

**ATLANTIC MOTORSPORT KARTERS ASSOCIATION  
("AMKA")**

**2024 Supplementary Regulations  
(the "AMKA Supplementary Regulations")**

**Revision Date: March 20 - 2024**

In accordance with the Cup Karts Nort America rule set, the Atlantic Motorsport Karters Association ("AMKA") has developed the following 'Club' Regulations (herein the "AMKA Supplementary Regulations").

These AMKA Supplementary Regulations are subject to further amendments, from time to time, by the resolution of the AMKA Board of Directors.

These AMKA Supplementary Regulations are intended to compliment and add to the ARMS Regulations but where there is a conflict between these AMKA Supplementary Regulations and the ARMS Regulations (i.e. CKNA rule set, these AMKA Supplementary Regulations shall take precedence. For greater certainty, these AMKA Supplementary Regulations also apply as event regulations as applicable for all AMKA race meets.

AMKA is an ARMS affiliated karting club. **All AMKA members must familiarize themselves and comply with these Regulations and all ARMS rules and regulations governing the sport of Karting** including ARMS's Sporting Regulations, Technical Regulations and any bulletins issued by ARMS from time to time as enhanced, complimented or modified by these AMKA Supplementary Regulations.

Copies of these Supplementary Regulations and all ARMS published Regulations related to Karting can be found by following the links at [www.amka.ca](http://www.amka.ca)

For any questions concerning these regulations, please contact the Race Steward or the Race Director.

\* The updates/changes for the 2024 season are highlighted in yellow.

## **Accident/Injury procedure**

Like all sports, there is risk of incident and injury with kart racing. AMKA takes the safety of members and drivers very seriously. For this reason, it is important that everyone understands the protocol that happens in the event medical attention is required during an event.

**1) The Race Director will RED FLAG the race.**

**2) The Race Director will radio medical personnel**

**3) Only once all karts have come safely to a stop will medical personnel enter the track area.**

**4) Medical personnel will assess the situation and determine if an ambulance/911 needs to be called.**

If an incident happens on track, no team members, family or friends are to go to the scene until such time as the Race Director determines, in coordination with medical personnel, that it is appropriate. We understand that this can be very difficult, but this is crucial. Medical personnel need time and space to concentrate on tending to, and focussing on, the patient.

It is also crucial that all drivers fully understand what to do in the event of a RED FLAG. Failure to do this further delays the deployment of medical personnel.

### ***Requirements for a race kart driver to participate in any AMKA race meeting or test & tune event:***

#### **Annual requirements:**

- AMKA Membership Registration Package (found at [www.amka.ca](http://www.amka.ca)) completed and delivered to AMKA's membership registrar and accepted by AMKA as complete.
- membership fee paid to AMKA (see below).

In addition to these annual requirements, each race kart driver (and parent or legal guardian in the case of race kart driver who are minors) must complete:

- signing the appropriate waiver (online with race registration)
- signing appropriate parental consent form (online with race registration)
- complete the appropriate medical form
- payment of entry fee (i.e. for race meet or test & tune) (online with race registration)
- deliver completed Technical Inspection, tech sticker must be applied on or just below the front number panel, prior to kart going on track.

**Annual membership fees for 2024** (membership year runs until March 31.)

Regular membership \$75.00

Associate membership \$25.00

Additional family membership \$12.50

Three event membership \$35.00

One day membership \$25.00

**Event entry fees:**

Race meet (one feature race) \$80.00

See schedule posted at [www.amka.ca](http://www.amka.ca) for dates.

The AMKA Directors have the discretion to grant refunds to entrants where it is reasonable in the circumstances at their discretion (such as if a kart has an unexpected mechanical failure specific to that kart arising before taking the green flag of the first heat which cannot reasonably be resolved by the member in time for participation in any of the heats or race feature that day). Members must apply to the Directors for such a refund. It is intended that such discretion of the Directors to issue any refund will be used sparingly, if at all.

**AMKA Club Classes:**

Class	Age	Birth Year	Weight	LO206 specs
Cadet	8-11	2013, 2014, 2015, 2016	235 lbs	Black 0.310" slide #555732 4100 coil #555725
Sportsman	10-13	2011, 2012, 2013, 2014	275 lbs	Red 0.440 slide #555733 6100 coil #555718
Junior	9-15	2009, 2010, 2011, 2012, 2013, 2014, 2015	300 lbs	Yellow 0.570" slide #555741 6100 coil #555718
Senior Light	15+	2009 or before	340 lbs	Black slide #555590 6100 coil #555718
Masters	30+	1994 or before	350 lbs	Black slide #555590 6100 coil #555718

**Clutches:** Cadet class must use supplied Max-Torque clutch, part #555727. No alteration to clutch is allowed, except for springs and Max-Torque long key hub. AMKA will allow NORAM GE Clutch to

be used in the Cadet class but must be run with stock shoes and red springs, clutch drive sprocket is a non tech item.

**Fuel:** The specified fuel is Premium pump gasoline from the Petro-Canada located at 180 Prospect Road.

**Tire Specifications:** Tires used at all AMKA club races must be Vega kart racing tires having a designation of **VAH – Red Compound** or Vega W6 or W5 Rain for wet conditions unless otherwise agreed and posted by the Directors of AMKA.

Bridgestone YLP or earlier wet tires may be used as there are still members with these, still in good or new condition.

**Drop Down Bumpers:** To deter aggressive driving, AMKA will continue with the drop down bumper penalties.

It is only permitted to fix the front fairing onto the kart using the front fairing mounting kit. No other device is authorised. It must be possible for the front fairing to move freely back in the direction of the chassis without any obstruction from any part that may restrict movement. The front bumpers (lower and upper tube) must be rigidly connected with the chassis and must have a smooth surface. Any mechanical work or other intervention to maximize the friction of the front bumpers is strictly forbidden. These two elements must be vertically aligned and at a right angle to the floor tray/main chassis tubes.

A one position penalty will be assessed for one side of the bumper being dislodged, a two position penalty will be assessed for both sides of the bumper being dislodged. These penalties are based on aggressive driving. Incidental or unavoidable contact may be appealed and reviewed by the officials, with the penalty being dismissed.

**Competition Numbers & Number Panels:** Numbers are issued on a first come, first served basis with no two karts in the same class bearing the same number. AMKA will try to limit multiple uses of the same two digit number so that drivers may continue with their number as they change classes, with the driver who has had the number the longest retaining the number. Requests for numbers are to be made to and be approved by the Directors.

AMKA allows automatic retention of kart numbers for active members under 2 conditions;

1. Any AMKA member who raced in at least 6 race meetings in the previous season shall be entitled to carryover and use his or her race kart number in the next year's racing season and need not request for the number again that year.
2. Any AMKA member who raced in at least 1 race meeting in each of the last 5 consecutive years shall be entitled to carryover and use his or her race kart number in the next year's racing season and need not request for the number again that year.

Notwithstanding the foregoing, the number 1 is reserved for the reigning AMKA series champion in each division.

Numbers and number panels must be in contrasting colors and ARMS size specifications adhered to. The Race Director will determine the legibility of the numbers.

**Members under the Provincial/State of Majority:** To participate in any AMKA Karting Event, a minor must have a parent or legal guardian in attendance or a Responsible Adult as designated on a properly completed AMKA Minors Authorization form that has been submitted to the AMKA Secretary of the Meeting.

**All Rookie Kart Drivers:** All rookie drivers must wear a contrasting colour X on the back of their helmet. All rookie drivers will start each heat and feature race in their class at the back of the grid. When there is more than one rookie driver in a class, they will all be gridded after the non-Rookie drivers for all heats and feature races, but relative to each other they will be gridded using the same methods for gridding non-rookie drivers (i.e. random draw, then based on accumulated points).

All rookie drivers must attend at least two orientation/school sessions and be given approval to race by an AMKA designated official or provide proof of kart racing experience before any race meeting.

The minimum number of race events each driver is to carry the rookie status is three events. Each Rookie must apply to the Race Director to determine whether his/her Rookie status may be removed thereby allowing participation as a non- rookie.

Any race kart driver (herein a "Guest Driver") who has a Kart Racing License from another ARMS/CKNA affiliated club and who has been permitted by the Race Director to participate in an AMKA race meeting (including heats and feature race), shall be gridded according to these AMKA Supplementary Regulations. The Race Director may, in his or her discretion, also require that any Guest Driver be gridded behind any rookie participating in the event.

**Access procedures and entry fees:**

- a) Spectators are not allowed in any restricted area of the facility during the event except at designated times as determined by the race director.
- b) AMKA shall designate the areas of the facility which shall be the restricted areas and shall reasonably mark each such area as a 'Restricted Area'. The Restricted Areas are defined to be, at a minimum, inside the fenced area containing the racing track surface, run-off areas and hot pits, grid area, scale area, tech area, timing, scoring and flag stands shall all be included as Restricted Areas and so marked.
- c) Only members (including associate members) who have signed the online waiver are permitted in the Restricted Areas. The online waiver is available at [www.amka.ca](http://www.amka.ca)
- d) The Race Director or the Race Steward may grant any other person access to the Restricted Areas if such person has a reasonable need for such access to assist a member.
- e) No minors are permitted in Restricted Areas except racers who are accompanied by an adult associate member who has signed the appropriate Waiver.
- f) All minors must be accompanied by an adult spectator

## **Race Schedule:**

**7:00** Gates open and track setup

**7:30** Practice 1 5 minutes each of 4 classes = 20 minutes

**7:50** Practice 2 5 minutes each of 4 classes = 20 minutes

**8:10** Practice 3 5 minutes each of 4 classes = 20 minutes

**8:30** Drivers meeting

**8:45** Heat 1

Cadet – Qualify heat. 8 laps approximately 6 minutes.

JR/SR/Masters – draw. 16 laps approximately 9 minutes each class

**9:20** Heat 2

Cadet – Qualifying order. 8 laps approximately 6 minutes

JR/SR/Masters – reverse of draw. 16 laps approximately 9 minutes each class

**9:55** Heat 3

Cadet – Qualifying order. 8 laps approximately 6 minutes

JR/SR/Masters – pre- final, high points to front. 16 laps approximately 9 minutes each class

**10:30** Break

**10:45** Feature

Cadet – High points to front, 10 laps approximately 8 minutes

JR/SR/Masters – Finish from pre-final. 20 laps approximately 12 minutes each class

**11:30** Racing Completed

AMKA gear removed from track, stored gear, gate closed at 12:30.

Tech and trophy presentations can occur after gate closed if not completed.

Target completion of noon allows for additional time for racing incidents while still ensuring track is turned back to Kartbahn for 1:00 opening.

\*Number of laps may be altered by Race Director/ AMKA Directors, for purposes of time and/or Special Events. (i.e. Trophy Race weekends).

### **Race Starting Order:**

#### **Cadet & Sportsman:**

Qualifying Heat #1 will be in order of last practice times, 3 second gap and a timed 6 minutes.

Heat Race #2 will be in order from Qualifying Heat

Heat Race #3 will be in order from Qualifying Heat

Feature Race will be high points from three heats to the front.

\*For the purposes of determining the grid for the Feature Race, in the event of a tie in accumulated points from the three Heat Races, the tie will be broken in favour of the driver having scored the most points in Heat Race #3.

#### **Junior, Senior and Masters:**

Heat Race #1 grid positions will be assigned by random draw for each class.

Heat Race #2 will be the reverse of the starting position of Heat Race #1.

Pre-final Race (Heat Race #3) will be high points from the two heat races.

Feature Race will grid according to the finish of the Pre-final.

\*For the purposes of determining the grid for the Pre-final, in the event of a tie in accumulated points from the two Heat Races, the tie will be broken in favour of the driver having scored the most points in Heat Race #2.

### **ARMS Series Race Schedule:**

7:00 Gates open and track setup

7:30 Practice 1 5 minutes each of 4 classes = 20 minutes

7:50 Practice 2 5 minutes each of 4 classes = 20 minutes

8:10 Practice 3 5 minutes each of 4 classes = 20 minutes

8:30 Drivers meeting

8:45 Heat 1

Cadet/ – Qualify heat. 8 laps approximately 6 minutes.

JR/SR/Masters – Qualify heat. 16 laps approximately 9 minutes each class

9:20 Heat 2

Cadet – Qualifying order. 8 laps approximately 6 minutes

JR/SR/Masters – Qualifying order. 16 laps approximately 9 minutes each class

9:55 Heat 3

Cadet – Fast time from Heat 2. 8 laps approximately 6 minutes

JR/SR/Masters – Fast time from Heat 2. 16 laps approximately 9 minutes each class

10:30 Break

10:45 Feature

Cadet – High points to front, 10 laps approximately 8 minutes

JR/SR/Masters – High points to front. 20 laps approximately 12 minutes each class

11:30 Racing Completed

AMKA gear removed from track, stored gear, gate closed at 12:30.

Tech and trophy presentations can occur after gate closed if not completed.

Target completion of noon allows for additional time for racing incidents while still ensuring track is turned back to Kartbahn for 1:00 opening.

\*Number of laps may be altered by Race Director/ AMKA Directors, for purposes of time and/or Special Events. (i.e. Trophy Race weekends).

**Race Starting Order:**



**Race Starting Order:**

**Cadet, Sportsman, Junior, Senior and Masters:**

Qualifying Heat #1 will be in order of last practice times, 3 second gap and a timed 6 minutes(Cadet & Sportsman) and a timed 8 minutes(Junior, Senior and Masters).

Heat Race #2 will be in order from Qualifying Heat

Heat Race #3 will be in order of fast times from Heat Race #2

Feature Race will be high points from three heats to the front.

\*For the purposes of determining the grid for the Feature Race, in the event of a tie in accumulated points from the three Heat Races, the tie will be broken in favour of the driver having scored the most points in Heat Race #3.

**Scoring**

**Scoring:** AMKA races are scored by the MyLaps system and each kart requires it's own unique transponder. Please come to the races with your transponder fully charged. If a driver does not have a transponder they cannot borrow another racer's transponder as that creates a delay in the race schedule. The racer may compete but would be required to start at the back of each race and would collect no points towards the season championship total.

**AMKA Championship Points:** AMKA Championship Points are awarded to AMKA members and guest drivers as follows:

<u>Finish Position</u>	<u>Heat Points</u>	<u>Feature Points</u>
1	50	100
2	42	85
3	36	72
4	30	61
5	26	52
6	22	45
7	19	38
8	16	32
9	13	27
10	11	23
11	10	20
12	8	17
13	7	14
14	6	12
15	5	10

To illustrate by example, if a qualified driver finishes 2<sup>nd</sup> in all three heats and 3<sup>rd</sup> in the feature race of a race day meeting, he or she will be awarded a total of 198 points for the day.

**The AMKA Championship Points are the only points awarded by AMKA throughout the 2024 season and are to be used in the determination of award and trophy recipients whenever the guidelines related to such awards and trophies refer to points accumulated or collected.**

**Only driver entrants who are AMKA members or members of an ARMS affiliated club will be awarded AMKA Championship Points.** Any non-AMKA member (the "Guest Driver") that has been permitted by the Race Director to race at any AMKA race meeting will receive points in the same manner as any AMKA member.

A driver who does not take the Green Flag (before the leader of that particular heat or race completes a first full lap) will receive a DNS (Did Not Start) and will receive no points.

A driver who does not take the Checkered Flag will receive a DNF (Did Not Finish) and will receive points based on the number of laps completed as compared to the other drivers in the race.

**The AMKA Championship will be determined by the driver's total amount of points earned during the season allowing up to two drops, for their two worst races, unless one or both of these were disqualifications for the event. Full event disqualifications, either conduct or technical, must be counted in the season total points. Without race cancellations, the best 7 races of the 9 total.**

### ***Shortened Race Days:***

If the Race Day is shortened (weather, accident, etc.), all three heats must be completed in all classes before points are awarded. In the event that all heats in all classes are completed, heat race total points will be calculated and feature race points will be added to the total based on finishing position.

To illustrate by example, if a driver's total heat race points is 3<sup>rd</sup> highest in their division, 72 points would be added to their heat race total.

In the event of a tie in accumulated points from the heats, the tie will be broken in favour of the driver having scored the most points in heat #3.

In the event of a tie for the Championship points, at the end of the Season, highest points total for this race will count as a 'win'.

**Starting Procedures:** The karts will proceed around the normal track for one warm up lap, drivers will form up two wide on the second lap. The karts are to bypass the infield section and head directly up the straight, drivers are not to accelerate until they pass the double pylons denoting the acceleration line.

**\*\*\* Once we work out the finish line we can add to the sub regs**

### **Stopped karts on track:**

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

Cadet drivers are to remain in the kart until directed to move by officials.

### **Pre-race technical:**

No kart shall be allowed on the racing circuit until such time the completed Technical Passport in respect of the particular kart has been submitted and a tech sticker applied to the kart on or just below the front number panel.

- Rookie Drivers are required to have their karts inspected by Technical Director at their first race.
- The Race Director or Race Steward may disqualify any race kart driver and kart for not submitting a Technical Passport. If so disqualified in any event, the particular race during that event cannot be dropped for the purposes of AMKA championship points determination and accumulation.

### **Post-Race Technical Inspection:**

- Cool down lap is mandatory at the conclusion of each race.
- There shall be absolutely no excessive speed in the shutdown area. All karts must stop at or before the scaling area. The engines are to be shut off prior to rolling onto the scales.
- Driver and kart must weigh-in after each heat race and feature races. The driver will be given a maximum of three attempts to make weight.
- If a driver is found to be underweight they will be disqualified from the heat or final as the case may be and upon such disqualification no points shall be issued for that heat or race. This total may be dropped for calculation of the season points.
- 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. **\*\*No Points awarded\*\***
- 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.

- The Scale Marshall will also determine if any push back bumper penalties will be assessed.

**Regulations Revisions:** These regulations are subject to additions, deletions, and corrections. Changes made to these regulations will be posted at the registration site and will be read at the drivers meeting.