

**2024 MOTOMASTER
Canadian Karting Championship
Supplementary Regulations**



Version 2024-08-07

August 15, 16, 17, 18, 2024

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1. The Event

The MOTOMASTER Canadian Karting Championship is an event to determine the 2024 Canadian Karting Champions.

2. Sanctioning

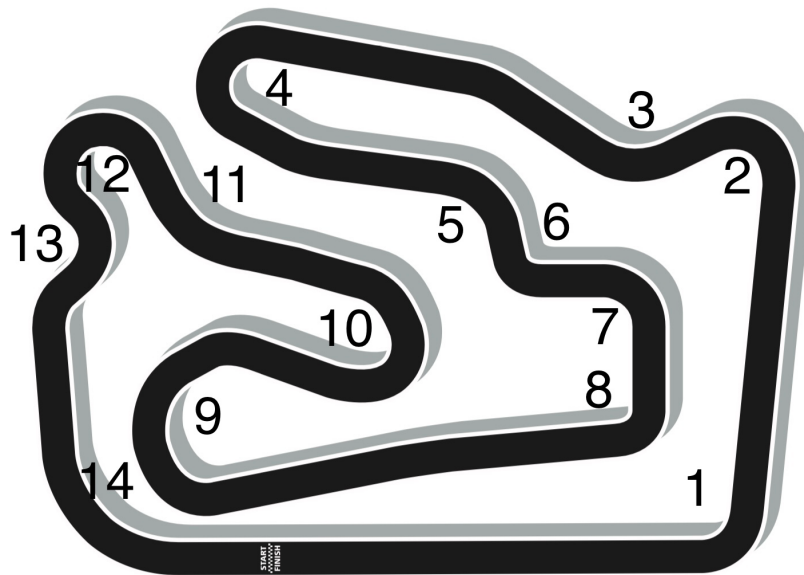
The MOTOMASTER Canadian Karting Championship is recognised as a National Championship event by GDS ASN Canada the National Sporting Authority (ASN) in Canada.

3. Event Organizer

Ron Fellows Karting
<https://ronfellowskarting.com>
info@ronfellowskarting.com

4. The Track

The track has a length of 1.1km. All sessions run counter clockwise.



5. Driver, Team and Parental Sportsmanship Theme

All participants, including entrants, drivers, crew members 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 MOTOMASTER Canadian Karting Championship, promoters, sponsors, organisers, 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 directly at an event are considered violations of this regulation.

Any abusive comments on social media (Facebook, Twitter, Instagram, YouTube, TikTok etc.) between teams, competitors, officials, organizers, or any person associated with the event, or the sport of karting are prohibited, and those doing so will be held responsible and liable for their actions.

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

6. Awards

Trophies and Prizes – First, Second, Third place finishers in ALL classes will receive MCKC trophies, podium hats and Canadian Tire gift cards. First Place: \$300.00, Second Place: \$200.00, Third Place: \$150.00.

ALL class champions will receive an MCKC branded chequered flag at Start/Finish for their victory lap.

Rotax – At the event, four (4) invitations to race at the Rotax MAX Challenge Grand Finals will be awarded in the following Rotax classes to the eligible drivers: DD2, DD2 Masters, MAX Senior and MAX Junior. Prizes will be awarded in these classes to the eligible driver scoring the most points in the combined results of the 2024 Canadian Open and this event. Only Canadian drivers holding an ASN National licence and meeting the other requirements are eligible to win an invitation to the Rotax MAX Challenge Grand Final.

For the Rotax Micro-Mini MAX class: two (2) invitations will be awarded. One invitation to compete at the Grand Finals in the Rotax Micro-MAX class will be awarded to the eligible competitor of the 8 to 10 year old age group scoring the most points in the combined events of the 2024 Canadian Open and this event. One invitation to compete at the Grand Finals in the Rotax Micro-MAX class will be awarded to the eligible competitor of the 10 to 13 year old age group scoring the most points in the combined results of the 2024 Canadian Open and this event. Only Canadian drivers holding an ASN National licence and meeting the other requirements are eligible to win an invitation to the Rotax MAX Challenge Grand Final.

Note from RMC Canada: If the driver who wins the MAX Senior final race was born in 2010 and does not, as of July 18th, 2024, hold a valid international karting license grade F, in accordance with article 3.4.2 and 3.4.3 of the CIK International Drivers' License for Karting drivers, he/she will not be eligible to win the invitation in the Rotax Senior MAX class and no invitation to compete at the World Finals in any other category will be issued. The invitation for the Rotax MAX Senior class will be given to the first eligible driver according to the combined results of the 2024 Canadian Open and this event.

If the driver who wins the MAX Junior final race was born in 2010 and does not, as of July 18th, 2024, hold a valid international karting license grade G, in accordance with article 3.4.2 and 3.4.3 of the CIK International Drivers' License for Karting drivers, he/she will not be eligible to win the invitation in the Rotax Junior MAX class and no invitation to compete at the World Finals in any other category will be issued. The invitation for the Rotax MAX Junior class will be given to the first eligible driver according to the combined results of the 2024 Canadian Open and this event.

Briggs & Stratton – First Place: \$350.00 cash, Second Place: \$250.00 cash, Third Place: \$150.00 cash.

Rok – First Place: Ticket for ROK Cup Superfinal or USA's ROK Vegas, Second Place: Ticket to ROK Cup USA's ROK Vegas, Third Place: Ticket to ROK Cup USA's ROK Vegas.

Open Shifter - First, Second, Third places will receive a set of Levanto tires.

PFAFF High Performer Award – Awarded to two (2) Junior drivers and two (2) Senior drivers judged to have had an outstanding driving performance. Cash prize \$350.00

Ron Fellows Karting Championship Move of the Race – Awarded to two (2) drivers who accomplish an outstanding overtake during a Final race or exhibits incredible race craft. Cash prize \$300.00

CHEVROLET Team Spirit Award – Awarded to two (2) drivers and/or teams having displayed an exemplary combination of sportsmanship, presentation and performance. Cash prize \$500.00

7. Event Officials and Support Team

Event Organizer:	Ron Fellows Karting		
Event Host:	Hamilton Karting Complex	Onsite Check In:	Danielle Duffy, Mia Castell
Chief Steward:	Norman Jennings	Lead Race Director:	Steven Hubert
Co-Race Director:	Bill Oakman	Deputy Race Director:	Russell Fox
Deputy Race Director:	David Campbell	Starter:	Jordan West
Pixelcom Operator:	Christopher Mitchell	Lead Tech Inspector:	Paul Hunter
Tech Inspector:	Josh Munn	Tech Inspector:	Wayne Yeates
B&S Tech Advisor:	Dan Pellizarri	Rotax Tech Inspector:	Daniel Lamothe
Timing and Scoring:	Joanna Rancier	Timing and Scoring Assistant:	Sheila Fox
Grid Marshal:	Cole Cameron	Pre-Grid Marshal:	Domenic Ashak
Scales:	Lisa Cameron Evonne Johnstone	Tech Inspectors FFPB:	Albert Whetherald Marcus Hernandez
Rotax Delegate:	Patrick Moreau	Announcers:	Dave Duchene Chad Webster
Rok Representative:	Ursula Ustariz	Corner Marshals:	Chris Whalen/MMS Hamilton Karting Complex

8. Regulations and Precedence of Regulations

The event will be run in accordance with:

2024 ASN Canadian Karting Regulations - Book 1 Sporting Regulations, Book 2 Technical Regulations, Penalty Guidelines, Control Forms, 2024 Kart Racing Helmets and Front Fairing Push Back available at <https://www.asncanada.ca/karting>

Rok Cup USA Identification Sheets and Rok Cup USA Rulebook Technical Regulations (page 9, section 2. Technical Appendix up to and including page 18 Clutch Technical Control rule) available at <https://www.asncanada.ca/karting>

2024 Rotax Max Challenge Canada Regulations available at <https://maxchallenge.ca>

2024 Canadian Briggs & Stratton Regulations available at <https://www.asncanada.ca/karting>

Open Shifter to follow the regulations as outlined in section 10 of this document.

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

- a) 2024 ASN Canadian Karting Regulations
- b) ASN Canadian Karting Regulations Bulletins
- c) 2024 Rok Cup USA, 2024 Rotax Max Challenge Canada and 2024 Canadian Briggs & Stratton Regulations and Bulletins
- d) These Supplementary Regulations
- e) Official Bulletins issued before and at the event
- f) Instructions from Officials and on-site Bulletins

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

9. Amendment to Regulations

When the event official schedule has started, amendments involving the Regulations, and the event schedule can only be made by the Chief Steward.

10. MOTOMASTER Canadian Karting Championship - Class Structure

CLASS	WEIGHT	AGE	ENGINE	TIRES	NATIONAL LICENCE
Rok Mini	240 lbs	8 - 13	Vortex Rok	LeVanto KRT 4.50/4.50	B
Rok Junior	330 lbs	12 - 15	Rok GP	LeVanto KRT 4.50/7.10	B
Rok Senior	360 lbs	15+	Rok GP	LeVanto KRT 4.50/7.10	A
ROTAX Micro-Mini MAX	260 lbs	8 - 13	RMC Canada	MOJO D5 CIK Prime 4.5/4.5	B
ROTAX Junior MAX	320 lbs	12 - 15	RMC Canada	MOJO D5 CIK Prime 4.5/7.1	B
ROTAX Senior MAX	364 lbs	15+	RMC Canada	MOJO D5 CIK Prime 4.5/7.1	A
ROTAX DD2 MAX	386 lbs	15+	RMC Canada	MOJO D5 CIK Prime 4.5/7.1	A
ROTAX DD2 Masters MAX	397 lbs	32+	RMC Canada	MOJO D5 CIK Prime 4.5/7.1	A
BRIGGS & STRATTON Cadet	235 lbs	8 - 11	LO206/RED	VEGA Blue 4.60/4.60	B
BRIGGS & STRATTON Junior	300 lbs	9 - 15	LO206/YELLOW	VEGA Blue 4.60/6.50	B
BRIGGS & STRATTON Senior (Spec D. Max Overall Width 127 cm)	340 lbs	15+	LO206/BLACK	VEGA Blue 4.60/6.50	A
BRIGGS & STRATTON Senior Heavy (Spec C. Max Overall Width 140 cm) (Max Rear Wheel Width 215 mm)	360 lbs	15+	LO206/BLACK	VEGA Blue 4.60/6.50	A
Open Shifter	385 lbs 400 lbs	15+	Rok SHIFTER/KZ TM KZ-M1	LeVanto KRT 4.50/7.10	A

Rok Engines in All Classes

All Rok engines are legal to race as long as they meet the technical regulations for their class.

Rok Mini

Carburetor: Tillotson HW-48A as supplied.

Briggs & Stratton

Canadian Briggs & Stratton regulations 32. d. Clutch Claim Rule does not apply.

Rotax Classes

To compete in the RMC GF a driver requires an International licence. Age requirements to compete in the RMC GF may differ from the age requirements for a National licence. See Section 6 in this document.

American drivers may use their American Rotax engines. The engine seal may be Canadian or American, but must comply with Canadian technical regulations.

Rok Supplemental Regulations

The following sections are derived from the Rok Cup USA Rulebook, Rok Cup USA Technical Regulations.

Engines MUST be run as supplied by the manufacturer. No modification or component substitution is allowed, unless otherwise specified in the "Supplementary Regulations."

Technical Officials have the right to request that the Drivers, at any time during the Event and without any particular reason, demonstrate on-board engine starting.

Open Shifter

125 cc or 135 cc engines with 6 speed gearboxes only.

Rok Shifter engine as per Rok USA rules. The ASI-CSAI quiet exhaust silencer is optional Regulation (7) (G).

KZ Engines must conform to 2024 CIK-FIA Karting Technical Regulations. All KZ drivers must supply their appropriate engine homologation form in Tech.

TM KZ-M1 Engines must conform to Canadian Technical Regulations TM KZ-M1 135CC Shifter Engine available at: (4. Engine Claim rule does not apply.)

https://coupedemontreal.com/wp-content/uploads/2024/04/TM-M1_Technical_Regulation_2024.pdf

* BoP (Balance of Performance) ballast regulations may be applied.

11. Wet Tires

All Rok Classes (Except Rok Mini): Levanto 4.20/6.00

Rok Mini: Levanto 4.20/4.20

All Briggs & Stratton Classes (Except Briggs & Stratton Cadet): Vega W6 4.20/6.00

Briggs & Stratton Cadet: Vega W6 4.20/4.20

All Rotax classes (except Micro-Mini): MOJO W5 CIK 4.5/6.0

Rotax Micro-Mini: MOJO W5 CIK 4.5/4.5

Open Shifter: Levanto 4.20/6.00

12. Tire Detail

DRY TIRES: The only tires eligible for the Event Official Schedule, Friday through Sunday, are those purchased at the Event from Canadian Mini Indy with barcoding or event marking.

WET TIRES: Participants acquire specified wet tires from their own sources. They must be marked before the first use according to the event schedule. A time will be announced for the marking of rain tires or they will be marked when used.

DRY (ALL classes Except Open Shifter): One (1) set of four (4) DRY tires for the entire event (from the qualifying session through the final race). Bar code numbers to be entered on the Technical Inspection Self-Declaration.

DRY (Open Shifter): Two (2) sets of four (4) DRY tires for the entire event (from the qualifying session through the final race). Bar code numbers for both sets to be entered on the Technical Inspection Self-Declaration.

WET (ALL Classes): One set of four (4) WET tires for the entire event (from the qualifying session through the final race). The quantity of WET tires may be adjusted in an event bulletin depending on weather and track conditions.

Marking of Tires: Marking of tires will be made manually and/or by way of electronic registration.

13. Fuel Specification All Classes

Fuel used by the participants must comply with the 2024 Canadian Karting Regulations. Spec fuel will be available on site at the Hamilton Karting Complex.

14. Fuel Specification Rok Classes

The spec fuel for ALL Rok classes is VP 110 which will be available at the track.

15. Oil Spec Rok Classes

All Rok classes will use Motul Grand Prix 2T as the spec oil.

16. Oil Spec Rotax Classes

All Rotax classes will use XPS KART TEC fully synthetic 2-stroke oil as the spec oil.

17. Fuel and Oil for Shifter Class

Fuel and oil is open complying with the Canadian Karting Regulations.

18. Eligible Entries and License Requirements

a) Residents of Canada

Canadian residents require an ASN National Licence and must be a member in good standing of an ASN affiliated Canadian kart club. They may enter any Class provided they possess the appropriate National Grade license, their kart meets the appropriate technical requirements, and the driver meets the entry qualifications for their particular class.

b) Residents of the USA

Residents of the USA may enter any Class. Residents of the USA must possess a current and valid licence/membership issued by a karting organization recognized in the USA.

c) Foreign Drivers

Foreign drivers are non-Canadian and non-USA drivers and must possess a current and valid Kart Racing Licence recognized by the ASN of their home country. In addition, the driver must present a Letter of Permission issued by the ASN of their home country authorizing them to compete.

19. Competition Numbers

All karts must have a unique number of three digits made up of numerals only except Briggs & Stratton Cadet and Rotax Micro-Mini MAX which is two digits.

The first digit in each three-digit number must correspond to the following table. Competitor numbers reserved with a National licence prevails if two competitors have the same number.

Numbers	Class	Numbers	Class
2-99	Rotax Micro-Mini MAX	2-99	Briggs & Stratton Cadet
102-199	Rok Mini	202-299	Briggs & Stratton Junior
202-299	Rok Junior, Rotax Junior MAX	302-399	Briggs & Stratton Senior
302-399	Rok Senior, Rotax Senior MAX	502-599	Briggs & Stratton Senior Heavy
402-499	Rotax DD2 MAX	502-599	Rotax DD2 Masters MAX
902-999	Open Shifter		

20. Event Schedule

The event schedule will be posted online. The tentative order of Classes is as follows (subject to change):

1. ROTAX Junior MAX
2. BRIGGS & STRATTON Cadet
3. ROTAX Senior MAX
4. ROTAX Micro-Mini MAX
5. ROTAX DD2 MAX
6. ROTAX DD2 Masters MAX
7. BRIGGS & STRATTON Senior Heavy

LUNCH

8. ROK Junior
9. ROK Mini
10. ROK Senior
11. BRIGGS & STRATTON Junior
12. Open Shifter
13. BRIGGS & STRATTON Senior

Onsite check in will be available Tuesday August 13 and Wednesday August 14.

21. Event Registration Fees

Registration for the event includes 1 driver pass, 1 mechanic pass and 1 paddock space.

22. Registration Process

- a) Registration is limited to **ONLINE ONLY** at <https://ronfellowskarting.com> . Advanced registration and close on Monday August 12, 2024 at 11:59 pm. Registration will be open on August 13 and 14 with a \$100 late fee. In order for Registration to be complete, electronic waivers must be submitted.
- b) Registration will require an ASN National Licence <https://www.asncanada.ca/licensing-licenses> . You may be required to show proof of age or club membership at any time.
- c) Payment types include – MC and Visa.
- d) Event will run rain or shine – No refunds.
- e) Competitors will need to complete the online registration form which will be submitted electronically and make payment online.
- f) A PDF Tech form will be available to print off and complete (forms will also be available on site at the event) – Tech forms must be handed in prior to Qualifying at which time a Tech Sticker will be issued. Supplied engine and chassis seals must be installed.
- g) Waivers must be signed by all competitors and mechanics and all those authorized and permitted to the grid – anyone under the age of 18 will require a parent or guardian to accompany them and sign the waiver on their behalf. A sample of the required waiver will be posted on the website for your review only. The Event Speed Waiver must be signed by all drivers and team members ahead of time. <https://ronfellowskarting.speedwaiver.com/udazf>
- h) Upon arrival at the event, competitors will need to complete the registration process by CHECKING IN – verify waivers have been completed electronically, confirm class, kart number, and National Karting License. Transponders numbers will be verified, and transponders assigned, if required.
- i) Upon completion of Check In, competitors will receive driver and mechanic wrist bands and the required engine and chassis seals.
- j) The Organizer has the discretion to allow additional representatives access to the grid and other areas. For example, Team Principals and supplier representatives. Each will need to sign a waiver and wear the issued wrist band. Wrist bands must be worn on the wrist.
- k) The Organizer has the right to refuse to accept an entry without giving a reason.

23. Technical Self-Declaration Form and Rotax Engine Identity Card

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 during the event.

Each participant must submit to the Technical Officials a fully completed Technical Self-Declaration form. Technical Officials will issue the appropriate kart sticker. The Sticker must be put on the kart on the front fairing just above the number panel area.

All karts must bear the Technical Sticker before being allowed on the track.

At scrutineering, Rotax drivers have to present the engine with undamaged engine seals and the Engine Identity Card as per RMC Regulations.

24. Additional or Team Paddock Spaces

Contact Hamilton Karting Complex to make arrangements.

25. Restricted Areas

The racetrack infield, the perimeter of the track, the Pit Lane, Pre-Grid, Grid, Scale Area and Technical Inspection areas are restricted areas.

Access to the Grid and Pit Lane is available only to participants when their class is running. One crewmember with a Mechanic's Pass is allowed on the Grid with each entry.

A Hot Pit will not be used during practice, qualification sessions or races.

Holders of Passes including team members and guests are entitled free access to the paddock and spectator areas only.

26. Quiet Rule

Quiet Rule is in force for all classes as per 2024 ASN Canadian Karting Regulations Book 1, Regulation 13.3.

27. Driver Briefings

Drivers must attend the driver briefings as per the event schedule. A presence control or role call may occur. Drivers may be subject to penalties or a minimum fine of \$20.00 for being late or missing the Driver Briefing

28. Number of Karts on the Racetrack

ASN Canadian Karting Regulations Book 1, Regulation 9.3.

A maximum of 36 karts will be allowed to start in a Final. The Chief Steward may alter the max. number.

29. Eligibility to Race in a Final Race

a) In Classes with 36 Entries or Less

All drivers must participate in Qualifying for their class.

All drivers must participate in Heat 1 and Heat 2 for their class. A driver who is not considered to be a Race Starter in both Heats can't start in the Pre-Final.

Qualifying positions will determine the starting grid for both Heat 1 and Heat 2.

The winner of each Heat scores 0 points, 2nd place scores 2 points, 3rd place scores 3 points and so on.

A non-finisher receives points for their finishing positions plus one. For example, if the 30th placed driver is a non-finisher, the driver will score 31 points.

If two or more drivers have the same point total, the driver with the faster qualification time will be scored ahead of the driver with the slower time.

Point standings based on the combined results of Heat 1 and Heat 2 will be posted.

The driver with the lowest point total starts the Pre-Final in pole position. The driver with the second lowest point total starts second and so on.

A driver who is not considered to be a Race Starter in the Pre-Final can't start in the Final.

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

The finishing positions in the Final will determine the finishing positions for the Canadian Championship.

b) In Classes with 37 Entries or More

All drivers must participate in Qualifying for their class. Drivers will be divided into two randomly ordered Qualifying groups. The times of the two Qualifying groups will be merged.

Drivers will be separated into 4 groups. The Driver classified 1st in Qualifying will be in Group A, the 2nd in Group B, the 3rd in Group C, the 4th in Group D, the 5th in Group A, the 6th in Group B, the 7th in Group C, the 8th in Group D, and so on.

Each of the 4 groups will compete against the other groups. A versus B, A versus C, A versus D, B versus C, versus D and C versus D, for a total of six Qualifying Heats.

The winner of each Heat scores 0 points, 2nd place scores 2 points, 3rd place scores 3 points and so on.

A non-finisher receives points for their finishing positions plus one. For example, if the 30th placed driver is a non-finisher, the driver will score 31 points.

If two or more drivers have the same point total, the driver with the faster qualification time will be scored ahead of the driver with the slower time.

Point standings based on the combined results of all heats will be posted.

The driver with the lowest point total starts Pre-Final 1 in pole position. The driver with the second lowest point total starts Pre-Final 2 in pole position. The driver with the third lowest point total starts Pre-Final 1 in second position. The driver with the fourth lowest point total starts Pre-Final 2 in second position and so on.

A driver who is not considered to be a Race Starter in the Pre-Final can't start in the Final.

The top 18 finishers in Pre-Final 1 make up the inside, pole position row, for the Final. Drivers in position 19 and up are eliminated. The top 18 finishers in Pre-Final 2 make up the outside, off-pole position row, for the Final. Drivers in position 19 and up are eliminated.

The finishing positions in the Final will determine the finishing positions for the Canadian Championship.

30. Qualifying Procedures

ASN Canadian Karting Regulations Book 1, Regulation 10.3. Qualifying for a Race.

For qualifying sessions, drivers may be split into groups depending on the size of the class. Drivers are required to be ready on the grid before their designated group session.

A driver may enter the track any time during the session only when allowed on track by the grid marshal.

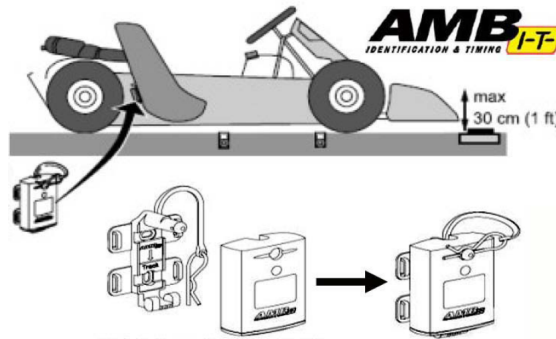
Sessions will be timed as per the event schedule.

If a driver stops for any reason during a qualifying session the driver must move the kart to a safe area. They will be allowed to attempt to try and start again with or without assistance from race officials. A

driver may not receive assistance from anyone other than an official of the event. If an official or marshal orders the driver to stop the driver must comply immediately.

31. Transponders

Each kart must be equipped with a transponder mounting bracket. The transponder must be installed according to AMB/Mylaps instructions.



Event organizers will not have transponders for rent. Transponders may be rented from a third party. It is recommended that competitors purchase their own transponder.

Neither the Organizer nor the Officials are responsible for any transponder failure during the event.

Drivers must register their transponder number, either their own or one that is assigned, on the entry form or at the latest the time of the onsite event registration.



32. Marking/Sealing of Engines Tires and Chassis

Engines and tires will be marked manually and/or electronically before or after qualification sessions. It is the driver's responsibility to be sure that their engine and tires are marked before leaving the area where the engine and tires are marked. DRY tires must be declared on the Self-Declaration Technical Inspection form. Supplied engine and chassis seals must be installed as instructed. Event branded chassis seals to be positioned on the front right of the chassis frame.

33. Rok Engine Tech Seal Installation

Rok Junior, Rok Senior: Tech seal wire should run through the head nut to the cylinder nut and fasten tightly. (Two drilled nuts are required).



<p>Rok Mini: Tech seal wire should run through the head nut and wrapped around the cooling fin. (One drilled nut required).</p>	
<p>Rok Drilled Nut Example:</p>	

34. Shifter Engine Stickers

Place one event supplied identification sticker on the cylinder and one on the engine base.

35. Re-starting Karts

ASN Canadian Karting Regulations Book 1, Regulations 11.1. Re-starting Karts.

36. Race Starts

GDS Canadian Karting Regulations Book 1, Regulation 10.6 The Rolling Start Procedure for all classes except Open Shifter.

GDS Canadian Karting Regulations Book 1, Regulation 10.7 The Standing Start Procedure for Open Shifter.

37. Procedure at the End of a Qualifying Session or Race

ASN Canadian Karting Regulations Book 1, Regulation 11.8. Procedure at the End of a Qualifying Session or Race.

38. Procedure at the End of Finals

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

At minimum the top 3 karts will be stopped at corner 14 at the end of the Final race. The kart in first place will be checked for a Front Fairing violation. If a driver has received any penalty that takes them out of first place, the kart in second place will be examined and so on until the winner can be confirmed.

The top five (5) finishers in each Final race in each class will proceed to the Parc Fermé and remain there until released by Technical Officials.

The winner of the Final will stop at the start line to be presented with a custom commemorative Checkered Flag which the driver may keep.

In the event of a post-race penalty to the winner, the flag must be returned when asked by the officials.

39. Photography, Audio and Video Recording in Technical Inspection Areas

Taking photographs, recording audio or video is not permitted in technical inspection areas other than by Race Officials.

40. Technical inspection Dismantling Tools

It is mandatory that competitors/mechanics have essential dismantling tools when directed to the technical area for inspection. Failure to have essential tools is subject to penalty.

41. Official Notice Board

All official results will be posted online on the MCKC Event Page.

<https://ronfellowskarting.com/mckc-message-board>

A QR Code that takes you to the event page is available on site. Results may also be posted on the Notice Board located in the Paddock.

42. On-Track Light System

The track has a state-of-the art Pixelcom signaling and trackside information system. Eight corners have a light panel. This is a drivers prime source of information for flag signals including green, yellow, blue and red. The panel at the start finish line is $\frac{3}{4}$ of the way through the Start Area. Expect the Start Signal to be displayed very soon after passing the Acceleration Line. Other information shown on this display includes penalties and the last lap. Depending on the situation corner marshals may also display flags. A checkered flag will still be used to signal the end of the race. <https://pixelcom.io>

43. Podium ceremony

Prize and trophy winners must be present at the podium ceremony wearing their racing suits, closed and zipped. Event sponsor caps must be worn if required by the event organizers and provided by them in addition to normal racing attire. Driver's not wearing their driver suit or not attending the podium or award ceremony may be subject to penalty, including monetary fines, loss of awards, or exclusion unless prior notice is given to an event official or the event organizer that they are unable to attend.

44. Devices in Paddock or Public Areas

The Hamilton Karting Complex has requested that motorized and non-motorized devices including scooters or bicycles, are prohibited in public areas of the property outside of the karting paddock. This includes the area around the snack bar, washrooms, public karting facility and around the Canadian Mini Indy building. If motorized or non-motorized devices are used irresponsibly in the paddock their use may be prohibited.