

SRA
Karting



Jim Russell
Académie de Karting
MONT-TREBLANT



COUPE DE MONTREAL 2018



2018 COUPE DE MONTRÉAL KARTING CHAMPIONSHIP Series Regulation

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Sanctioned by:

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1. Coupe de Montréal Championship

The Coupe de Montréal Championship and the event are organized by the Club de Karting de Montréal, in collaboration of SRA Karting International, SH Karting, ICAR Karting and the Jim Russell Karting Academy.

Series coordinator: Patrick Moreau

2. Sanction

The championship is sanctioned by Karting Québec.

3. Information related to the series

By e-mail: pmoreau@srakarting.com

By phone: Patrick Moreau 1-514-312-1711 # 223

Series website: www.coupedemontreal.com

4. Series calendar

The series is a six rounds championship.

Round	Date	Racetrack	City
1	May 6 th	SH Karting	Mont St-Hilaire
2	June 3 rd	SRA Karting International	St-Roch-de-L'Achigan
3	July 1 st	ICAR Karting	Mirabel
4	July 22 nd	ICAR Karting	Mirabel
5	Saturday 25 th	SH Karting	Mont St-Hilaire
6	September 30 th	Académie de Karting Jim Russell	Mont-Tremblant

5. Driver, Team and Parental Sportsmanship Theme

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

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

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

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

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

6. Prizes for each round and championship

Championship prizes

At the end of the series, the top three in the General Standing Points for each class will receive a trophy.

Additional prizes may be added during the season.

Prizes for each round

First, second and third place finishers in the final race of each class will receive a trophy.

Additional prizes may be added during the season.

Series and event Awards must be accepted as is and are not transferable by the winners.

7. Championship Points

Qualifying	
Pos	Pts
1 st	5

Pre-final			
Pos	Pts	Pos	Pts
1	50	6	25
2	45	7	20
3	40	8	15
4	35	9	10
5	30	10	5

Final									
Pos	Pts	Pos	Pts	Pos	Pts	Pos	Pts		
1	200	11	102	21	50	31	28		
2	180	12	96	22	46	32	27		
3	170	13	90	23	42	33	26		
4	160	14	84	24	40	34	25		
5	150	15	78	25	38	35	24		
6	142	16	72	26	36	36	23		
7	134	17	66	27	34	37	22		
8	126	18	62	28	32	38	21		
9	118	19	58	29	30	39	20		
10	110	20	54	30	29	40	19		

Final standings for each class will only keep the top five event results (one drop). The drop can be used for the last round only if the driver registered and raced at this event.

8. Event officials

Steward:	Annikim Comtois	Race director:	Steven Hubert
Deputy steward:	Patrick Moreau	Starter :	A.S.R.Q.
Chief technical inspector:	Charles-Antoine Bonin	Timing and Scoring:	Pénélope Comtois
Pre-Grid official:	Association Amateurs de Course Automobile (A.A.C.A.)		
Marshals:	Association des Signaleurs de la Région du Québec (A.S.R.Q.)		

9. Regulations and Precedence of Regulations

The events will run in accordance with:

1. 2018 ASN Canada FIA Regulation
Book 1 – Sporting Regulation
Book 2 – Technical Regulation

Available on ASN Canada FIA website www.asncanada.ca

2. Règlements Karting Québec 2018
 - Livre 1 - Réglementation sportive
 - Livre 2 – Réglementation Technique
 - Available on Karting Québec website www.kartingquebec.ca
3. 2018 Rotax MAX Challenge – for Rotax classes
 - Available on MAX Challenge Canada website www.maxchallenge.ca
4. 2018 ASN Briggs & Stratton – for Briggs & Stratton:
 - Available on www.asncanada.com for English version
 - Available on www.kartingquebec.ca for French version

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

- a) 2018 ASN Canada FIA Karting Regulations.
- b) 2018 ASN Canada FIA bulletins.
- c) 2018 Karting Québec Regulations
- d) 2018 Karting Québec Bulletins
- e) 2018 Rotax MAX Challenge Regulations and its Bulletins.
- f) 2018 ASN Briggs & Stratton Regulations and its Bulletins.
- g) These Coupe de Montréal series regulations.
- h) Official bulletins of the Coupe de Montréal issued before or at the events.
- i) Instructions from approved Officials.

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

10. Modifications to the regulation

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

11. Classes for the Coupe de Montréal Championship

Class	Minimum Licence	Age	Engine rules	Weight kg	Weight lbs
Rotax DD2	Club A	15 y.o. and over. Driver must be born in 2003 or before	RMC	173	381
Rotax MAX	Club B	14 y.o. and over. Driver must be born in 2004 or before	RMC	165	364
Rotax MAX Masters	Club B	30 y.o. and over. Driver must be born in 1988 or before.	RMC	170	375
Rotax DD2 Masters	Club A	32 y.o. and over. Driver must be born in 1986 or before.	RMC	180	397
Rotax MAX Junior	Club C	12 – 15 y.o. Driver must be born in 2003, 2004, 2005 or 2006.	RMC	145	320
Rotax Micro-Mini*	Club C	8 – 13 y.o. Driver must be born in 2005, 2006, 2007, 2008, 2009 or 2010.	RMC	120,2	265
Briggs & Stratton LO206 Cadet	Club C	8 – 11 y.o. Driver must be born in 2007, 2008, 2009 or 2010.	B&S LO206	120,2	235

Briggs & Stratton LO206 Junior	Club C	9 – 15 y.o. Driver must be born in 2003, 2004, 2006, 2006, 2007, 2008 or 2009	B&S LO206	136	300
Briggs & Stratton LO206 Senior	Club B	14 y.o. and over. Driver must be born in 2004 or before.	B&S LO206	154	340
Briggs & Stratton LO206 Masters	Club B	14 y.o. and over. Driver must be born in 2004 or before.	B&S LO206	170	375
Open Shifter	Club A	15 y.o. and over. Driver must be born in 2003 or before.	See 12.3.	174,6	385
Open Shifter Masters	Club A	32 y.o. Driver must be born in 1986 or before.	See 12.3.	183,7	405

* Notes: 1. Weight to be measure at an event in either kg or lbs, not both.

2. Micro MAX and Mini MAX in only one class using the Mini-MAX technical regulations.

12. Specifications for some classes

12.1 Briggs & Stratton Cadet

Technical regulations for the Briggs & Stratton Cadet apply with these differences:

- Carburetor slide: red
- Clutch : Noram GE72 (red springs)
- Gear Ratio : front sprocket – 17 Rear sprocket – 56
- Chain pitch : 35
- Chassis: 950 mm

12.2 Rotax Micro-Mini MAX gear ratio

The use of ratio a) or b) is mandatory:

a) Front sprocket: 12 Rear sprocket: 76 or b) Front sprocket: 13 Rear sprocket: 82

12.3. Open Shifter / Open Shifter Masters

Eligible engines for the Shifter classes are 125 cc karting engines with 6 speed gearbox KZ or ROK. The technical regulations for KZ engines are 2018 CIK regulation and for ROK engines, the technical regulations of 2018 ROK Cup USA (technical part of engine and accessories only) apply.

13. Competition numbers

Karts must have a unique number composed of three digits, excepted for B & S Cadet class. First digit represents the class, according to the table below. Letters are forbidden. If a driver has a registered national number reserved with ASN Canada FIA, this driver will have priority in case two drivers have the same number.

Numbers	Class	Number	Class
1-99	Briggs & Stratton Cadet	500	Rotax DD2 Masters
100	Rotax Micro – Mini MAX	600	Briggs & Stratton Junior
200	ROTAX Junior MAX	700	Briggs & Stratton Senior
300	Rotax MAX & MAS Masters	800	Briggs & Stratton Masters
400	Rotax DD2	900	Open Shifter & Shifter Masters

14. Registration fees for the Championship and events.

There is no fee to register to the Championship. To register in an event, fees are ninety dollars (\$90,00) plus applicable taxes.

15. Event format

Events are a one day format, usually on Sunday. See exception in the calendar. According to the hosting racetrack, it may be possible to practice the day before or previous days.

<i>Typical schedule</i>	
Morning	Practices Qualifyings
Afternoon	Pre-finals Finals Podiums

Note: The example above is as indication only. The official schedule will be part of the event supplementary regulation and could be modify at the event according to the number of entries.

16. Registration procedure

16.1. Online registration

The Coupe de Montréal series is trying to set-up an online registration procedure to accelerate registration and remove these procedures on the morning of the event. This has to be confirmed.

16.2. Inscriptions sur place

It is possible to register onsite on the days preceding the event at the hosting racetrack or on the day of the event according to the registration schedule included in the event supplementary regulations.

16.3. Waiver

All participants and teammates must sign the waiver. A driver which did not registered and/or did not signed the waiver will not be allowed to enter the racetrack on the event day until they register and signed all required documents and waiver.

17. Pre-technical inspection Self-Declaration

On race day, the driver must bring his Pre-Technical Self-Declaration to the technical area according to the schedule included in the Event Supplementary regulations. The technical inspector will exchange the declaration for a sticker. This sticker must be put on the kart front panel. Drivers found on the track without having completed the approved Pre-Technical Inspection Self-Declaration form are subject to penalty.

All karts must have their numbers before entering the track for any session, including during unofficial and official practices.

It is the competitor's responsibility to ensure that their kart meets the technical requirements for their class throughout the entire race event. Any kart or driver's racing equipment is subject to Technical Inspection at any time

18. Tire specifications

For all classes, only barcoded tires can be used. The barcodes must be readable by the tire scanner. Tires not having at least one readable barcode will be refused.

a) Slick tires

All tires will be branded manually and/or electronically. If a driver wants to use new tires, he must purchase them from the hosting track. If a driver wants to use used tires must have his tires marked according to the schedule. The fake used tires (ex. Tires not having completed a heat circle) can be refused for marking as used tires.

b) Rain tires – Drivers can provide their own rain tires. Tire marking may be done prior utilisation or after the first utilisation according to the event schedule or instructions from Officials at the event.

- c) **All classes:** Only one (1) set of slick and rain tires per event. The quantity of rain tires may be adjusted from the event official bulletin depending on weather and track conditions.

Class	Type	Brand	Model	Front	Rear
Rotax DD2	Slick	Vega MAXOne	Blue	10x4.50-5	11x7.10-5
	Rain	Vega MAXOne	W5	10x4.20-5	11x6.00-5
Rotax DD2 Masters	Slick	Vega MAXOne	Blue	10x4.50-5	11x7.10-5
	Rain	Vega MAXOne	W5	10x4.20-5	11x6.00-5
Rotax MAX	Slick	Vega MAXOne	Blue	10x4.50-5	11x7.10-5
	Rain	Vega MAXOne	W5	10x4.20-5	11x6.00-5
Rotax Masters	Slick	Vega MAXOne	Blue	10x4.50-5	11x7.10-5
	Rain	Vega MAXOne	W5	10x4.20-5	11x6.00-5
Rotax Junior MAX	Slick	Vega MAXOne	Blue	10x4.50-5	11x7.10-5
	Rain	Vega MAXOne	W5	10x4.20-5	11x6.00-5
Rotax Micro/Mini MAX	Slick	Vega MAXOne	Blue	10x4.60-5	10x4.60-5
	Rain	Vega MAXOne	W5	10x4.20-5	11x6.00-5
Briggs & Stratton Junior, Senior, Masters	Slick	Vega MAXOne	Blue	10x4.60-5	11x6.50-5
	Rain	Vega MAXOne	V5	10x4.20-5	11x6.00-5
Briggs & Stratton Cadet	Slick	Vega MAXOne	Blue	10x4.60-5	10x4.60-5
	Rain	Vega MAXOne	V5	10x4.20-5	10x4.20-5
Shifter Open / Shifter Masters	Slick	Vega MAXOne	Purple	10x4.50-5	11x7.10-5
	Rain	Vega MAXOne	W5	10x4.20-5	11x6.00-5

19. Engine claim rule

A claim rule will be in force for all classes excepted for the Shifter classes. A claim can only be done on the day of the event.

19.1. Rotax classes

For the Rotax classes, the claim rule included in the 2018 Canadian Rotax MAX Challenge applies.

19.2. Briggs & Stratton Classes

For the Briggs & Stratton classes, the claim rule is the following:

19.2.1. The driver who wants to claim an engine must be registered in the same class. He can only claim the engine of the winner of the final race. A driver cannot claim an engine more than once during the same season. A driver or one of his representatives cannot claim his own engine. An engine claimed during the season cannot be subsequently reclaimed or used by the previous owner/driver in the same year.

19.2.2. A driver who wants to claim an engine must give a written notice to the Steward or to the Chief Technical inspector before the winner is release from the technical area after the race and must be accompanied by complete payment.

19.2.3. The price to claim an engine Briggs & Stratton is nine hundred and fifty dollars (\$950.00) which represent the price of a brand new engine with accessories included in the box plus taxes. The price must be paid in cash with the claim deposit.

19.2.4. An engine can only be claimed once during the same event. If more than one claim is done for an engine, the claim from the driver which had the worst result during the final race will have priority. The Steward will keep the

money until the engine the post-race technical inspection in completed. The inspection of the claimed engine is done according to the ASN Canada FIA Briggs & Stratton regulations and cannot be avoided.

19.2.5. The winning engine must be inspected as usual after the final race. The winning driver (or its representative) and the driver claiming the engine can be present at the inspection. If more than one driver is claiming the engine, only the driver which has priority can be present.

19.2.6. If the engine is declared "legal":

- a) The winning engine will be given to the claiming driver;
- b) The claiming driver will receive all items coming in the box of a new LO206;
- c) All other components are subject to inspection but must be given to the winning driver; and
- d) The money (\$950.00) will be given to the winning driver.

19.2.6. If the engine is declared "illegal":

- a) The inspector must confiscate all illegal parts from the engine or accessories;
- b) The claiming driver will have the choice to receive the engine (without the illegal parts) at the same price or to void the claim and take is money back; and
- c) If the case of the claiming driver decides to take back is money, the right to claim extinguished and no more claim can be done on the engine for this event.

19.2.7. Refusal to give the engine to the claimer, destruction, removal of parts or lack of cooperation will be interpreted as a confession that the engine is illegal and the winning driver will be automatically excluded from the results by the event Officials. A report of the refusal must be sent to Karting Québec as soon as possible after the event where further action can be taken against the driver.

19.2.8. A claimed engine is sold "as is" without any warranty. Also, the fact that the engine has been declared legal at the post-race inspection is only a declaration on the elements which have been checked after the race and should not be considered as a verification of every element of the engine and/or accessories.

20. Quiet rule

The Quiet Rule applies for all classes, unless otherwise stated.

21. Eligibility to race in a pre-final or final race

All entries must participate in qualifying for their class. A driver who has not competed in Qualifying is not eligible to compete in Heats or the Pre-Final. The Stewards may review possible exception.

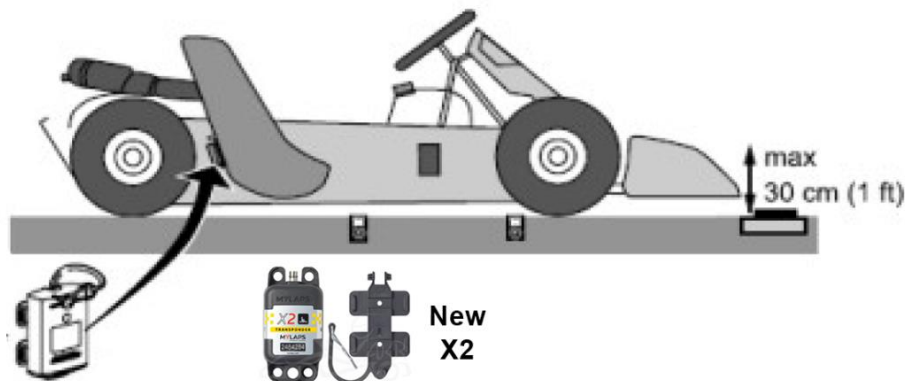
All entries qualified for the Pre-Final must participate in the Pre-Final for their class. A driver who has not competed in the Pre-Final, or the Heat races, for their class is not eligible to compete in the Final. There are no exceptions.

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

There will be no consolation races for karts and drivers who do not qualify for the Pre-Final or Final.

22. Transponders

Each kart must be equipped with a transponder compatible with AMB / Mylaps timing system with a transponder mounting bracket. The transponder must be installed according to AMB / Mylaps instructions in the right vertical way. No accessories and/or lead must be installed between the transponder and the ground.



Organizers have a limited number of transponder available for rent (see events supplementary regulations). However, it is highly recommended for competitors to buy your own transponder.

It is driver's responsibility to make sure his transponder is installed according to the instruction above and it is functional before every track sessions. Organizers, nor officials, are responsible of the malfunction of a transponder, whether the transponder is own by the driver or rented for the event. A kart equipped with a transponder not functioning or incorrectly installed is considered as a kart without transponder.

Drivers must write down their transponder number, whether the transponder is own by the driver or rented for the event, on their registration sheet at the latest during registration hours.

23. Tire and engine marking

Engines and tires will be marked, manually or electronically, before or after the qualifying session according to the event schedule. It is driver's responsibility to make sure his engine and tires have been marked before leaving the marking area.

24. Procedure at the end of an official session

Top three (3) finisher of each official session will proceed to the Parc Fermé and remain there until released by the Technical Officials.

25. Official notice board

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

26. Fuel

The event supplementary regulations will be issued prior to each event indicating the approved fuel source.

Exception: Fuel for Open Shifter and Open Shifter Masters is open.

27. Cameras

The organization may use a video marshalling system to assist the officials. A Drivers and/or teammates cannot request to see the images from this system. However, the Steward may decide, at his own discretion, to show the video or still images to the driver if the situation and time permit.

Drivers can install one camera on their kart according to the regulation. However, images or video footages from this camera are for personal use or training purpose only. These images cannot be submitted for a Protest or an Appeal. Also, they should not be used publicly (ex. on social media) to challenge an official decision. If so, the driver exposes himself to a penalty.

28. Image right

Anybody, including competitors, teammates or relatives entering the facility of a Coupe de Montréal event gives the right to the Organizers of the Coupe the Montréal Championship to use images or video footages taken during an event for promotion, publicity and marketing.

29. Podium ceremony

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

30. Interpretation

There is a French version of this document. In case of any difference between the two versions, the French version will prevail.