



2025 British Columbia Regional Karting Regulations

1.1 Organizations

- **BC Regional Kart Racing Series:** A non-sanctioned event organized by four BC karting organizations to determine the provincial champions for 2025.

1.2 Precedence of Regulations

1. BC Regional Kart Racing Series Regulations
2. Official Bulletins and instructions from officials
3. 2025 GDS Canadian Karting Regulations (Book 1: Sporting, Book 2: Technical)
4. 2025 GDS Canadian Karting Regulations Bulletins

Where a conflict exists between Regional rules and ASN rules, the Regional rules take precedence for events. It is recommended that all members familiarize themselves with the complete set of rules.

1.3 Code of Conduct

All participants (drivers, mechanics, parents, guests, etc.) are expected to uphold the highest standards of conduct and sportsmanship. This applies to all events, meetings, and online communications.

- **Respect:** Treat all members, officials, and competitors with respect, regardless of gender, ability, or background.
- **Responsibility:** Participants are responsible for their own actions and the conduct of their team members.
- **Safety:** Ensure all equipment is safe and race-worthy. It is the driver's responsibility to declare any relevant medical conditions.
- **Disputes:** Address any disputes respectfully and through the proper channels. For race day disputes, contact the Race Director.
- **Social Media:** Abusive comments on social media are prohibited.
- **Prohibited Substances:** Drugs and alcohol are strictly prohibited during all events.
- **Violations:** Failure to comply with the code of conduct can result in penalties, including suspension or exclusion from events.

2.0 General Club & Facility Rules

2.4 Pit & Paddock Rules

- **Pit Spaces:** Pit spaces are marked. All equipment must remain within the marked boundaries. Reserved pit spaces for platinum members must be claimed by 9:00 AM on the practice day before a race, or they become available to other members.
- **Required Items:** Each pit must have a first aid kit, a 2.5 lbs ABC fire extinguisher, a drain pan, and a garbage container.
- **Environmental:** Protect asphalt surfaces by using drip pans and tarps. All waste, including used tires and fluids, must be removed from the facility.
- **Traffic:** The main road in front of dealer row is closed to motorized traffic from 9:00 AM until the last race on race days. Excessive speed (over 10 km/h) in the paddock is prohibited.

2.6 Safety & Liability

- **Waivers:** All persons entering the premises must sign a "Release of Liability" form, available via QR code or weblink at the gate.
- **Restricted Areas:** Spectators must obtain a wristband to enter restricted areas, which include the racing surface, grid, scale and tech areas, and flagging stands.
- **Hot Track Access:** No one may enter a hot track except for assigned officials, or to assist a Junior/Rookie driver or in an accident after a red flag. Recovering a kart from a hot track is strictly forbidden.

3.1 Event Registration & Fees

- **BC Regional Series:** Entry fees are \$295 + GST, which includes Friday practice. A second class entry is \$50 + applicable taxes.

3.2 Driver & Kart Requirements

- **Driver Wear:** Driver suits and rib protectors are mandatory as per ASN regulations.
- **New/Rookie Drivers:** Must display a contrasting "X" on the back of their helmet and rear number panel for their first three races.
- **Ballast:** Must be painted white and securely bolted to the frame or seat.
- **Bumpers:** CIK-approved push-back front bumpers are mandatory in all classes. Wide rear bumpers are mandatory for all Junior and Senior classes.
- **Tires:**
 - **BC Regional:** One set of LeVanto dry tires and one set of LeVanto wet tires are permitted for the entire event (qualifying through the final).
 - **Tire Treatment:** Tire treatment or "doping" is not allowed. Tires may be checked with a durometer.
- **Fuel:**
 - Spec fuel for ROTAX and BRIGGS engines is listed for each track in the Weights and Classes. Engines that require higher octane may use commercially available race gas. In all instances the motor octane number must not exceed 110. No oxygenation additives or octane boosters are allowed.
 - For final races at the BC Regional, fuel may be provided to the top 5-10 competitors, who must arrive with dry fuel systems on grid.

3.3 Race Format & Procedures

- **BC Regional Series Schedule:**
 - **Friday:** Official Practice
 - **Saturday:** Warmup, Qualifying, Heat 1, Heat 2
 - **Sunday:** Warmup, Pre-finals, Finals
- **Grid Positions (BC Regional):**
 - Qualifying determines the grid for Heat 1.
 - Heat 1 results determine the grid for Heat 2.
 - Combined results of Heats 1 & 2 determine the pre-final grid.
 - The pre-final finishing order determines the final grid.
- **Starts:** Rolling starts are used for all classes except Shifters.
- **Communication:** Pit boards are not permitted at events. Radio communication to drivers is prohibited on race days.

3.4 Post-Race Procedures

- **Weigh-in:** All drivers and karts must weigh-in after qualifying, heats, and finals. Failure to meet weight requirements will result in disqualification from that session
- **Post-Race Tech:**
 - The top five finishers in each BC Regional final must proceed to the tech area.
 - At all events, all karts and drivers are subject to post-race tech inspection at the discretion of the Technical Director.
 - Competitors must have their own tools for dismantling

3.5 Championship Points

Position	Qualifying	Heats/Pre-Final	Final	Fastest Lap in the Final
1	100	200	300	25
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	

- **BC Regional Championship:**
 - The best 3 out of 4 races will be scored. A minimum of 3 races must be attended to qualify for the championship.
 - Points are awarded for qualifying, heats/pre-finals, and finals, with a bonus for the fastest lap in the final.

4.0 BC Regional Series Specifics

- **Events:**
 - April 11-13: Kartplex, Oliver
 - June 21-23: Cariboo Kart Racers, Quesnel
 - July 18-20: West Coast Kart Club, Chilliwack
 - September 5-7: Vancouver Island Karting Association, Duncan
- **Eligible Classes:** Junior 1 & 2 Briggs, Senior Briggs & Senior Briggs Heavy, Tag Cadet, Tag Junior, Tag Senior, Tag Masters, and Shifters (with minimum entries).
- **Track Practice:** Tracks will be closed for practice to regional participants for 7 days prior to a regional race weekend.
- **Podium Ceremony:** Winners must be present at the podium ceremony wearing their zipped-up racing suits.

4.1 Engine Claim Rules

RMC Rotax Claim Rule

- The driver who crossed the finish line first ("the winner") of a final race can have an engine claimed. After race penalties won't have any effect on the claim rule and the engine subject to this rule will stay the same.
- 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 inspector after the end of the final race.
- The claim can be submitted at any time before the winning engine is released from technical inspection by the technical inspector. After the release, no one is allowed to claim the winning engine.
- If more than one driver wishes to claim the winning engine, the driver with the worst place finish amongst the eligible claimers 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 not, the driver will lose his right to claim.
- 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 of a new engine, plus seven hundred and fifty dollars (verification and sealing) plus local taxes. Find below the suggested retail price at the time of the publication of these regulations (prices may change without any prior notice):

FR125 DD2 engine: \$6599.00	FR125 Mini-MAX: \$4099.00
FR125 MAX engine: \$5350.00	FR125 Micro-MAX: \$4099.00
FR125 MAX Junior engine: \$4975.00	

Example of a FR125 MAX Junior engine claimed in Québec: \$4975.00 + \$750.00 + GST (\$286.25) + PST (\$571.07) = \$6582.32

- The claiming price represents the purchase of a new engine with accessories, plus original verification, sealing procedure and installation plus taxes. These amounts are subject to change if the suggested retail price of the engine changes during the season.
- The engine must be paid in cash immediately. The money will be given to the winner when he will give the engine, its accessories and technical passport to the claimer. The technical inspector must write a report showing the name of the race winner, the name of the claimer, the serial number of the engine and the fact that the engine was given to the claimer and the winner was 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 coordinator Patrick Moreau by e-mail at patrick@maxchallenge.ca.
- The engine and accessories are sold “as is” without any warranty from the driver which had his engine claimed.
- A driver cannot have his engine bought more than twice during the same year (to prevent abuse).
- If the winner refuses to sell his engine to the claimer, he will be automatically excluded from the event and his results of the day will be void. The technical inspector will prepare a written report of the refusal from the winner to sell his 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 his decision.
- 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 in a Rotax Max Challenge event 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 year

Briggs LO206 Claim Rule

In order to maintain a level playing field for members and guests, BCKC 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 BCKC to claim an engine is: \$1064 :2025 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 (2025 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 BCKC 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 the claimed engine is according to the BCKC 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 BCKC Technical Director for inspection and remain in BCKC possession throughout the entire process. Both claimer and claimed have the option to be present at the time of inspection. The decision by the BCKC 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. BCKC 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 BCKC event until such time as payment is made to BCKC.
- 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 BCKC officials. Furthermore, if a participant refuses to sell the claimed engine the participant will be excluded from participating in any BCKC organized events for a period of 6 months

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

10. This Claiming Rule is subject to change at the discretion of BCKC 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 BCKC. 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.

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 BCKC. 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 BCKC 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 BCKC 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.

4.2 Competition Weights and Classes

BCKC		4.2 COMPETITION WEIGHTS & CLASSES 2025 (Rev 07-15-2025)					
TIRE RULES ALL CLASSES UNLESS SPECIFIED	----->	**All Classes run LeVanto KRT Dry and Wet tires					
REMINDER --> BCKC HAS A " NO LEADED FUEL " POLICY for all practice and race events.							
Spec fuel for ROTAX and BRIGGS. Engines that require higher octane may use commercially available race gas.							
In all instances the motor octane number must not exceed 110.							
No oxygenated race fuel or additives and no octane boosters are allowed.							
KartPlex - Petro Canada 91				Cariboo Kart Racers - Chevron 94			
West Coast Kart Club - Chevron 94 45864 Yale Rd, Chilliwack, BC V2P 2M8				Vancouver Island Karting Association - Chevron 94 320 Trans-Canada Hwy, Duncan, BC V9L 3R2			
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 Mini/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							
CLASSES	ENGINE	AGE	TIRES	WEIGHT	CHASSIS	TECH - REGS	NOTES
LO206 Junior 1	Briggs	*** 7-11	*4.5 - 4.6 / 10.0 - 5	250	Cadet	Briggs	Red Slide, with Carb Lock pn#555726
LO206 Junior 2	Briggs	12-15	**	320	Full Size	Briggs	Yellow Slide, 55" Rear track max width, with Carb Lock pn#555726
LO206 Senior	Briggs	15+	**	360	Full Size	Briggs	Stock Black Slide, 55" Rear track max width
LO206 HEAVY	Briggs	15+	**	400	Full Size	Briggs	Stock Black Slide, 55" Rear track max width
Tag Cadet	Mini Rotax	*** 7- 13		260	Cadet	RMC	Denso IW24 thru IW34 approved alternate plug Gearing Spec 13T / 80T Per RMC Int'l Global / Canada 2025 Mini Rules
Tag Junior	Rotax Jr.	12-15	**	315	Full Size	RMC	Carb - HL334A/HL334AB / Exhaust 30mm Header Part# A-125365
	Leopard Jr.			330	Full Size	TAG USA	
	Rok Jr.			320	Full Size	ROK USA	
	X125WC (Red)			330	Full Size	X125 WC	Tillotson HW32A / Exhaust Header Part# 20.14230.06 Freeline # AL-22-PS Airbox Only
	X125T-MX (green)			330	Full Size	X125 MX	HW-44A 24mm, 30mm Exhaust Header Part# X125-220162 Approved Airboxes only : K560A, KG Nitro 23mm " Non-homologated " silver -Not Power KG, 23mm Righetti Active
	X30 Jr.			330	Full Size	SKUSA	Tillotson HW27A / Exhaust 31mm Header Part#X30125367
Tag Senior	Rok GP	16+	**	365	Full Size	ROK USA	Rotax Max Pre-2024 Cylinder / Rotax Max 2024 Cylinder
	Rotax Sr.			360/365	Full Size	RMC	
	Leopard			355	Full Size	TAG USA	
	X30			365	Full Size	SKUSA	Tillotson HW-44A 24mm bore Only Approved Airboxes only : K560A, KG Nitro 23mm " Non-homologated " silver -Not Power KG, 23mm Righetti Active
	X125TWC (Red)			370	Full Size	X125 WC	
	X125T-MX (Green)			370	Full Size	X125 MX	
Tag Masters Drivers that are under 32 years of age may compete with body weight over 220lbs. Drivers between the ages of 16 and 21 will have additional 10 pound minimum weight across all engine classes.	X30	32+	**	385	Full Size	SKUSA	Rotax Max Pre-2024 Cylinder / Rotax Max 2024 Cylinder
	Rotax			380/385	Full Size	RMC	
	ROK GP			390	Full Size	ROK USA	
	X125TWC (Red)			395	Full Size	X125 WC	Tillotson HW32A Tillotson HW-44A 24mm bore / Only Approved Airboxes only : K560A, KG Nitro 23mm " Non-homologated " silver -Not Power KG, 23mm Righetti Active
	X125-MX (Green)			395	Full Size	X125 MX	
	Leopard			380	Full Size	TAG USA	
Shifter Legacy Engines	K9B/K9C	16+	**	375	Full Size	KZ	FIA Homologation Sheets
	K9ES			370	Full Size		
	Stock Honda			370	Full Size		
	CRS/Pavasi/SGM			375	Full Size		
	DD2			375	Full Size		
				375	Full Size		
Shifter KZ1 Any CLK Homologated shifter	TM R1 / R2	16+	**	395	Full Size	KZ	FIA Homologation Sheets
	TM KC10 B/C			395	Full Size		
	Rok Shifter			385	Full Size		
	Modified Honda			385	Full Size		
	Iame 125			385	Full Size		
	X125 Shifter			385	Full Size		
	Maxter MXO/MXC			395	Full Size		
Note : Supplemental Engine platforms without spec Radiators - Max size 135 Sq Inches (shifter class excluded)							
Note: Competition adjustments such as weight / carb / slide may be introduced during competition year.							
Note: Engine Tech & Regulation Rules are hyperlinked in " TECH - REGS " coloumn							
If you have any questions regarding class structure in this table please email info@bcregionalseries.ca							