

**SASKATOON KART RACERS
2024 CLUB POINTS SERIES**

**SUPPLEMENTAL RULES AND REGULATIONS
(Revised March 30, 2024)
MARTENSVILLE SPEEDWAY**

These supplemental rules and regulations are intended to clarify any rules that may be in question. Also, they are intended to help any and all race day events run smoothly for all competitors, officials, and spectators.

The design of these rules is to inform and remind competitors of some of the rules found in the rulebooks "ASN Sporting Regulations 2024" and "ASN Technical Regulations 2024". They are also designed to adjust rules that are not specific in the ASN rulebook as they pertain to club level racing.

Additional rule details can be found within the following documents as it pertains to each individual class:

[ASN Sporting Regulations 2024](#)

[ASN Technical Regulations 2024](#)

[2024 Briggs 206 Canadian Rule Set](#)

[2024 Canadian Rotax Max Challenge Sporting Regulations](#)

[2024 Canadian Rotax Max Challenge Technical Regulations](#)

As always, the Race Director shall have the final say as to the interpretation of all rules and regulations governing the Saskatoon Kart Racers for all Club race events.

1. DRIVER COMPETITION LICENCING AND ELIGIBILITY (S.R. 2)

A Junior 1 driver turning 12 years of age in a calendar year has the option of racing Junior 1 or Junior 2. A driver that races in Junior 2 can never return to Junior 1.

A junior driver turning 15 years of age in a calendar year has the option of racing Junior 2 or Senior. They must have a minimum of 2 years experience and have the approval of the Safety Committee if they elect to enter the Senior class. A driver that races in a senior class can never return to Junior 2. A Junior driver turning 16 may request the club executive to finish the season as a Junior.

2. PERIOD DURING WHICH A LICENSE IS VALID

Club licenses shall expire Mar 31st of each year.

3. DRIVER'S EQUIPMENT

RIB ROTECTORS (S.R. 3.5)

Rib protectors to be approved by SKR Safety Committee.

****Youth chest protectors (drivers 12 yrs and under) must be in place by July 15, 2024.**

DRIVERS SUIT AND APPAREL (S.R. 3.6)

Drivers are encouraged to wear a proper racing suit. Other apparel must be approved by the club safety committee.

Drivers must wear an ASN identity patch upon request of ASN Canada and SKR.

4. MEDICAL SERVICES (S.R. 5.1)

During all race events a person with first aid training will be in place. During test & tune, one adult member equipped with a cellular phone as per Test & Tune Regulations.

Response Vehicle will be an ambulance service whose response time is less than 15 minutes.

5. STARTER'S EQUIPMENT (S.R. 9.5)

Race director shall determine necessary starter's equipment.

6. TIMING, SCORING, RESULTS (S.R. 9.7)

The number of warmup laps to be determined by the race director.

Racers must always line up at the scales in the order they took the checkered flag in case of a timing system failure.

There is to be NO PASSING after the checkered flag.

7. RACE LENGTH (S.R. 9.8)

Four Stroke race length for club races will be as follows:

4 Stroke Junior 1 and 2 Pre-Final – 10 laps Final – 12 laps

4 Stroke Senior Pre-Final – 12 laps Final - 15 laps

All junior two stroke classes Pre-Final – 10 laps Final – 12 laps

All senior two stroke classes Pre-Final – 12 laps Final – 15 laps

8. WEIGHING SCALES (S.R. 9.13)

Scales are open during club events. An official may police kart weights.

9. INSTRUCTIONS TO COMPETITORS – DRIVER'S BRIEFING (SR 10.2)

Drivers briefing to be held before any racing begins. Attendance is mandatory. Missing the Driver's Briefing (aka Driver's Meeting) may result in a penalty being issued.

10. PRACTICE AND QUALIFYING FOR A RACE (S.R. 10.3)

Transponders must be used for all practice, qualifying, and race sessions. Drivers failing to install a transponder will receive a minimum penalty of last place position/ points for that particular session.

Practice and qualifying sessions are 6 minutes in duration.

11. STARTING POSITIONS (S.R. 10)

Grid positions will be as follows:

The starting grid qualifying shall be determined by last practice results.

The starting grid for Pre-Final shall be determined from qualifying results.

The starting grid for the Final shall be determined from Pre-Final results.

12. TO BE CONSIDERED A RACE STARTER (S.R. 10.5)

DNS only applies if driver does not enter a green flag lap.

To be considered a race starter or to compete in a race, a qualified kart/driver must enter the race before the field has completed 1 green flag lap. Karts that do not comply with this Regulation shall be classified as "DNS".

13. RACE START PROCEDURES (S.R. 10.6, 10.7)

a) **The Start Procedure**

Upon leaving the pre-grid, drivers must maintain their starting grid order at all times. The starting lap(s) is considered a yellow flag lap and passing is not permitted, except if a driver becomes out of position on the track. Such drivers are allowed to regain their position, only prior to reaching the Formation Line. On the starting lap all marshal stations will display a yellow flag.

It is prohibited to warm the tires by swerving back and forth or abnormally braking and accelerating.

The decision to start the race is made by the Starter alone.

b) Drivers may NOT accelerate until passing the Acceleration Line.

The speed of the first two front row karts must maintain a reduced and constant speed and to maintain grid formation at the acceleration line. The driver in pole position must cross the acceleration line first.

c) The Start Signal

If the formation is satisfactory, the Start Signal will be given by switching on the Green Lights or the display of a Green Flag.

If the Starter is not satisfied with the procedure, a Yellow Light or Yellow Flag will be displayed by the Starter and all marshal stations will display a Yellow Flag.

d) Racing Commences at the START Signal

A driver may only commence racing when the START Signal (Green flag is displayed or Red light is turned off) is first shown by the Starter.

Any driver leaving the formation of the grid before START Signal is given shall be considered to be jumping the start and shall be subject to a penalty (see Penalty Guidelines document). Such penalties are not subject to protest or appeal.

14.EFFECT OF STOPPING A RACE THAT IS NOT RESTARTED (S.R. 11.3)

Full points shall be awarded if a race is stopped.

15.CHAMPIONSHIP POINTS SYSTEM (S.R. 11.4)

Championship points will be awarded to drivers based on finishing positions in the pre-final and final races each day, as well as the best time per class each day.

DNS – 0 points. The year end points total will be taken from the best 8 finishes of the season.

Any reprimand or penalty involving a position, time or distance penalty, exclusion, suspension or disqualification from any race must be included in the total of 8 finishes. In the event of a season end points tie, the driver with the most 1st place finishes will be first. If still tied, the driver with the most 2nd place finishes will be first. Etc.

Only paid Saskatoon Kart Racers members will be recognized and awarded points for the Saskatoon Kart Racers club championship series.

Pre-final Points per Class	Final Points per Class
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Position	Points	Position	Points
1	125	1	225
2	100	2	200
3	95	3	180
4	85	4	165
5	80	5	155
6	75	6	145
7	70	7	135
8	65	8	125
9	60	9	115
10	55	10	105
11	50	11	100
12	45	12	95
13	35	13	90
14	30	14	85
15	25	15	80
16	20	16	75
17	15	17	70
18	12	18	65
19	0	19	60
20	9	20	55
21	8	21	50
22	6	22	48
23	4	23	46
24	2	24	44
25	1	25	42
		26	40

		27	38
		28	36
		29	34
		30	32
		31	30
		32	28
		33	26
		34	24

16. PROCEDURE AT THE END OF QUALIFYING SESSION OR RACE (S.R. 11.7)

Waived for club races. A minimum of the top 4 karts are to proceed to parc ferme after the final race of the day for that class.

17. FLAGS (S.R. 12)

The Blue with Red "X" flag will not be used during club events.
The Black & White Triangle flag will not be used during club events. In its place will be a rolled up black flag pointed at the kart, with the kart number displayed on a board.

The Yellow Flag with Red Stripes will not be used during club events.

In the event of a discrepancy between flags and lights displayed, the flag shall be deemed correct.

18. RULES OF THE PIT, PADDOCK, AND GRID (S.R. 13)

RUNNING OF ENGINES IN THE PIT AREA, GRID OR PRE-GRID (S.R. 13.3) Karts may be run for a short period for purposes of tuning, checking to make sure repairs were correct etc.

REFUELING (S.R. 13.6)

Refueling must be done on the cement or asphalt in the pit area. Refueling is not allowed on the grid, pit lane, or over bare ground. Refuelling with the driver seated in the kart is not permitted.

FIRE SAFETY (S.R. 13) There is NO SMOKING, including vaping, e-cigarettes or similar means of smoking permitted ANYWHERE on SKR grounds / Martensville Speedway grounds., except the designated smoking area next to the portable washrooms.

Each individual pit space, race team, race family must have a fully charged and serviceable fire extinguisher readily available during all race events. All teams are subject to an inspection for fire extinguisher availability.

Fuel and other flammable liquids are expected to be stored a safe distance from all potential sources of ignition ie: grinding, welding, torches, etc. and in a well ventilated area.

Barbeques are permitted on the Martensville Speedway grounds provided they are in good condition and safe working order. It is recommended that BBQs are a minimum distance of 3 meters from combustible materials as per local municipal bylaws.

OIL CONTAINMENT (S.R. 13)

Oil changes are to be done on paved or cement areas. Drivers MUST supply proper containers for all oil and are responsible for their own proper oil disposal. HOT PITS (S.R. 13.11)

Due to facility safety concerns, there will be no "Hot pit" in use during any racing events. The overall width of the grid does not allow for safe operation of a hot pit.

19.DRIVER CONDUCT ON THE RACETRACK (ASN S.R. 14.1)

Drivers are responsible for their conduct at all times. Review ASN Sporting Regs 14.1 for full details.

Drivers may have assistance to repair and/or restart the kart to resume racing from track officials only.

20.WEIGHT CLASSES

Club Classes Summary

Class	Spec	License	Age	Weight (lbs)	Engine	Tire	Gas	Technical Regulations
Junior One 4-Cycle	D	B	8 - 12	235	Briggs LO206 Green Slide	Vega Red	Co-op Premium	Briggs & Stratton LO206 Rules
Junior Two 4-Cycle	D	B	12 - 15	300	Briggs LO206 Yellow Slide	Vega Red	Co-op Premium	Briggs & Stratton LO206 Rules
Senior 4-Cycle Light	C	A	15+	340	Briggs LO206 Black Slide	Vega Red	Co-op Premium	Briggs & Stratton LO206 Rules
Senior 4-Cycle Masters/ Heavy	C	A	30+/15 +	375	Briggs LO206 Black Slide	Vega Red	Co-op Premium	Briggs & Stratton LO206 Rules
Rotax Micro Max	B	B	8 - 11	235	Rotax Micro Max	Mojo D2	Co-op Premium	RMC Rules
Rotax Mini Max	B	B	10 – 13	265	Rotax Mini Max	Mojo D2	Co-op Premium	RMC Rules
Rotax Junior	A	B	12 - 15	320	Rotax Max Junior	Mojo D2	Co-op Premium	RMC Rules
Rotax Senior	A	A	15+	364	Rotax Max	Mojo D5	Co-op Premium	RMC Rules
Rotax DD2	A	A	15+	397	Rotax Max DD2	Mojo D5	Co-op Premium	RMC Rules

Classes may be combined based on safety or number of entries.

Senior Briggs Masters/Heavy and Senior Briggs Light may be combined on track and race together but will be scored as separate classes.

21. VIOLATION OF REGULATIONS/PENALTIES (S.R. 18 & 19)

21.1 Weight Infraction Qualifying Heat

If underweight after qualifying the driver will start the pre-final at the back of the grid.

21.2 Weight Infraction Pre-Final

If underweight in the first heat the driver receives last place points for that heat and will start at the back of the grid in the final.

21.3. Weight Infraction Final Heat

If underweight in the final heat the driver will receive a penalty of not less than a **disqualification** for the technical infraction.

24.4 Technical Inspection Penalty

For any technical inspection Infraction incurred by a racer in an event and cumulative for the race year the following penalties will be assessed as a minimum:

First Offence A position penalty of 3 places will be assessed.

Second Offence A position penalty of last place will be assessed.

Third Offence An exclusion penalty (DQ).

These penalties apply to all technical items inspected.

All penalty infractions assessed must be used in a racers season point totals.

These penalties are a minimum.

25. TECHNICAL REGULATIONS

All parts and/or components of all karts must meet minimum safety requirements

before being allowed to compete.

26.EXCHANGING OF EQUIPMENT (T.R. 3.3)

Waived at the discretion of the Race Director
27.PRE-RACE TECHNICAL INSPECTION (T.R. 4.1)

All participants will submit a Pre-Tech Inspection Self-Declaration upon registration through MSR. Registration will issue a wristband after all digital proof of registration is received.

28. TECHNICAL INSPECTION (T.R. 4 and 6)

Post race technical inspectors shall report any discrepancies to the Race Marshall. The Race Marshall will report to the Race Director. The Race Director's word is final.

29.TIRES (T.R 24)

All Briggs four stroke classes will use Vega Red as the class spec tires. Any Briggs four stroke competitors not using the spec tires listed, in competition, will be disqualified during technical inspection.

The maximum rear tire width for the Briggs four stroke classes is 6".

All Junior Rotax classes will use Mojo D2 as the class spec tire. All Senior Rotax classes will use Mojo D5 as the class spec tire. Any Rotax class competitors not using one of the spec tires listed, in competition, will be disqualified during technical inspection.

The Briggs Junior One class 4.5/4.6 inch "front" tires are to be used for both front and rear.

Racers will be allowed six (6) sets of dry tires per season for races at Martensville Speedway.

Tires used in points races elsewhere will not count against your 6 set allowance.

Rain tires for Briggs four stroke classes are open to any brand of rain tire manufactured for kart racing. There is no limit on the number of rain tires used.

Tires used for SKR events are not required to meet FIA - CIK homologation standards.

30.BODYWORK SPECIFICATIONS (T.R. 25)

Cutting of the right side pod is allowed only for engine clearance in 4 cycle classes

for "breadbox" style bodywork.

31. FOUR CYCLE FUEL REQUIREMENTS (T.R. 33)

The Spec Fuel is CO-OP PREMIUM in Martensville. The highest numbered operating pump is to be used.

32. Wheels (T.R. 8.15)

The maximum rear wheel width for the Senior four stroke classes is 215mm.

33. Waivers

ABSOLUTELY NO ENTRY ALLOWED TO THE FENCED PIT or TRACK AREA AT ANY TIME WITHOUT SIGNING THE GENERAL WAIVER VIA SPEEDWAIVER. THIS INCLUDES ALL MEMBERS and GUESTS. GUESTS MUST BE ACCOMPANIED BY AN SKR MEMBER. DURING EVENTS: ALL REGISTERED RACERS MUST WEAR A WRISTBAND.

34. Cylinder (RMC T.R. 5.5)

Older cylinders will be allowed for club racing only.

35. Sparks Plugs (RMC T.R. 6.7)

Rotax engines will be allowed to use the following spark plugs:

NGK GRD1, GR8DI, GR9DI, BR9EIX, BR10EIX DENSO Iridium IW24, IW27, IW29, IW31, IW34

36. Any 2-cycle oil can be used for Rotax Max competition at club level only. Rotax Max Challenge requires the use of XPS oil only. Use of other oils may leave trace elements and may require the cleaning of the fuel system before attending other events which may lead to disqualification.

36. Briggs Lo206 Factory Security Seals (B&S 6)

Older motors with older factory seals will be allowed to be used at club level only. The seals must be original and must not have been tampered with.

37. Batteries (RMC T.R. 6.8)

Any battery name brand can be used for Rotax Max competition at club level only.