

Introduction:

The SSKC is affiliated with ASN Canada FIA as a sanctioning body. Race days are run according to the current ASN Canadian Karting Sporting and Technical Regulations available at www.asncanada.com. In accordance with rule 1.3 of the ASN Sporting Regulations they have been modified for club events by these Club Supplemental Regulations.

Grid Order:

See the specific event supplemental regulations for the order of classes. The order in which classes compete will be rotated so that each class takes a turn at the start and end of the day.

Club Classes Summary:

Class	License	Age	Weight (lbs)	Engine	Tire	Gas	Notes	Technical Regulations
Junior One 4-Cycle	C, D	8 - 12	245	Briggs LO206	Vega Blue	Premium	3	Briggs & Stratton LO206 Rules
Junior Two 4-Cycle	C	11 - 15	300	Briggs LO206	Vega Blue	Premium		Briggs & Stratton LO206 Rules
Senior 4-Cycle Super Light	B	15+	310	Briggs LO206	Vega Blue	Premium	2, 4	Briggs & Stratton LO206 Rules
Senior 4-Cycle Light	B	15+	340	Briggs LO206	Vega Blue	Premium	4	Briggs & Stratton LO206 Rules
Senior 4-Cycle Heavy	B	15+	365	Briggs LO206	Vega Blue	Premium	4	Briggs & Stratton LO206 Rules
Rotax Mini Max	C	10 – 13	290	Rotax Mini Max	Vega Blue	Premium	1	RMC Rules

Rotax Junior	C+	13 - 16	320	Rotax Max Junior	Vega Blue	Premium	1	RMC Rules
Rotax Senior	B	15+	364	Rotax Max	Vega Blue	Premium		RMC Rules
Rotax DD2	B+	15+	396	Rotax Max DD2	Vega Blue	Premium		RMC Rules

1. Junior Rotax and Mini Max may be combined into one class if deemed necessary by the Race Director or Stewards.
2. Senior 4-Cycle Super Light is a local class option only. It is an accommodation for local competitors – see specific class rules.
3. May use front sized tires at rear
4. Senior 4-Cycle Super Lights, Lights and Heavy may be combined into one class if deemed necessary by the Race Director or Stewards.

These rules are supplementary to the current ASN Canada FIA Sporting and Technical Regulations. As per rule 1.3 and 1.6 of the Sporting Regulations, these Club Regulations take precedence.

Sporting Regulations

The club is of the understanding that it may not require the presentation of a completed medical by a competitor in accordance with privacy laws – competitors are still required to meet and affirm that they meet the physical requirements of ASN Sporting Code 4.11.

SSKC club licenses are valid from April 1 to March 31 of the following year (the annual membership period).

At non-event Test and Tunes drivers may wear (at minimum) an abrasion resistant jacket and full length abrasion resistant pants and gloves, although a full race suit should be their first option. . Shorts and sandals are not to be worn.

See Club Classes Summary.

All SSKC registration is done online (through motorsportreg via the link at saskkartclub.com. Junior drivers must have submitted a completed current year annual Parental (Legal Guardian) Consent Form the driver need not submit one at every race. It is accepted by the driver and guardians that this submission covers all SSKC Events. (This does not cover National sanctioned events or events held at other circuits).

SSKC scores races by transponder scoring only. Competitors are reminded to mount transponder as per ASN Canada FIA Technical Regulations. The AMB Trans X 160 timing system will normally be used, and there may be no manual backup. If a driver fails to ensure that their transponder is functional they will not be timed and will normally receive last position points only regardless of finishing position. (Competitors that have a registering transponder at the start of the race that then lose it will be placed in their finishing position if it can be positively determined. Otherwise they will be scored in last position but above a competitor that forgot to fit their transponder). Racers are to line up at the scales in the order that they took the chequered flag in case there was a timing system failure (exception: a driver competing in the next class to go on track after the race just completed may jump the line or with the approval of the race officials leave their kart in tech and weigh in after the completion of the next event – no additional weight to be added). After the chequered flag there should be no passing and Yellow flag procedures should be followed. Due to manpower constraints, results may not always be signed or have a posting time when put on the official notice board, nor do we guarantee posting within the time lines of this paragraph. These results can also act as notice of Penalty when posted within the time limits. The Race Director may choose not to red flag a race in the event of timing system failure.

When not in use, to check classes as they come off the track, the scales will be available to individual competitors throughout the event. Should the original scales fail during the course of an event the Stewards may designate a suitable replacement as the official scales.

During Karting events, after exiting the track, Karts must stop before going on the scale. The engine is to be stopped and they are to be pushed onto the scales. Anyone who drives onto the scales will be subject to a financial penalty. Failure to pay the penalty will result in exclusion from the event.

When not weighing in (after practice sessions, etc.) karts and engines must be stopped before the end of the hot pit area.

Failure to comply may result in financial penalties. Drivers may bring disabled karts to the weigh scales after an event with or without the help of officials – they must not add weight to the kart in the process. Due to Manpower shortages HONESTY weighing may be in force, where each driver's weight is checked by the driver following.

Prior to the start of qualifying engines may be warmed at the back of the gridding area, but only with the Kart securely contained and/or with the rear wheels off the ground. All necessary precautions must be taken to ensure that a kart cannot accidentally or otherwise move under its own power.

For the safety of the General Public, and other members, Karts **MUST NOT** be warmed up whilst being pushed on a Kart stand to the Pre Grid.

Quiet pit regulations are in force all day. If a technical confidence run is required after maintenance, the Kart is to be placed in the back of the gridding area where it may be started. Once the motor fires up, it may be checked briefly then switched off.

Engines may be started on the pre-grid when the checkered flag flies for the previous class (still on the track) or at the direction of an official.

An entrant may request the presence of their class representative, should they be readily available during any dispute with race or club officials. Those officials may then choose to utilize the class rep to clarify the rules to the entrant at their convenience.

Technical Regulations

The Pre-Technical Inspection, as described may not be enforced in its entirety due to manpower restrictions. This does not permit the entrant to use extra engines, chassis or tires beyond those specified.

Sealing and marking of engines as described in The Briggs & Stratton Rules and the RMC Rules may also not be enforced due to manpower restrictions – this does not permit changes or adjustments to the engines which would otherwise be sealed without approval from the technical delegate.

Entrants may share equipment as necessary to promote competition at the club level.

Pre-Race Technical Inspection will be by rule unless otherwise stated in Event Supplemental. The club may choose whether or not to issue tech stickers or to rely on the registration process and scoring to ensure compliance with equipment safety.

Registration will keep charge of any hard copy Pre-Technical Inspection Self Declaration Form if used and make it available to the Technical Delegate / Inspectors as necessary. In addition random Pre and Post Race Technical Inspections will be routinely performed by officials on classes throughout the season.

This Rule in its entirety may not be applied or it may be modified due to manpower restrictions.

There will be no penalties applied according to this rule unless the club is enforcing paint marking rules and it has been mentioned at the driver's meeting.

Chassis that meet the criteria of in the opinion of the SSKC Technical Delegate are deemed legal.

Maximum width in the senior and masters 4-stroke classes (aka senior 4 stroke light and heavy) is 140 cm.

Where cadet or Novice karts are permitted all karts may use rear wheel/tires that meet the specifications for the front wheels, this applies to both wet and dry tires (this modification specifically applies to rule 7.g for Junior 1 and Micro Max). Senior 4-stroke karts may use a maximum rear wheel width of 215 mm.

Each kart in a given class must have a unique TWO digit number. The appropriate third prefix digit as defined by ASN to identify National Classes may be present on the number panel BUT the **final TWO digits must be unique**. Our timing system and scoreboard use a two digit system to identify karts to officials and spectators. Competitors are responsible for selecting and registering acceptable **non-conflicting** numbers by researching numbers used in recent years on mylaps.com (accessed through www.saskkartclub.com) in their class and registering to use a vacant number on motorsportreg.com. Returning club members have “rights” to their past number but these become vacant after the first race of a new season where they did not use their number in the previous year. Help selecting a number is available from the class rep and in their absence the club manager.

If a three digit number is displayed on a kart the first digit must correspond to the National class structure AND THE LAST TWO DIGITS MUST BE UNIQUE WITHIN THE CLASS.

SPEC TIRES – The spec tire for all SSKC classes is the Vega Blue.

4 stroke classes are allowed 4 sets of tires for the season and 2 stroke classes are allowed 6 sets of tires for the season.

This update shall serve as the notice required in the supplemental rules for all club events. The SPEC GAS STATION for spec classes is the Esso gas station located at the north end of Albert Street near the McDonald's

restaurant. Note: the pumps here use one common hose for all grades of fuel – be sure to flush the hose out with the correct grade before drawing your fuel. It is understood that all pumps draw from the same underground holding tank. All classes are to use Premium grade fuel drawn in from the source above.

“Old” fuel bought for previous weeks racing may not pass the fuel test and if it fails may be considered illegal fuel and the competitor would be subject to exclusion. Spec fuel samples, used to zero the meter, will be taken the day before or more usually the morning of the race.

Spec gasoline the fuel must register +/-10 points on the Digatron DT-15 fuel tester after that meter has been zeroed on that gas as mixed with the specified oil(s) if required by class regulations.

Competitor’s fuel samples will be taken from the kart’s gas tank, fuel line to the carburetor or carburetor bowl.

RACE DAY FORMAT, PROCEDURES AND SCORING

Unless stated otherwise in the Event Supplemental Regulations the format for club races will be Qualifying, Heat race 1 and Heat race 2.

Specific Club Class Rules

Junior 1 4-Cycle

Age 8–12 The only Championship eligible engine in this class is the restricted Briggs & Stratton per current Canadian Briggs & Stratton LO206 “Junior 1” Engine specifications at www.asncanada.com

Specifically the Briggs Green carburetor slide, 0.490” opening we do NOT use the cadet engine spec with the 4100 rev limit or the Red slide.

Tires - Vega Blue 4.5” - tires may be used front and rear

Class weight: 245 lbs (not as per ASN National class rules)

Ages:-see ASN Canada FIA Book 1 Sporting Regulations 3

Junior 2 4-Cycle

Age 11-15 The only Championship eligible engine in this class is the restricted Briggs & Stratton per current Canadian Briggs & Stratton LO206 Engine specifications at www.asncanada.com
Briggs yellow carburetor slide (0.570" opening)
Tires – Vega Blue
Class weight; 300 lbs
Ages:-see ASN Canada FIA Book 1 Sporting Regulations 3

Senior 4-Cycle Super Lights

Age 15+ The only Championship eligible engine in this class is the restricted Briggs & Stratton per current Canadian Briggs & Stratton LO206 Engine specifications at www.asncanada.com
Briggs yellow carburetor slide (0.570" opening)
Tires – Vega Blue
Class weight: 310 lbs
Ages:-see ASN Canada FIA Book 1 Sporting Regulations 3

Senior 4-Cycle Light

As per Canadian Briggs and Stratton LO206 Regulations available at www.asncanada.com
Age 15+
Tires – Vega Blue
Class weight: 340 lbs
Maximum rear rim width and overall kart width is the same as for the senior two stroke classes.

Senior 4-Cycle Heavy

As per Canadian Briggs and Stratton LO206 Regulations available at www.asncanada.com
Age 15+
Tires – Vega Blue
Class weight: 375 lbs

Maximum rear rim width and overall kart width is the same as for the senior two stroke classes.

Rotax Mini Max

Age 10-13 (per Canadian RMC regulations)

All Motors to be ran to current Canadian RMC specifications.

Carburetion will be as per RMC Canada regulations

Blue intake restrictor as per RMC for non-Evo engines

No intake restrictor for Evo as per RMC regulations

Gearing 13/82 or 12/76 as per RMC regulation

New style air box required

2011 clutch bearing and o-ring required

Only Rotax OEM inline fuel filter or none permitted

Weight as per RMC Canada (Imperial measurement)

Ages:-see ASN Canada FIA Book 1 Sporting Regulations 4.3 and 4.7

Rotax Junior

As per RMC Canada Regulations.

Age 12-15 (up to 17 see RMC Regulations. Check with Club regarding participation by those over 15)

All Motors to be ran to current Canadian RMC specifications.

Weight as per RMC Canada (Imperial measurement)

Rotax Senior

Age as per Canadian RMC Regulations.

All engines to be ran under current Canadian RMC regulations.

Carburetion as per RMC Canada regulations

Carburetion exception: for Non-Evo engines the original 12.5 carburetor may be used with only the 30/30 pilots and 5.2 floats along with either K27 or K98 needle. No evo components may be used with this combination.

Old style air box is permitted on engines without evo upgrades only (if there are any Evo components, this air box is not permitted).

Gearing is open

Old style clutch is permitted on legacy engines (non-evo engines shipped with old clutch) 2011 clutch bearing and o-ring required

Weight as per RMC Canada (Imperial measurement)

Rotax DD2

Age as per Canadian RMC Regulations.

All engines to be ran under current Canadian RMC regulations.

Carburetion as per RMC Canada regulations

Carburetion exception: for Non-Evo engines the original 12.5 carburetor may be used with only the 30/30 pilots and 5.2 floats along with either K27 or K98 needle. No evo components may be used with this combination.

Old style airbox is permitted on engines without evo upgrades only (if there are any Evo components, this air box is not permitted).

Gearing is open

Old style clutch is permitted on legacy engines (non-evo engines shipped with old clutch) 2011 clutch bearing and O-ring required.

Weight as per RMC Canada (Imperial measurement)