engine is found to be illegal:

A. The Technical Director will confiscate ALL illegal parts and related parts from the claimed engine.

B. The Claimer has the option to void the claim if the engine is found illegal.

C. The Claimed engine owner will be responsible for payment of the \$150 administrative fee, and will not be able to compete in an VIKA event until such time as payment is made to VIKA.

D. The claimed competitor's championship points for that event weekend will be forfeited.

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 VIKA officials. Furthermore, if a participant refuses to sell the claimed engine the participant will be excluded from participating in any VIKA organized events for a period of 6 months

9. VIKA officials may make alternative concessions if a particular situation justifies it.

10. This Claiming Rule is subject to change at the discretion of VIKA officials. Any change in this rule will be posted online in accordance with our Rules and Regulations.

11. If a claim is made on the first day (i.e. Saturday) of a 2-day event, the remaining procedures outlined in this claim rule will occur at the end of the final race weekend day (i.e. Sunday), in order to allow a driver with a claimed engine the opportunity to obtain a replacement engine. If an engine is claimed on Saturday the engine and its components being claimed will be marked and the seal number will be recorded by the Technical Director or in the absence of a Technical Director the Race Director before it is permitted to leave the technical area or Scales. The claimed engine being presented at the end of the event on Sunday must be complete as marked on Saturday.

If the same driver has their engine claimed during the Saturday and Sunday races, the first day with a claim on that winning engine will be the applicable engine claim for the purpose of the remainder of this rule.

If different engines are claimed on Saturday and Sunday, there may be up to two (2) separate engine claims in a weekend. If an engine is claimed on Saturday, the engine and its components being claimed will be marked and the seal number will be recorded by the Technical Director or in the absence of a Technical Director the Race Director before it is permitted to leave the technical area or Scales.

The claimed engine being presented at the end of the event on Sunday must be complete as marked on Saturday. In the event the engine has been altered in any way the entrant will be disqualified for both days the Claimer may decide to keep the engine or cancel his or her claim without penalty.

If a driver fails to follow through with the claim they will forfeit the \$150.00 administration fee to VIKA. The intent being that the claiming driver does not claim a motor just to be antagonistic without some form of penalty. Malicious use of this rule will also result in penalties or disciplinary actions by the club.

Senior 4 Stroke Open Class Rules

All Drivers to be VIKA members and must adhere to the current VIKA Competition Rules with the following supplementary rules:

A single motor to be 4-Cycle and each kart not to exceed a cubic capacity (cc) of 210 cc. All modifications are allowed but must run gasoline only. Engines must not be run on Alcohol.

Shifter karts are NOT permitted

This class will provide its own Trophy sponsor

Kid Kart Rules

The Kid Kart class is a class for kids aged 5-8, the goal for this class is to introduce and educate children and their parents or guardians who are new to kart racing. The kid kart class is a non-competitive practice event.

The club, parents or guardians and children will learn event procedures, sportsmanship and driving skill

Race Day Requirements:

Insurance waivers must be completed prior to each event. Insurance waivers are required to be presented at registration.

Pre-Technical Inspection Self-Declaration forms are to be filled out by the parent or guardian prior to any track day and handed in before entering the pre-grid area.

Pit passes must be purchased by any parent or guardian that intends to enter the pre-grid area or perform parent participation requirements. Wristbands will be checked before entering the pre-grid area.

Parent or Guardian Participation:

Parents or Guardians are required to volunteer during their kid kart sessions and must always remain in assigned station unless directed to by VIKA officials for an incident or retrieval purposes.

Training debrief to parents or guardians prior to on track sessions are required. No parent or guardian to enter the track unless directed to be VIKA officials.

Absolutely no communication verbally or hand signals allowed unless specifically for safety as this distracts drivers on track.

While kid karts in session and on track – No use of mobile devices etc. which can cause distraction.

One parent or legal guardian minimum per kid kart driver, must be present at all times during the kid kart session. No exceptions.

Equipment:

Helmets: refer to ASN Karting Racing Helmets. <https://www.asncanada.ca/karting>

Chest Protection: All drivers are required to wear a chest protector with SFI Section 20.1 certification during any on-track session.

Neck & Rib Protectors: All drivers in the class are required to wear neck and rib protectors as per ASN Canada FIA sporting regulations.

<https://www.asncanada.ca/karting>

Safety Rules:

Children must be aged 5+ on the day of the event.

There should be no data loggers or dash devices viewable by the driver.

All sessions will start from a pre-grid area or be a standing start. No karts will be allowed to join the session after it has been officially started.

General Technical Rules:

Chassis: All Chassis' must be strictly Bambino / Kid kart chassis built by mainstream production kart manufacturers. No homemade chassis are permitted. No Cadet size chassis are permitted. If in doubt before acquiring your Bambino / kid kart chassis please contact info@vika.ca for advice & assistance to compliance. VIKA reserves the right to disallow a chassis from competition if deemed unsafe & not fitting within the **Kid Kart** class category.

Tires: Following club's current year approved tire rules, any club legal dry compound front tire is permitted

Bodywork: CIK, FIK or IKF/WKA style allowed. Must include: front fairing, nose, side pods and full rear protection.

Minimum Weight: legal minimum weight = 160 lbs. All entrants are subject to technical inspection.

Engines: Any Bambino / Kid kart specific engine 50cc or less will be considered legal. VIKA reserves the right to remove any engines that are considered unsafe or too fast. The goal is to have all participants moving to the Honda GXH50 spec

VIKA reserves the right to adjust these rules at any point during the 2025 season. Any inquiries should be directed to vikarulecommittee@gmail.com