



Saskatoon Kart Racers and South Sask Kart Club  
2022 Sask. Series - Supplementary Regulations



**Saskatoon Kart Racers (SKR)**  
**and**  
**South Sask Kart Club (SSKC)**  
**2022 Sask. Series Supplement**  
**Regulations v1.2**

August 15, 2022



# Saskatoon Kart Racers and South Sask Kart Club 2022 Sask. Series - Supplementary Regulations



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## Saskatoon Kart Racers and South Sask Kart Club 2022 Sask. Series - Supplementary Regulations



### 1. Introduction

The Saskatoon Kart Racers (SKR) and South Sask Kart Club (SSKC) are non-profit organizations insured by Stonebridge Specialty Insurance. The Sask Series will be using the following rulesets:

- 2022 ASN Canada Canadian Karting Regulations – Book 1 Sporting Regulations: [2022-ASN-CDN-Karting-Regulations-Book-1-Sporting.pdf \(squarespace.com\)](https://www.squarespace.com/2022-ASN-CDN-Karting-Regulations-Book-1-Sporting.pdf)
- 2022 ASN Canada Canadian Karting Regulations – Book 2 Technical Regulations: [2022-ASN-CDN-Karting-Regulations-Book-2-Technical.pdf \(squarespace.com\)](https://www.squarespace.com/2022-ASN-CDN-Karting-Regulations-Book-2-Technical.pdf)
- Briggs and Stratton (Briggs) 2022 206 Canadian Rule Set: [briggs\\_2022\\_206\\_rules\\_canada\\_final\\_b.pdf \(kartsportcanada.ca\)](https://www.kartsportcanada.ca/briggs_2022_206_rules_canada_final_b.pdf)
- Rotax MAX Challenge (RMC) Technical Regulations 2022: <https://www.rotax-kart.com/download/?file=6448.pdf>

In accordance with rule 1.3 of the ASN Canada Sporting Regulations, SKR and SSKC have developed these Supplemental Regulations for the 2022 Sask Series.

In the event of conflict, the rules sets for the Sask Series will be applied in the following order of precedence:

1. Sask Series Supplementary Regulations
2. ASN Canadian Karting Regulations – Book 1 Sporting Regulations
3. ASN Canadian Karting Regulations – Book 2 Technical Regulations
4. Briggs and Stratton 206 Canadian Rule Set
5. Rotax MAX Challenge Technical Regulations
6. The discretion of the Sask Series Race Director

These 2022 Sask Series Supplemental Regulations were last updated August 15, 2022 by Stacy Lloyd, SSKC Secretary.



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## 2. Sask Series Specifics

### 2.1. Sask Series Schedule of Events

Date	Sask Series
June 17 <sup>th</sup>	@SSKC - Practice from 12:00 – 8:30 pm
June 18 <sup>th</sup>	@SSKC (no SKR points)
June 19 <sup>th</sup>	@SSKC (no SKR points)
August 26 <sup>th</sup>	@SKR - Practice
August 27 <sup>th</sup>	@SKR (no SSKC points)
August 28 <sup>th</sup>	@SKR (no SSKC points)

### 2.2. Events Organizers

The Sask Series will be organized by Executive representatives from each Club:

SKR President..... Neil Boyle 306-220-7990  
 SSKC President .....Dave Gulash (306) 519-0071

### 2.3. The Tracks

#### **Martensville Speedway**

Track Name .....Martensville Speedway  
 Location: ..... North east side of Martensville  
 Coordinates:..... 52.30150722059389, -106.64795115088647  
 Length ..... 856 - 934 meters  
 Number of Corners .....11 – 14  
 Sask Series Track Layout ..... Track Layout #2

#### **WF Botkin Raceway**

Track Name ..... WF Botkin Raceway  
 Location: .....North east of Regina, near King’s Park Speedway  
 Coordinates:..... 50.520305071350656, -104.49491508465657  
 Length ..... 1180 meters  
 Number of Corners ..... 16  
 Direction of Track ..... Clockwise



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## 2.4. Officials

### SKR

Race Director ..... Matt Bradley  
Timing Officials ..... Nicole Allan

Corner marshals, grid officials, weigh scale officials, tech officials, and other officials shall be provided and appointed/approved by the SKR Executive in advance of the event. Officials may be paid positions or be appointed Series volunteers.

### SSKC

Race Director ..... Grant Glaze  
Timing Officials ..... Roxane Gulash, Janice Lloyd

Corner marshals, grid officials, weigh scale officials, tech officials, and other officials shall be appointed/approved by the SSKC Executive in advance of the event. Officials may be paid positions or be appointed Series volunteers.

## 2.5. Grid Order

The grid order will be set for each race day by the Race Director, announced at the morning driver’s meeting and posted on the official notice board.

## 2.6. Classes, Licence Requirements and Entry Eligibility

The following classes will be used for Series points and awards provided there are 3 or more entries in the class. Exceptions to, or variations from, these specifications may be allowed on a case-by-case basis with written approval by the host Executive.

Class	Licence	Age	Weight (lbs)	Engine	Carburetor Slide	Tire	Gas	Notes	Technical Regulations
Cadet/Junior One 4-Cycle	D	8 - 11	235	Briggs LO206 "Junior 1"	Green 0.490" opening	4.5" front 4.5" rear	Co-op Premium	3	Briggs & Stratton LO206 Rules
Junior Two 4-Cycle	B	12 - 15	300	Briggs LO206	Yellow 0.570" opening	4.5" front 6.0" rear	Co-op Premium		Briggs & Stratton LO206 Rules
Senior 4-Cycle Super Light	A	15+	300	Briggs LO206	Yellow 0.570" opening	4.5" front 6.0" rear	Co-op Premium	2, 4	Briggs & Stratton LO206 Rules
Senior 4-Cycle Light	A	15+	340	Briggs LO206	Briggs Stock slide Part #555590	4.5" front 6.0" rear	Co-op Premium	4	Briggs & Stratton LO206 Rules
Senior 4-Cycle Heavy	A	15+	375	Briggs LO206	Briggs Stock slide Part #555590	4.5" front 6.0" rear	Co-op Premium	4	Briggs & Stratton LO206 Rules
Rotax Micro Max	D	8 - 11	235	Rotax Micro Max		4.5" front 4.5" rear	Co-op Premium	5	RMC Rules
Rotax Mini Max	C	10 - 13	265	Rotax Mini Max		4.5" front 4.5" rear	Co-op Premium	1	RMC Rules
Rotax Junior	B	12 - 14	320	Rotax Max Junior		4.5" front 7.1" rear	Co-op Premium	1	RMC Rules
Rotax Senior	A	15+	364	Rotax Max		4.5" front 7.1" rear	Co-op Premium		RMC Rules
Rotax DD2	A	15+	397	Rotax Max DD2		4.5" front 7.1" rear	Co-op Premium		RMC Rules

<sup>1</sup> Junior Rotax and Mini Max may be combined into one class if deemed necessary by the Race Director or Stewards.

<sup>2</sup> Senior 4-Cycle Super Light is a local class option only. It is an accommodation for local competitors – see specific class rules.

<sup>3</sup> May use front sized tires at rear.

<sup>4</sup> Senior 4-Cycle Super Lights, Lights and Heavy may be combined into one class if deemed necessary by the Race Director or Stewards.

<sup>5</sup> Junior One 4-Cycle and Rotax Micro Max may be combined into one class if deemed necessary by the Race Director or Stewards.



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**2.7. Sask Series Championship Points and Awards**

**Determining Series Points**

The series final point standings are determined by adding all 4 race day point totals.

Points for a race day are determined by the finishing order of the heats in each class. The points system is used to calculate the points to be used for the season series totals.

Pre-final Points per Class		Final Points per Class	
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	10	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





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		29	34
		30	32
		31	30
		32	28
		33	26
		34	24

<b>Fastest Lap of the Day Per Class</b>
5 Points

Podium ceremonies and award presentations will be held at SSKC following the final day of the Sask Series for all participating classes.

**2.8. Saskatchewan’s Greatest Kart Club for 2022 Award**

Saskatchewan’s Greatest Kart Club will be declared following the points tally on the final race day. Saskatchewan’s Greatest Kart Club will be decided based upon the total points accumulated due to podium finishes for all classes having representation in that class from **both** SKR and SSKC:

<b>Podium Finish</b>	
<b>Position</b>	<b>Points</b>
1	3
2	2
3	1

The Saskatchewan’s Greatest Kart Club award will be presented to the Club President whose club earned the most points during the Series.

The Saskatchewan’s Greatest Kart Club award will be presented by the Club President whose club earned the fewest points during the Series.



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**2.9. Registration, Self-Declaration Technical Sheets and Entry Fees**

Event day registrations and submission of Technical Sheets will be performed using [www.motorsportreg.com](http://www.motorsportreg.com)

SKR payment will be accepted through the registration on [www.motorsportsreg.com](http://www.motorsportsreg.com)

SSKC, the preferred method of payment for race day entry fees is via eTransfer to: [southsaskkartclub@gmail.com](mailto:southsaskkartclub@gmail.com)

In-person registration, submission of Self-Declaration Technical Sheets and payment will be accepted at the SKR and/or SSKC timing booth. **All registration, submission of Technical Sheets and payment must be made no less than 15 minutes prior to Qualifying.**

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 SKR and SSKC Events. (This does not cover National sanctioned events or events held at other circuits).

**SKR Sask Series Race Day Fees – Single Day**

1 <sup>st</sup> Class	\$80
2 <sup>nd</sup> Class (same driver)	\$60
Additional family member (in the same household)	\$60
Maximum family	\$140

**SKR Race Day Fees – Double-header Weekend**

1 <sup>st</sup> Class	\$140
2 <sup>nd</sup> Class (same driver)	\$80
Additional family member (in the same household)	\$80
Family Rate (same immediate family in the same household, 3 or more classes entered)	\$260

**SSKC Sask Series Race Day Fees – Single Day**

1 <sup>st</sup> Class	\$80
2 <sup>nd</sup> Class (same driver)	\$40
Family Rate (same immediate family, 3 or more classes entered)	\$200



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### SSKC Race Day Fees – Double-header Weekend

1 <sup>st</sup> Class	\$160
2 <sup>nd</sup> Class (same driver)	\$80
Family Rate (same immediate family, 3 or more classes entered)	\$400

This rule has precedent over 4.1 (Technical Inspection Self-Declaration) of the ASN Technical Regulations.

#### **2.10. Official Notice Board**

##### **SKR**

The Official Notice Board at the south end of the pre-grid. All results will be posted on the Notice Board once timing and the Officials have completed the timing and assessments for the grid.

##### **SSKC**

The Official Notice Board is on the side of the timing booth. All results will be posted on the Notice Board once timing and the Officials have completed the timing and assessments for the grid.

#### **2.11. Race Start Procedure**

The Green Flag will be used by the Race Director or designate to start all on-track sessions.



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2.12. Official Race Day Schedule

Sask Series Doubleheader weekends - Race Day Schedules

<b>Friday</b>	
12:00 pm – dark	Open Practice - 9 minutes/round for all classes

<b>Saturday</b>	
8:00 am	Gates open
8:30 am	Registration Opens
9:00 – 9:15	Drivers meeting - All registered drivers must attend
9:15-12:00 pm	Practice - 9 minutes/round for all classes - 6 classes, the Race Director may combine classes for practice
12:00 pm	Lunch
12:30-1:00 pm	Qualifying - Qualifying will be 5 laps / class or as set by the Race Director
1:15-2:45 pm	Pre-final heat - all classes - Pre-final laps for each class will be set by the Race Director
2:45 -3:00 pm	Break
3:00-4:30 pm	Final heat - all classes - Final laps for each class will be set by the Race Director
5:00 pm	Podium presentations

<b>Sunday</b>	
8:00 am	Gates open
8:30 am	Registration Opens
9:00 – 9:15 am	Driver's Meeting - All registered drivers must attend
9:00-10:00 am	Practice - 1 round/class - 9 minutes/round for all classes - 6 classes, the Race Director may combine classes for practice
10:30-11:15 am	Qualifying - Qualifying will be 5 laps / class or as set by the Race Director
11:30 am-12:00pm	Pre-final heat - all classes - Pre-final laps for each class will be set by the Race Director
12:00-12:30 pm	Lunch
12:30-1:30 pm	Pre-final heat all classes
1:30-1:45 pm	Break
2:00-3:30 pm	Final heat - all classes - Final laps for each class will be set by the Race Director
4:00 pm	Podium presentations



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### **3. Supplementary Rules to the 2022 Sporting Regulations**

#### **3.1. Club Licences**

Participants must have a valid karting licence from an insured Club. Points will only be awarded to drivers holding memberships at either SKR or SSKC and in the Sask Series eligible classes.

#### **3.2. Fire Safety**

Use of open flame devices in the pit or grid area is prohibited. Disposal of such devices in the restricted/pit area is prohibited, except in containers specifically designated for such purpose. Fuels, lubricants, tires or other hazardous substances must be removed from the track grounds by the entrant or competitor, or placed in disposal units specifically designated by the track owner/operator. Failure to comply will subject the individual to disqualification and/or suspension of membership privileges.

Each entrant/driver shall have a fire extinguisher in good working order available to them at all times. When a kart is being re-fueled, or a device is being used that could precipitate a fire, such as a welding system, a fire extinguisher shall be readily available.



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### 3.3. Kart Numbering

Each kart in a given class must have a unique Two-digit number. The appropriate third prefix digit to identify National Classes may be present on the number panel BUT the final TWO digits must be unique. The SKR and SSKC timing systems and scoreboards 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](http://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 timing officials.

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.

If there are numbers that conflict, the “home track” member shall have priority.

This rule has precedent over 6 (National Kart Numbers) of the ASN Canadian Sporting Regulations.

This rule is to be identical to the Sask Series Supplementary Rule 16.9.

### 3.4. Drivers Racing Equipment

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.

This rule has precedent over 3.6 (Driver’s Suit and Apparel) of the ASN Canadian Sporting Regulations.

### 3.5. Rules Clarification

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.

This rule supplements 4.2 (Participants Code of Conduct) of the ASN Canadian Sporting Regulations.



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### 3.6. Medical Services

SKR resides within the Martensville 911 Emergency Services response area having expected arrival times of under 10 minutes. Club events may not provision emergency response vehicles and personnel.

SSKC resides within the Regina 911 Emergency Services response area having expected arrival times of under 10 minutes. Club events may not provision emergency response vehicles and personnel.

This rule has precedent over 5.1 (Medical Services) of the ASN Canadian Sporting Regulations.

### 3.7. Award of points

Sask Series scores races by transponder scoring. Competitors are reminded to mount transponder as per ASN Canadian Technical Regulation 20.1 (Transponder Mounting Location).

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. If the driver's position cannot be positively determined by the Race Director or track officials, the driver 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.

This rule has precedent over 9.9 (Race Winner), 9.10 (Dead heats), and 9.11 (Overall race Finishers) of the ASN Canadian Sporting Regulations.



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### 3.8. Use of Weigh Scales

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.

This rule supplements 9.13 (Weighing Scales) of the ASN Canadian Sporting Regulations.

### 3.9. Engine Warm-up

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.

This rule has precedent over 13.3 (Quiet Rule – Running of Engines Prohibition) of the ASN Canadian Sporting Regulations.





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### 3.10. Engine Technical Confidence Start-up

#### SKR

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.

Local municipal rules are in effect. There is to be no running of engines prior to 9:00 am or after 9:00 pm.

#### SSKC

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.

This rule supplements 13.3 (Quiet Rule – Running of Engines Prohibition) of the ASN Canadian Sporting Regulations.

### 3.11. Pre-Grid Engine Startup

#### SKR

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.

#### SSKC

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.

This rule supplements 13.3 (Quiet Rule – Running of Engines Prohibition) of the ASN Canadian Sporting Regulations.

### 3.12. Cold Pit Lane

No work is permitted to be done to a kart in the pit lane area. There is to be **NO HOT PIT LANE** at any time including practice, qualifying, racing and testing events. Once a kart comes off the racing track and into the pits, it cannot re-enter the same session.

This rule has precedent over 13.6 (Refueling), 13.7 (Devices in the Pre-Grid, Grid and Pit Lane) and 13.11 (Pre-Grid, Grid Area, Hot Pits) of the ASN Canadian Sporting Regulations.



## Saskatoon Kart Racers and South Sask Kart Club 2022 Sask. Series - Supplementary Regulations



### 4. Supplementary Rules to the 2022 ASN Technical Regulations

#### 4.1. Pre-Race Technical Inspections

Pre-Race Technical Inspection will be by rule 4 (Pre-Race Technical Inspection) of the ASN Canadian Technical Regulations.

The series may choose whether or not to conduct pre-race technical inspections, 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.

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.

Rule 4.2 (Technical Inspection Stickers) may not be enforced.

This rule has precedent over 4 (Pre-Race Technical Inspection of the ASN Canadian Technical Regulations).

#### 4.2. Technical Marking Protocol

**Rule 5** (Technical Marking Protocol) in its entirety may not be applied or it may be modified due to manpower restrictions.

Sealing and marking of engines may 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.

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

This rule has precedent over 5 (Technical Marking Protocol) and 6 (Post-Race Technical Inspection) of the ASN Canadian Technical Regulations.



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### **4.3. Cadet and Novice kart tires**

Where cadet or novice karts are permitted, specifically, Junior 1 Briggs and MicroMAX classes, all karts may use rear wheel/tires that meet the specifications for the front wheels. This applies to both wet and dry tires.

This rule supplements 7(g) (Technical Rules for Wet Racing) of the ASN Canadian Technical Regulations.

This rule provides specifications which apply to 24.1 (Tire Specifications) of the ASN Canadian Technical Regulations.

### **4.4. Sharing of Equipment**

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

### **4.5. Overall width for four cycle Senior and Masters classes**

Maximum overall width for 4 Cycle Senior classes shall be 140cm.

This rule has precedent over 8.4 (Overall Measurements) of the ASN Canadian Technical Regulations.



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### 4.6. Competition Numbers and Number Panels

Each kart in a given class must have a unique Two-digit number. The appropriate third prefix digit to identify National Classes may be present on the number panel BUT the final TWO digits must be unique. The SSKC 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](http://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 timing officials.

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.

This rule has precedent over 15 (Competition Numbers and Number Panels) of the ASN Canadian Technical Regulations.

This rule is to be identical to the Sask Series Supplementary Rule 3.3.



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### 4.7. Tire Specifications

#### SKR

The specified tires for all Briggs classes are Vega Green or Vega Green rears with Vega Red fronts or the MoJo D2.

The specified tire for all Senior Rotax classes are Vega Blue or the MoJo D5.

The specified tire for all Junior Rotax classes are Vega Green or Vega Green rears with Vega Red fronts or the MoJo D2.

Due to an inventory shortage of certain tires, changes to tire specifications may change prior to the event. Email notifications from a Club Executive to participants will over-rule this supplementary regulation.

#### SSKC

The specified tires for all Briggs classes, MicroMAX, MiniMax and JuniorMAX are Vega Green or the MoJo D2

The specified tire for all SeniorMAX and DD2MAX classes are Vega Blue or the MoJo D5.

SSKC Club points will only be awarded to SSKC members having MoJo tires for this event.

This rule supplements 24.1 (Tire Specifications) of the ASN Canadian Technical Regulations.

Supplemental Rule 4.3 (Cadet and Novice Tires) specifies exceptions for the use of front and rear tires.



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### 4.8. Fuel Requirements

#### **SKR**

Premium fuel at the highest even numbered pump at the Martensville CO-OP gas station.

#### **SSKC**

The specified GAS STATION for all classes is any CO-OP gas station located within the Province of Saskatchewan.

#### **Note**

Generally, fuel pumps have 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. Specified fuel samples, used to zero the meter, will be taken the day before or more usually the morning of the race.

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

Competitor’s fuel samples may be taken from the kart’s gas tank and/or fuel line to the carburetor or carburetor bowl.

This rule supplements 32 (Two Cycle Fuel and Oil Requirements) and 33 (Four Cycle Fuel Requirements – Gasoline to be used) of ASN Canadian Technical Regulations.



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5. Specific Sereis Class Rules - Rotax

5.1. Rotax MicroMAX

Category	Specification
Engine	As per RMC rule set
Carburetor	As per RMC rule set
Gearing	As per RMC rule set (14 front/73 rear)
Air box	Newer style
Clutch Bearing and O-ring	Required as per 2011 specifications
Spark Plugs	NGK GRD1, GR8DI, GR9DI, BR9EIX, BR10EIX DENSO Iridium IW24, IW27, IW29, IW31, IW34

5.2. Rotax MiniMAX

Category	Specification
Engine	As per RMC rule set
Carburetor	As per RMC rule set
Gearing	Open
Air box	Newer style
Clutch Bearing and O-ring	Required as per 2011 specifications
Fuel Filter	Rotax OEM inline or none
Spark Plugs	NGK GRD1, GR8DI, GR9DI, BR9EIX, BR10EIX DENSO Iridium IW24, IW27, IW29, IW31, IW34



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### 5.3. Rotax JuniorMAX

Category	Specification
Engine	As per RMC rule set
Carburetor	As per RMC rule set
Gearing	Open
Air box	New Style. Old style air box is permitted on engines without EVO upgrades only (if there are any EVO components, this air box is not permitted).
Clutch Bearing and O-ring	Old style clutch is permitted on legacy engines (non-EVO engines shipped with old clutch). 2011 clutch bearing and O-ring required
Fuel Filter	Rotax OEM inline or none
Spark Plugs	NGK GRD1, GR8DI, GR9DI, BR9EIX, BR10EIX DENSO Iridium IW24, IW27, IW29, IW31, IW34





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5.4. Rotax SeniorMAX

Category	Specification
Engine	As per RMC rule set
Carburetor	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.
Gearing	Open
Air box	New Style. Old style air box is permitted on engines without EVO upgrades only (if there are any EVO components, this air box is not permitted).
Clutch Bearing and O-ring	Old style clutch is permitted on legacy engines (non-EVO engines shipped with old clutch). 2011 clutch bearing and O-ring required
Fuel Filter	Rotax OEM inline or none
Spark Plugs	NGK GRD1, GR8DI, GR9DI, BR9EIX, BR10EIX DENSO Iridium IW24, IW27, IW29, IW31, IW34



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5.5. Rotax DD2

Category	Specification
Engine	As per RMC rule set
Carburetor	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.
Gearing	Open
Air box	New Style. Old style air box is permitted on engines without EVO upgrades only (if there are any EVO components, this air box is not permitted).
Clutch Bearing and O-ring	Old style clutch is permitted on legacy engines (non-EVO engines shipped with old clutch). 2011 clutch bearing and O-ring required
Fuel Filter	Rotax OEM inline or none
Spark Plugs	NGK GRD1, GR8DI, GR9DI, BR9EIX, BR10EIX DENSO Iridium IW24, IW27, IW29, IW31, IW34

These rules have precedent over the Rotax MAX Challenge rules sets.