



MIKA - 2026 Competition Rules and Regulations

Mosport International Karting Association (MIKA) is Kart club based out of Mosport Karting Centre. The following supplement is to be used in all organized MIKA events.

- ❖ The MIKA schedule is available on the club's official website at www.mosportkartingcentre.com. The schedule contains all information pertaining to the name, date, and location of all events.
- ❖ Contact Information: 3233 Concession Road 10, Bowmanville, Ontario L1C 3K6 – 1-866-304-5278
- ❖ MIKA organizes all scheduled events at Mosport Karting Centre located in Bowmanville, unless otherwise stated. Mosport Karting Centre is a sixteen turn, 1.5-kilometer permanent karting specific asphalt race track. The course can be run in various configurations and in both directions.
- ❖ MIKA events will be run in accordance with the Published Rules GDS ASN Canadian Karting Regulations Book 1: Sporting Regulations and Canadian Karting Regulations Book 2: Technical Regulations for 2026 and beyond. These regulations can be found here:

GDS ASN Canada

<https://www.asncanada.ca/karting>

- ❖ All enquiries regarding these Regulations should be addressed to GDS ASN Canada.
- ❖ MIKA events will be run in accordance with the Published Rules for the 2026 Canadian Briggs & Stratton Technical Regulations, the 2026 ROK Cup USA Technical Regulations, the 2026 Canadian Rotax Max Challenge Regulations and these MIKA Supplemental Regulations.
- ❖ Rules and Regulations are posted at:
<https://mosportkartingcentre.com/mika-rules-and-regulations/>

- ❖ It is the driver's responsibility to read and understand all rules prior to participating in any MIKA event.
- ❖ Eligibility is open to all current MIKA members. Visiting members may participate in MIKA events provided that they hold a valid recognized club membership. Proof of valid membership is required.
- ❖ Technical Inspection must be completed prior to any on track activity. The Technical Inspection method used by MIKA is Self-Declaration. Each participant must submit a fully completed Pre-technical Self-Declaration form to a designated MIKA official in exchange for the event sticker.
- ❖ Transponder Rental is \$10.00 + HST (NON – MIKA Members ONLY) and can be added to the registration fee during online registration. Transponders that are not returned by the end of the day will be subject to a \$50.00 administrative fee. Competitors are responsible for the full replacement fee for transponders that are not returned.
- ❖ We will be charging a \$25.00 Fee to any on-site registrations for all MIKA Race Events.
- ❖ Qualifying procedures will vary based on the type of format being run. Race formats are listed on the official MIKA schedule.
- ❖ The Official race day schedule will be sent via email or posted on www.mosportkartingcentre.com 24hrs prior to any event. Full race details will also be available there.
- ❖ All race day information including session results will be posted at the track on the Notice Board as well as in a newly created WhatsApp Group.
- ❖ The following classes will be offered in the 2026 MIKA Championship:
 - Kid Karts
 - Briggs Cadet
 - Briggs Junior Light
 - Briggs Junior
 - Briggs Senior/Senior Lite
 - Briggs Masters/Briggs Senior Heavy
 - Mini ROK
 - Rotax Mini Max
 - T.A.G. Junior

- **T.A.G. Senior**
- ROK VLR Masters/Senior/Junior
- ROK Shifter Masters
- ROK Shifter / Open Shifter / TM Senior Shifter/**Rotax DD2**

Directors of MIKA:

- ❖ President: Paul Kashak
- ❖ Vice-President: Jamie MacArthur
- ❖ Treasurer: Andrea Pegg
- ❖ Secretary: Joanna Rancier
- ❖ Board Members:
 - Sheri Menezes
 - Bob Pegg
 - Dave Miller
 - Stephen Goebel
 - Gord Coggins

Appointed Officials of MIKA:

- ❖ Registration: Mosport Karting Centre - Joanna Rancier/Sienna Turner
- ❖ Race Director: MIKA – Russell Fox/**Jackson Gibson/Shayam Pragatheswaran**
- ❖ Timing & Scoring: Mosport Karting Centre – Joanna Rancier/Sheila Fox/Sienna Turner
- ❖ Starter: Mosport Karting Centre – Will Jones/Kyle Davis
- ❖ Grid Marshall: Mosport Karting Centre – Kyle Davis/**Robert Hall**
- ❖ Inspector: MIKA – Paul Kashak – 2 Cycle Tech / Briggs Tech - TBD

Speedwaiver Electronic Liability Waiver

IMPORTANT - Electronic Liability Waivers (Speed Waiver) must be completed annually for all practice and race events to be eligible for any practice or race events. Please view the following information to better understand how the system operates. We **HIGHLY RECOMMEND** Completing the waiver from home because Cell Network coverage can be intermittent at the track.

Adult Waivers

Please click the Link to demonstrate how SpeedWaiver works from the participant's point of view.

[CLICK HERE FOR DEMONSTRATION](#)

Minor Waivers

SpeedWaiver allows for minor waivers to be completed by capturing electronic signatures from two

parents/guardians. As signatures are collected electronically, this allows both parents/guardians to sign even if they are not in the same location. While the default is to capture two signatures for a minor, in some situations this may not be applicable. If a parent/guardian has sole custody, they can simply click the checkbox indicating this, removing the requirement for an additional parent/guardian signature.

- ❖ Championship points will be awarded according to the points chart found below.

2026 POINTS CHART AND AWARDS

Position	Points Awarded	Position	Points Awarded	Position	Points Awarded
1	200	11	85	21	35
2	175	12	80	22	30
3	155	13	75	23	25
4	140	14	70	24	20
5	130	15	65	25	15
6	120	16	60	26	10
7	110	17	55	27	5
8	100	18	50	28	0
9	95	19	45	29	0
10	90	20	40	30	Cont'd

Additional Notes:

- If necessary, the Steward(s) and/or Race Director may combine classes. A minimum of 5 entries is required to ensure that a class will not be combined with another class. In a race, the faster class will start at the head of the grid. Combined classes will be scored separately. Junior and Senior classes cannot be combined.
- 5 bonus points awarded for pole position in Qualifying. Pole awards will not be given for races without timed Qualifying (eg. Heat Races).
- Points are assigned based on overall finishing position in the final.
- **TAG Jr/Sr, ROK VLR Jr/Sr/Masters, ROTAX DD2, ROTAX Mini Max** and Open Shifter MIKA members ONLY will DROP or exclude the worst 2 points finishes from the Final Point Standings.
- Briggs and Stratton Drivers will DROP or exclude the worst 3 points finishes from the Final Point Standings.
- In the event of a tie in the year-end points totals, the class champion will be determined by the driver with the most 1st place finishes throughout the season. If the number of 1st place finishes is also equal, the winner will be the driver with the most 2nd place finishes etc.
- A driver who receives a DNS (failed to take the green flag) during the Final, will be scored "5" points.
- A driver who receives a DNF or black flag w/ orange disc issued during the Final, will be scored points according to his/her finishing position after leaving the track.
- A driver who receives a black flag during the Final, will be scored "0" points and the event cannot be dropped from the year end totals.
- A driver who is DQ'd in post tech for a technical infraction will be scored "0" points and the

event cannot be dropped from the year end totals.

- A driver who fails to meet minimum weight at scales after final will be scored "0" points and will be allowed to drop this score.

Bonus Points for MIKA:

- You can earn 10 bonus points for your racer by helping out on race day. Maximum is 3 race days for 30 points. Maximum is 30 points in each class if participating in more than one class. Each competitor can only have a maximum of 1 volunteer per event over the age of 15. There are only 5 available volunteer positions available per event.
- Drivers who compete in ALL MIKA races throughout the 2026 Championship for your registered class will be awarded **75 Bonus Points** which will be added to their year-end points total. Races dropped do not count towards the total.
- Additionally, these drivers will be recognized at the year-end banquet and entered into a special prize draw honoring them for their dedication to the club.
- **All Volunteer's must register using the link provided in the MIKA Newsletter on the Monday before each MIKA Race. Registration link will remain open until Saturday at 12 noon.**

2026 CLASS STRUCTURE

CLASS	WEIGHT	AGE	ENGINE	TIRES	LICENSE	RACE NUMBER (NATIONAL NUMBER)
ROK MINI	245lbs.	8 - 13	Vortex ROK	LEVANTO 4.5/4.5	B	102 - 199
ROTAX MINI MAX	260lbs.	8 - 13	ROTAX FR125	MOJO D5	B	102 - 199
TAG JR	ROK JR 320 lbs.	12 – 14 (*15)	ROK GP 125	ROK GP LEVANTO	B – B+	202 - 299
	ROTAX JR 320 lbs.		ROTAX FR125	ROTAX MOJO D5		
TAG SR	ROK SR 355 lbs.	15+	ROK GP 125	ROK GP LEVANTO	A	302 - 399
	ROTAX SR 364 lbs.		ROTAX FR125	ROTAX MOJO D5		
ROK VLR JR	310 lbs.	12 – 14 (*15)	ROK VLR	LEVANTO 4.5/7.1	B – B+	802 - 899
ROK VLR SR	350 lbs.	15+	ROK VLR	LEVANTO 4.5/7.1	A	902 - 999
ROK VLR Masters	380 lbs.	30 +	ROK VLR	LEVANTO 4.5/7.1	A	702 - 799
OPEN SHIFTER	390 lbs.	15+	125cc 6 speed	SH. LEVANTO 4.5/7.1	A	SH – 902 -999
SHIFTER MASTERS	410 lbs.		125cc 6 speed	SH MAS. LEVANTO 4.5/7.1		
ROTAX DD2	386 lbs.		ROTAX DD2	ROTAX MOJO D5		DD2 – 402 -499
KID KART	164 lbs.	4 - 7	Honda GX50/GX35/ Comer C50	OPEN	Group B/A	OPEN
BRIGGS CADET	235 lbs.	8 - 11	LO206/RED	VEGA BLUE 4.6/4.6	B	2 -99
BRIGGS JR LITE	265 lbs.	8 – 14 (*15)	LO206/BLUE	VEGA BLUE 4.6/6.5	B – B+	102 - 199
BRIGGS JUNIOR	300 lbs.	8 – 14 (*15)	LO206/YELLOW	VEGA BLUE 4.6/6.5	B – B+	202 - 299
BRIGGS SENIOR LITE	320 lbs.	15+	LO206/BLACK	VEGA BLUE 4.6/6.5	A	302 - 399
BRIGGS SENIOR	340 lbs.	15+	LO206/BLACK	VEGA BLUE 4.6/6.5	A	302 - 399
BRIGGS MASTERS	375 lbs.	30+	LO206/BLACK	VEGA BLUE 4.6/6.5	A	402 - 499
BRIGGS SR HEAVY		15 + (200lbs.+)				502 - 599

****All ROK/Rotax/Briggs engines are legal to race as long as they meet the technical regulations for their class.**

SUPPLEMENTAL SPORTING REGULATIONS (BOOK 1)

2. DRIVER COMPETITION LICENCING AND ELIGIBILITY

2.1) Participation in a MIKA event is restricted to members of the club. Visiting members are permitted to participate in a maximum of two (2) events in a calendar year provided that they hold a valid affiliated club license.

2.2 MIKA Series Age Requirements – Updated

The following regulations will be used at MIKA Club events specified in this 2026 Supplementary Regulations. They cannot be used at National events.

a) A Junior driver who turns age 15 during the calendar year may race as a Junior for the remainder of the calendar year holding a Club/Regional license under the following conditions:

- The driver is a Rookie in their first full year of competition having never held a Club/Regional license, or if the driver has not competed in more than three race events with a Club/Regional license in the past.
- The driver's weight is less than 52 kg (115 lbs) including the Driver's equipment.

b) A Junior driver who turns age 12 during the calendar year may race in the Briggs & Stratton Cadet class for the remainder of the calendar year in exceptional circumstances linked to safety under the following conditions:

- The driver's weight must be less than 35 kg (77 lbs) including the Driver's equipment.

c) A Briggs & Stratton Cadet driver cannot be age 13.

d) MIKA may set specific weigh in dates for drivers.

2.12) Rookie Drivers: All Rookie Drivers will display an "X" over their rear kart numbers for the first 2 races they participate in. Kart numbers should still be visible. All Rookie Drivers will start all sessions/heats/races at the back of their class regardless of qualifying position for the first 2 races they participate in.

3.4) Helmet Cushions (neck collars) are OPTIONAL in all classes.

8.2) Waiver forms and parental consent forms must be completed during the membership application process. These documents will be collected annually and kept on file.

9.6) Warning Flags: Pointed-rolled Black or Black & White Triangle with Kart Number with/without Kart Number Warns Competitor of unsportsmanlike or unsafe conduct, and that a penalty may be pending.

10.3) Qualifying for a Race

g) Driver Participation in Final:

To be considered eligible to race the Final and score points, a competitor must qualify their kart (if applicable) and start the Prefinal or Heat races before the Final. If a competitor fails to participate in any sessions they may not be allowed to race the Final and will score 0 points. This result can be dropped from year end totals.

ASN 2025 CDN KARTING PENALTIES

1-15) Having caused a collision intentionally or unintentionally. 1-15. Forcing another driver off the track intentionally or unintentionally. 1-15. Gain of position from contact.

CURRENT PENALTY GUIDLINES - PRE FINAL/FINAL - Warning, 5 Sec (Min), Black Flag, Scored in last place, Start at the rear next race, Disqualification.

ADD: Officials are authorized to issue Position Penalties in incidents involving contact between Drivers that result in positional changes. The new rule provides Officials with discretion to place the Offender behind all affected Drivers based on the impact of the incident. The Offender may be placed behind the Driver(s) who lost positions as a result of the contact. The severity of the penalty will depend on the nature and impact of the contact, and the finishing position of the Driver(s) affected. In determining the appropriate penalty, Officials will consider factors including but not limited to:

- The extent of positional loss suffered by the affected Driver(s),
- The severity and ability to avoid the contact
- Any mitigating or aggravating circumstances.

15.) INCIDENTS: Bumper Rules

GDS/ASN Bumper Rules remain unchanged. Penalties are 1 side in, 5sec and both sides in 5 sec.

MIKA is going to modify this penalty to a warning for 1 side in and 5 second penalty for 2 sides in for Briggs Senior, Masters.

Racers with 1 side in will receive a warning which will be recorded each session. Officials can still use discretion to assess a penalty.

Cadet, Junior and all 2 stroke classes will follow the ASN regulations on the push back bumper.

Participant Inquiry

Participants who wish to make an inquiry regarding a penalty and/or decision imposed by a MIKA Official must complete the MIKA Incident Review Form found below. Any other type of inquiry will not be entertained. Completed forms will be reviewed and addressed before the next on-track session. This is an inquiry only. Full investigations must still follow protest

procedures.

Libel Penalties

Posting comments that can harm the reputation of officials, competitors, the track, or the series directly or indirectly. This could also result in legal action.

Competitors, coaches, mechanics, and parents.

- First offense is a \$500 fine or a 3-race suspension with 1-year probation from the issue date of the penalty.
- Second Offense is a \$1000 fine or a 6-race suspension with 2-year probation from the issued date of the penalty.
- Third offense is \$2000 fine, 1-year suspension, and 3-year probation from the issued date of the penalty.

Teams, manufacturer reps, sponsors.

- First offense is a \$1,000 fine or a 3-race suspension with 1-year probation from the issued date of the penalty.
 - Second offense is a \$2000 fine or a 6-race suspension with 2-year probation from the issued date of the penalty.
 - Third offense is a \$5000 fine with a 1-year suspension from all events and 5-year probation from the issued date of the penalty.
- The person's highest position determines the level of penalty.
eg. Driver and Team owner, penalty is based on Team Owner position
 - Fines/suspension/probation increases if more than one name is included.
 - Libelous comments on your post made by others must be removed within 24 hours or face penalty.
 - Sharing a libelous comment is considered publishing and shall be treated as such.

Publishing Penalties

All Suspensions, Disqualifications, Probations, and other Infractions deemed appropriate by the Officials, may be published on the results board, MIKA social media pages, and/or released to the general media via press release. There is no appeal.

Paddock Rule Penalties

Drivers found in violation of any Canadian Tire Motorsports Park and Mosport Karting Centre Paddock rules will be penalized during official MIKA events. All penalties will be applied at the discretion of the Race Director or Race Steward. Drivers will be made aware of the penalty before the official sessions via the official notice board. Paddock rules have been posted in multiple locations around Mosport Karting Centre pits and paddock and CTMP rules can be found here: <https://mosportkartingcentre.com/mika-rules-and-regulations/>

SUPPLEMENTAL Kid Kart (Bambino Kart) Guidelines for Canada

These are Guidelines not Regulations. They were assembled with input from the Canadian Karting TaskForce.

Karting is a dangerous sport.

These guidelines are intended to assist in the conduct of driver training and to further general safety. They are a guide, and in no way a guarantee against injury or death to participants, spectators, or others.

No express or implied warranties of safety or fitness for a particular purpose shall be intended or result from publication of or compliance with these Guidelines.

Purpose

- The Kid Kart driver training program provides a foundation for young drivers aged 4 to 7 get an introduction to motorsports. Drivers are exposed to the sport, learn what karting is about and develop their skills through pre-determined scheduled sessions. The program is designed for rookies and beginners to prepare them to obtain a kart driver racing licence. A driver who turns age 8 during the calendar year can obtain a kart racing licence while age 7 as per ASN Canada regulations.
- Sessions must always be development based, and session plans shall be prepared in advance by a qualified instructor. As the season progresses, drivers in age Group A may be eligible to participate in the “Introduction to Racing” component where they are educated on the rules, regulations, formats and procedures of kart racing.

Age Requirements

- A driver may participate from the day they turn **age 4** until the end of the year of their **8th birthday**.
- Group B. Introduction to Kid Karts. Any driver with no prior experience must start in Group B. Does not include “Introduction to Racing” training. Once a driver obtains the required experience, they may proceed to Group A if approved by an instructor.
- Group A. Advanced Kid Karts. A more advanced level of training will be provided to experienced drivers. A driver may be allowed to participate in “Introduction to Racing” training once they acquire enough experience if approved by an instructor.

Operating Guidelines

- Driver must have a Club Membership.
- Driver must be registered, entry fee must be paid, and the Parent/Guardian must sign a disclaimer and/or waiver.
- Pre-Technical Inspection Self-Declaration with kart and driver protection information to be submitted.
- Parent/Guardian must be present at all training and practice sessions.

- The organizer must have insurance for participants of this age.
- Before being allowed on track, a driver must complete in-class/off-track training. They must then demonstrate the ability to accelerate, brake, steer and turn to an instructor before joining group sessions/activities.
- Track time is exclusive for Kid Kart participants only and can't be combined with any other type or class of karts.
- Each driver may receive a participation award. No trophies will be awarded for any finishing position.

SUPPLEMENTAL TECHNICAL REGULATIONS (BOOK 2)

25.1) See “2026 Class Structure” chart above for spec tire requirements. Wet tires for all Briggs & Stratton classes will be VEGA W6. Wet tires for all ROK classes and TAG Jr/Sr (Rok GP Engine) will be the Levonto Wet Tire. Wet tires for all ROTAX classes and TAG Jr/Sr (Rotax Engine) will be the Mojo Wet Tire. Drivers must use 4.60 fronts and 6.50 rears in wet conditions except for Mini ROK, Mini Max, and Briggs Cadet which will use 4.60 fronts and rears.

25.2) MIKA Race #3 & #7 (KartStars Round 1 & 2) for only ROK Mini & ROK VLR drivers will run in accordance with the Kartsport Canada Rules. All members must familiarize themselves with the KartStars Regulations found here: [Kart Stars Canada | Kartsport Canada](#)

MIKA Briggs and Stratton Technical Supplementary

For all Briggs and Stratton Technical Regulations please see:

- **2026 Briggs and Stratton 206 Canadian Rule Set.** Available on the Mosport Karting Centre website: <https://mosportkartingcentre.com/mika-rules-and-regulations/>

36) Clutch - Briggs Cadet class must follow and abide by all Clutch regulations stated in

Rule 36-b-h. For the 2026 Briggs 206 Canadian Rule Set. Rule (36. a.) is not enforced for the Cadet Class at MIKA.

ASN Technical Regulation - 8.4. Overall Measurements

SPEC C. FOUR CYCLE Class Briggs Sr Heavy – This Rule will be in effect for the Briggs Sr Heavy Category only for MIKA Club Race Events for the remainder of the 2025 season.

ASN 2025 - 10. Canadian Karting Championship - Class Structure

BRIGGS & STRATTON Senior Heavy Overall Rear Width and Rear Rim Width Will be enforced as follows: • Spec C. Max Overall Width 140 cm • Spec C. Max Rear Wheel Width 215 mm

BRIGGS CLASSES SPEC FUEL - ALL Briggs Classes must purchase spec fuel voucher (91 octane) from Mosport Karting Centre Parts and Service Desk or during your online race registration. Driver or crew will present the voucher to the fuel attendant at the fuel pump on site; the pump attendant will fill your fuel jug for you. **** MAKE SURE YOUR FUEL JUG AND KART IS COMPLETELY EMPTY AND DRY BEFORE YOU FILL WITH SPEC FUEL. ****

Official Fuel Distribution Window:

- Saturday: 10:00am – 1:00pm, 4:00pm – 6:30pm
- Sunday: 7:00am – 11:30am
- Fuel can be purchased Tuesday to Friday 10:00am – 6:00pm at the front desk or parts counter.

T.A.G. Junior & Senior – ROK & ROTAX Technical Supplementary

For the 2026 season, MIKA is introducing combined **T.A.G. (Touch and Go) Junior and Senior classes** featuring **ROK GP Jr/Sr and ROTAX FR125 Jr/Sr engine platforms**. Each engine package will continue to compete in full compliance with its respective manufacturer's technical regulations. While technical rules remain specific to each engine, **ROK GP Jr/Sr and ROTAX Jr/Sr competitors will be grouped together on track and scored as one combined category**. One Championship for **T.A.G. Junior** and one Championship for **T.A.G. Senior**. This structure is intended to increase grid sizes, improve competition, and provide a unified pathway for T.A.G. competitors while maintaining technical integrity for each engine platform.

ROK ENGINES - For all Vortex ROK Technical Regulations please refer to the following Rule Sets Published on the MIKA Rules and Regulations Page: <https://mosportkartingcentre.com/mika-rules-and-regulations/>

MIKA will utilize the ROK Cup USA - ROK Technical regulations with the following modifications found below (35,37).

35) ROK VLR SR/JR/MASTER will run Sunoco 110 Race Fuel. ROK VLR SR/JR/MASTER classes are required to run Sunoco 110 for any official ROK Event (ROK Canada KartStars, ASN/FIA Sanctioned events.)

37) The spec fuel for ALL TAG Jr/Sr Classes utilizing the ROK GP Jr or Sr Engine, ROK Shifter, Open Shifter, ROK Mini classes is Sunoco 110 Race fuel which is available at the track. It is the driver's responsibility to have fuel for each event. All ROK Engine Platforms will use Motul Grand Prix 2T ONLY.

ROTAX ENGINES - For all ROTAX Technical Regulations please refer to the following Rule Sets Published on the MIKA Rules and Regulations Page: <https://mosportkartingcentre.com/mika-rules-and-regulations/>

MIKA will utilize the Canadian ROTAX MAX Challenge Technical Regulations - 2026

ROTAX ENGINES SPEC FUEL - ALL TAG Jr/Sr Classes utilizing the ROTAX Engine, ROTAX Mini Max, ROTAX DD2, must purchase spec fuel voucher (91 octane) from Mosport Karting Centre Parts and Service Desk or during your online race registration. Driver or crew will present the voucher to the fuel attendant at the fuel pump on site; the pump attendant will fill your fuel jug for you. ** MAKE SURE YOUR FUEL JUG AND KART IS COMPLETELY EMPTY AND DRY BEFORE YOU FILL WITH SPEC FUEL. **

All ROTAX Engine Platforms mandatory oil - XPS KART TEC, fully synthetic 2-stroke oil ONLY.

Official Fuel Distribution Window:

- Saturday: 10:00am – 1:00pm, 4:00pm – 6:30pm
- Sunday: 7:00am – 11:30am
- Fuel can be purchased Tuesday to Friday 10:00am – 6:00pm at the front desk or parts counter.

MIKA Kid Kart Bambino Technical Supplementary

Karts Technical Specifications

- Only purpose built "Bambino" karts from accepted kart manufacturers may be used. No home-built chassis are allowed. Wheelbase 770 mm to 850 mm.
- 164 lbs/74 kg minimum weight suggested.
- Karts must have CIK bodywork and plastic rear protection.
- Each kart must have a unique number as per registration.

Engine Technical Specifications

- Honda GHX50 (4-cycle) engine suggested. Alternates are Honda GX35 (4-cycle) or clone, or Comer C50 (2-cycle).
- 4.50 or 4.60 tires front and rear of the same compound and manufacturer. Dry tires only.
- Gearing may be specified.

Driver Equipment

- Snell-FIA CM/CMH or SFI 24.1 approved helmet.
- Abrasion resistant racing suits must cover the whole body, legs and arms included. The suit must be completely fastened as designed.
- Abrasion resistant gloves and shoes.
- Body protection/chest protector recommended.
- Apparel items such as bandanas, sweater hoods, loose belts, etc., even inside the racing suit, are not permitted.

SUPPLEMENTAL SPORTING APPENDIX FOR ALL CLASSES – CLAIMING RULE

In order to maintain a level playing field for members and guests, MIKA Board of Directors adopt a CLAIMING RULE FOR ALL CLASSES. The claiming rule has been very successful at clubs across Ontario and continues to foster growth all classes.

1. Competitors making a claim at an event must be entered in the affected class. 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.
2. The competitor making a claim must give written notice to the Event Technical Director prior to the display of the checkered flag of the class final race and must include payment in full.
3. The price, payable to Mosport Karting Centre, to claim an engine in a Briggs class is as follows:
 - a) **\$959.00** – replacement cost **plus HST**
 - b) plus a \$150.00 transfer fee,
 - c) plus a \$225.00 administrative fee,
 - d) Total - \$1,334.00 plus HST.

The price payable to Mosport Karting Centre, to claim an engine in a T.A.G., MINI ROK, ROK VLR, ROTAX MINI Max, Open Shifter, ROTAX DD2 class is as follows:

- e) **\$2,850.00** – Rok GP (TAG) Engine replacement cost **plus HST**
 - f) **\$3,591.00** – Rotax (TAG) Engine replacement cost **plus HST**
 - g) **\$4,900.00** – Open Shifter Engine replacement cost **plus HST**
 - h) **\$2,960.00** – ROK Mini Engine replacement cost **plus HST**
 - i) **\$1,899.88** – ROK VLR Engine replacement cost **plus HST**
 - j) **\$4,671.00** – ROTAX DD2 Engine replacement cost **plus HST**
 - k) **\$3,347.00** – ROTAX Mini Max Engine replacement cost **plus HST**
 - l) plus a \$500.00 transfer fee,
 - m) plus a \$500.00 administrative fee,
4. There can only be one claim on an engine at an event. The first fully completed claim is the only claim. MIKA will hold the claim money until the claimed engine has been inspected for legality. Inspection of claimed engine is according to class 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 MIKA Technical Director for inspection and remain in MIKA's possession throughout the entire process. Both claimer and claimed have the option to be present at the time of inspection. The decision by the MIKA 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 which are found in the originally packaged product.
 - c) All external components are subject to inspection but will be returned to the claimed party.
 - d) Mosport Karting Centre will award the claimed party w/ a NEW engine in a factory sealed box, plus the corresponding transfer fee.
7. If the claimed engine is found to be illegal:
 - a) The Tech Director must confiscate ALL illegal parts and related parts from the claimed engine.
 - b) The Claimer has the option to void the claim if engine is found illegal and claim money less the administrative fee will be returned to the person filing the claim.
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 MIKA officials.
9. MIKA Officials may make alternative concessions if a particular situation justifies it.
10. This Claiming Rule is subject to change at the discretion of MIKA Officials. Any change in this rule will be posted on-line in accordance with our Rules and Regulations.

INCIDENT REVIEW FORM

Event Date:

Event:

Name of Driver:

Name of Guardian/Representative (Team Owners):

Class:

Lap#:

Session:

Kart#:

Penalty Received / Reason for Request:

Rule Number(s) and Description for Review (Will not be reviewed unless this section is complete):

Explanation for Review:

Decision:

Reviewed By Race Director/Steward:

Time: