2025 CANADIAN OPEN August 29 – 31, 2025

EVENT SUPPLEMENTARY REGULATIONS

Version 1 - July 24th, 2025



Table of contents

Organizer	3
Hosting Club	3
Event Dates and Location	3
Status of the event	3
Eligibility and required licence	3
Racetrack	4
Classes information	4
Registration	5
Entry fees	5
Officials	6
Drivers' Briefing	6
Paddock	6
Accommodation and Camping	6
Event Fuel and Oil	7
Tires	7
Micro-Mini exhaust pipe sealing	7
Parc Fermé	7
Cameras	8
Quiet Rule	8
Controlled Practices	8
Hot Pit	8
Event Format Scoring and Prizes	8
Scoring and Prizes	9
Length of Races	10
Sporting & Technical Regulations	10
Precedence of Regulations	10
Technical Inspection	11
Official Posting Board	11
Protest and appeal fees	11
Podium ceremony	11

Organizer

SH Karting inc

2456 4è Rang Sud, St-Charles-sur-Richelieu, Québec JOH 2G0

T. +1 450-584-3843 | email: <u>info@shrakarting.com</u>

Hosting Club

Club de karting de Montréal

K1-12800 boul. Henri-Fabre, Mirabel, Québec J7N 0A6

T. +1 514-312-1711 # 223 | email : <u>clubkartingmontreal@gmail.com</u>

Event Dates and Location

The event takes place at SH Karting in St-Charles-sur-Richelieu (QC) Canada.

Address: 2456 4è Rang Sud, St-Charles-sur-Richelieu (Québec) JOH 3G0

Racetrack website : <u>www.shkarting.com</u> Event website : <u>www.maxchallenge.ca</u>

Unofficial practices will take place on Wednesday August 27th and Thursday August 28th.

The official event takes place from Friday July 29th - Sunday July 31st.

Status of the event

The event is a National event affiliated to GDS ASN Canada with American participation.

Eligibility and required licence

Only Canadian and American competitors can register and participate at the event. The minimum licence requirement to participate is each class are the following:

a) Canadian residents:

Minimum required licence for Rotax Micro-Mini, Junior MAX, Senior MAX, DD2 & DD2 Masters classes:

National licence issued by their ASN Canada FIA.

Minimum required licences for Rotax MAX Masters:

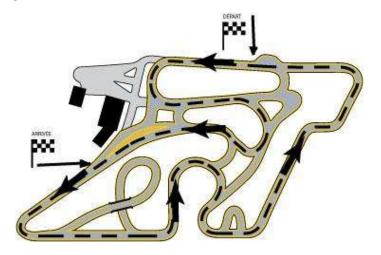
Licence issued by ASN Canada FIA or one of its affiliated.

b) American residents

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.

Racetrack

The track has a length of 1060 meters and has 11 corners. All sessions will run counter clockwise.



Note: a bigger racetrack layout is available on the event website.

Classes information

Rotay classes

NOLAX CIASSES				
Class	Age	Engine rules	Weight (1) lbs / kg	Numbers (2)
Rotax DD2	15 y.o. and over. Driver must be born in 2010 or before	CAN RMC	386 / 175	400-499
Rotax DD2 Masters	32 y.o. and over. Driver must be born in 1993 or before.	CAN RMC	397 / 180	500-599
Rotax MAX Senior (3)	14 y.o. and over. Driver must be born in 2011 (3) or before	CAN RMC	364 / 165	300-399
Rotax MAX Masters (4)	32 y.o. and over. Driver must be born in 1993 or before.	CAN RMC	386 / 175	500-599
Rotax MAX Junior (5)	12 – 15 y.o. Driver must be born in 2010(5), 2011, 2012 or 2013.	CAN RMC	320 / 145	200-299
Rotax Micro-Mini MAX (6,7)	8 - 13 y.o. Driver must be born in 2012, 2013, 2014, 2015, 2016 or 2017.	CAN RMC	260 / 118	100-199

Notes: 1. At the event, weighing will be in pounds. Kilograms are there as a reference only.

- 2. Competitors having a number reserved with ASN Canada will have precedence in use of the number if the driver register at the latest on Friday August 22nd at 5 p.m. (EDT). After this, the numbers will be given out on the "first registered, first served" basis.
- 3. If the driver who wins the MAX Senior final race was born in 2011 and does not, as of June 13th 2025, hold a valid international karting license grade F, in accordance with articles 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 result of the final race.

- 4. To guarantee the presence of the Rotax MAX Masters category, a minimum of ten (10) entries is required by the close of regular registration on Friday, August 22nd at 5 p.m. EDT.
- 5. If the driver who wins the MAX Junior final race was born in 2010 and does not, as of June 13th 2025, hold a valid international karting license grade G, in accordance with articles 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 Grand Finals in any other category will be issued.
- 6. In the Micro-Mini MAX class, the gearing ratio 13 (front) 73 (rear) is mandatory.
- 7. American drivers may use their American engines. The engine seal may be Canadian or American, but must comply with Canadian technical regulations.

Registration

Regular registration opens on July 24th and will close on Friday August 22nd at 5 p.m. EDT. After this date, you will be able to register but a late fee of hundred dollars (\$100) will apply. The registration will definitely close on Wednesday August 27th at 5 pm EDT. Registration is done online through the Coupe de Montréal registration system at www. coupedemontreal.com/en/registration/

Entry fees

Entry fees below are valid from registration opening until Friday August 22nd at 5 p.m. EDT. After this deadline, a late fee of \$100.00 will apply. Usual taxes will be added to these fees.

For all classes, registration fee includes:

- Race registration fees
- Slick racing tires (see class details)
- Practice fees for Friday morning
- Driver and Mechanic passes
- Paddock space
- Saturday night dinner

a) Rotax 125 Micro-Mini MAX

Registration fee: \$734,00

✓ Slick tires included and allowed: 1 set of MOJO D5 Prime CIK – 4 fronts

Rotax 125 Junior MAX, Senior MAX, DD2 & DD2 Masters

Registration fee: \$792,00

✓ Slick tires included and allowed: 1 set of MOJO D5 CIK Prime

Options:

- Wednesday and Thursday optional practices: \$80.00 / day
- Transponder rental: \$50.00 for the event
- Spectator passes (14 y.o. and over): \$10,00/ day or \$25,00 / 3-day

Officials

Event coordinator	Patrick Moreau	Chief Timing & scoring	Pénéloppe Comtois
Regist. & Accreditation	Charles Boulay	Deputy Timing & scoring	T.B.A.
Chief Steward	Norman Jennings	Rotax Chief Inspector	Daniel Lamothe
Deputy Stewards	Denys Beaudin Chantale Sylvain	Deputy inspectors	Claude Denoncourt Bob McFern
Video Judge	Christian Parent	Starter	A.S.R.Q.
Race Director	Steven Hubert	Track Marshalls	A.S.R.Q
Deputy Race Director	Joé St-Pierre Michel Dion	Pit Marshalls	A.A.C.A

Drivers' Briefing

Drivers' briefings are mandatory and all drivers must attend, either they appear on the schedule or are called during the event on the event posting board or on the Public Announcement system. Presence will be controlled physically or electronically. For this reason, drivers must have their credentials with them at the briefing.

Paddock

Competitors must receive authorization from the event staff before setting up their pit space. Vehicles must park in the general parking area and RV must be parked in the designated area (see "Camping"). On site, any motorized vehicle must be operated by someone 16 years of age or older having his regular driver licence. Aisle may not be blocked to allow emergency vehicle to access. Any violation of this policy may results on penalty for the competitor. On Sunday August 31st, it will not be possible to leave the paddock with your trailer before 3h00 pm.

Accommodation and Camping

Suggested accommodation:

St-Hyacinthe (20 km)

Holiday Inn Express Hotel

1500 Johnson Est

St-Hyacinthe (Québec) J2S 8W5

Tel. 1-450-251-1111

Beloeil (5 km)

Hostellerie Rive-Gauche
1810 boul. Richelieu
Beloeil (Québec) J3G 4S4

Tel. 1-888-608-6565

Camping:

It is advisable to find a campsite nearby (www.camping.qc.ca). It is possible to sleep in a recreational vehicle (no tent) on the parking lot located on the other side of the street for the nights of August

28th until August 31st. Camping space is limited, available on a "first come, first serve basis". You must register with SH Karting in advance. Campers must sign and follow camping rules. Fires are not allowed and no service is provided. Arrival on Thursday night must be done before 9 pm. Fees are \$50.00 per night and includes parking for one vehicle. Camping must be paid online with your registration. Send your camping request to info@shkarting.com.

Event Fuel and Oil

Fuel

The spec gas for this event is the one sold at the gas station Petro Canada, 18 rue Brunet, Mont Saint-Hilaire, QC J3H 0M6 (exit 113 of highway 20).

At any time during the event, officials may require one or more drivers, for no specific reason, to come to the false-grid with a completely empty fuel tank. The gasoline-oil mixture (50:1 as recommended by the manufacturer) will be supplied free of charge by the event to these drivers for the coming session. Refusal to use the gasoline-oil mixture supplied by the event will result in disqualification.

Oil

The mandatory oil for all classes is XPS 2-stroke Kart Tec

Tires

Rain tires all classes. Drivers must purchase their own rain tires from the reseller of their choice but must respect the specifications below. Tire marking will be done at the same time and location of the slick tires distribution, according to the event schedule. Only one set of rain tires is allowed. Further rain tires may be allowed by the event officials according to the weather or track conditions.

Slick tires for Rotax classes

From the qualifying session, only slick tires included in the registration can be used.

Class	Туре	Brand	Model	Front	Rear
Micro-Mini MAX	Dry	MOJO	D5 CIK Prime	4.5/10.0 -5	4.5/10.0-5
	Wet	MOJO	W5 CIK	10x4.50-5	10x4.50-5
MAX Junior, Senior, Masters, DD2 & DD2 Masters	Dry	MOJO	D5 CIK Prime	4.5/10.0 – 5	7.1/11.0-5
	Wet	MOJO	W5	10x4.50-5	11x6,00-5

Micro-Mini exhaust pipe sealing

All participants in the Rotax Micro-Mini MAX class must present themselves at the technical inspection area at the time specified in the event schedule with their exhaust system completely dismantled and with a new exhaust mat. The exhaust will be checked, reassembled and sealed for the duration of the event.

Parc Fermé

There is no Parc Fermé for this event.

Cameras

A maximum of two cameras may be installed on the competitor's kart according to 2025 ASN Canada Karting Technical Regulations (Book 2). Images from the competitor's camera are for personal use only and cannot be submitted to event officials to support an investigation, protest or appeal. Only the event cameras will be used by officials regarding officials' decisions. The event organizer or officials may install a camera on a competitor's kart at any time as they see fit, including for promotion purposes. In this case, the camera is considered as part of the driver's equipment and can stay in place for weighting.

Quiet Rule

The Quiet Rule is enforced at all time. No engine can run outside the pre-grid according to the Quiet Rule specifications without special permission from the technical inspector. All other areas are restricted from running engines including your paddock space, tech, scales, aisle ways... etc. Anyone not following this rule is subject to a fine for the first offence and further penalty for following offences which can include track penalty up to the exclusion of the event.

Controlled Practices

Optional controlled practice will take place on Wednesday August 27th and Thursday August 28th. Official controlled practice will take place on Friday July 19th. See event schedule.

Hot Pit

There is no Hot Pit during this event.

Event Format Scoring and Prizes

Drivers will take part in practices, a qualifier, a Super Pole, three qualifying heats, a pre-final and a final.

Case A) 36 entries of less in the class

Qualifying: All drivers will qualify as a single group.

Super Pole: Top six (6) drivers in qualifying will take part in the Super Pole. The format of the Super Pole will be: a warm-up lap, two timed laps and a deceleration lap.

Qualifying heats: the starting grid for each heat will be established on the basis of the qualifying and Super Pole results, unless there is a reason to modify it, for example in the event of a penalty or a change of equipment. The scoring system for qualifying heats will be that laid down in article 18C of the CIK-FIA Specific Prescriptions.

Prefinal: The starting grid will be established according to the standings at the end of the qualifying heats. In the event of drivers having the same score, the qualifying time before the Super Pole will be used to break the tie. The scoring system for the qualifying heats will be that laid down in article 18D of the CIK-FIA Specific Prescriptions.

Final: the starting grid will be established according to the standings at the end of the

qualifying heats and the pre-final. In the event of drivers having the same score, the results (positions) of the pre-final race will be used to break ties.

Scores in this article are used to establish starting grids and have no bearing on championship scores.

Case B) 37 entries or higher in the class

Qualifying: drivers will take part in qualifying in two groups. The groups will be composed randomly by the timing system. A draw at the drivers' meeting will determine which group goes on track first.

Super Pole: Top four (4) drivers in qualifying of each group will take part in the Super Pole. The format of the Super Pole will be: a warm-up lap, two timed laps and a deceleration lap.

After the Super Pole, a qualifying ranking will be made where the drivers who took part in the Super Pole will be ranked in the order of the Super Pole results. For positions 9 and following, drivers in the same original qualifying group as the Super Pole winner will be ranked in odd-numbered positions, and drivers in the other group will be ranked in even-numbered positions, according to their respective qualifying results.

Qualifying heats: after qualifying, drivers will be divided into four groups for the qualifying heats. Each group will compete against all the other groups (A, B, C, D). The starting grid for each heat will be established on the basis of the qualifying results, unless there is a reason to modify them, e.g. a penalty or a change of equipment. The scoring system for qualifying heats will be that laid down in article 18C of the CIK-FIA Specific Prescriptions.

Pre-final: The starting grid will be established according to the ranking at the end of the qualifying heats. In the event of drivers having the same score, the qualifying time before the Super Pole will be used to break ties. The scoring system for qualifying heats will be that laid down in article 18D of the CIK-FIA Specific Prescriptions.

Final: the starting grid will be established according to the standings at the end of the qualifying heats and the pre-final. In the event of drivers having the same score, the results (positions) of the pre-final race will be used to break ties.

Scores in this article are used to establish starting grids and have no bearing on championship scores.

Scoring and Prizes

Super Pole: Drivers finishing in positions 1, 2 and 3 of the Super Pole session in each class will receive a prize (to be announced).

Podiums: Drivers finishing in positions 1, 2 and 3 in each of the final races will receive a trophy.

Invitations for the Rotax MAX Challenge Grand Finals (RMCGF):

Ten invitations to the Rotax MAX Challenge World Final will be awarded as follows:

- to the champion of the RMC Québec and RMC Ontario championships in the Micro-Mini MAX (eligible Mini-MAX drivers), MAX Junior and MAX Senior categories (6)
- to the DD2 category champion of the RMC Québec championship (1)
- to the DD2 driver with the most points in the combined Canadian Karting Championship and Canadian Open (1)
- an invitation to the Micro-MAX category for the highest-ranked eligible driver in the Canadian Open Micro-Mini final. (1)
- to the winner of final race in the DD2 Masters class.

MAX Masters category: the winner of the MAX Masters final will receive an invitation to race in the Florida Winter Trophy 2026 series (entry for one round, excluding products).

Other prizes may be added.

Length of Races

See the official schedule of the event.

Sporting & Technical Regulations

The events will run in accordance with:

1. 2025 GDS ASN Canada Regulation

Book 1 – Sporting Regulation

Book 2 - Technical Regulation

Available on ASN Canada website www.asncanada.ca/karting

GDS ASN Canada regulations being only published in English, the French version of Auto Sport Québec can be used as reference. In case of any difference between the two versions, the English version will prevail.

2. 2025 Rotax MAX Challenge – for Rotax classes

2025 Canadian RMC Sporting Regulation

2025 Canadian RMC Technical Regulation

Available on MAX Challenge Canada website https://maxchallenge.ca/regulations/

3. These Supplementary regulaitons.

Precedence of Regulations

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

- a) 2025 GDS ASN Canada FIA Karting Regulations and bulletins;
- b) 2025 Rotax MAX Challenge Canada Regulation and bulletins;
- These Canadian Open Supplementary regulations;
- d) Official bulletins of the event issued before or at the events; and
- e) Instructions from approved Officials.

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

Technical Inspection

All competitors will be required to complete a Self-Declaration Technical Inspection form provided in the registration packet. This completed form must be presented to Technical officials during the period specified in the Event Schedule.

Official Posting Board

The official board is virtual. The virtual board is a dedicated Facebook page which will be used in the same manner as we use the normal official board. Time of posting will be the same where the publication will have been made. The address of this virtual board is: https://www.facebook.com/tableauofficielcmtl.



Protest and appeal fees

For protest and appeal, see the ASN Canada FIA Karting Regulation - Book 1- Sporting Regulation.

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. Failure to comply with this procedure exposes the competitor to a penalty.