



South Sask Kart Club

www.saskkartclub.com

2011 SUPPLEMENTAL RULES AND REGULATIONS

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 2011” and “ASN Technical Regulations 2011”. They are also designed to adjust rules that are not specific in the ASN rulebook as they pertain at a club level. As always, the **Race Director in co-operation with the club executive** shall have the final say as to the interpretation of all rules and regulations governing the South Sask Kart Club races for all Club race events.

* Designates changes or new for 2011

1. ENTRANT REQUIREMENTS

- Non-driving “Entrants” do not need licenses at club events.

2. DRIVER QUALIFICATIONS

- **Novice** drivers aged 7 to 11 years will qualify for the new Novice Class in which they must first pass and attend a club sponsored racing school.
 - At the discretion of the executive, and upon receiving a request of the parent of the driver, he may be allowed to race upon proving confidence on the track.
- **Junior 1**; Ages 10-13
- **TAG Junior**: Ages 13-16
Drivers whom have achieved the age of “12” will have the option to race in either Junior 1 or the TAG Junior class
 - Drivers 12 years of age whom wish to race in this class must have at least 2 full seasons of karting experience before being allowed to move up. It is recommend that a new driver enter into the Junior 1 class for his first season and “may” request to move up or request to race this class providing he can prove his ability to do so. A test with the club executive and license board may be required at the expense of the driver to confirm his ability.
 - Drivers must have approval of club executive licensing committee before being allowed to move up.
 - All new drivers aged 13 and older must attend “club race driving school” and will receive “rookie status” club license in order to compete
 - A Junior driver aged 16 may request to finish the season as a Junior providing he does not turn 17 before October 1st of the race season.
- **Senior**: ages 16 and up
Drivers who have achieved 15 years of age have the option of racing in Junior 2 or Senior classes. They must have a minimum of 2 years experience and have the approval of the Licensing Committee if they elect to enter the Senior class.
 - A driver that competes at the Senior level may not return to Junior 2.
 - A Junior driver aged 16 may request to finish the season as a Junior providing he does not turn 17 before October 1st of the race season.

3. ROOKIE Status:

- Rookies must mark an X’ on the back of their helmet and start at the back of the grid for a minimum of 3 “full” race day events (6 races). All “new” drivers to karting regardless senior or junior or age must attend a club sponsored race school prior to competing. As part of the club membership, the club will host an annual race school at “NO” additional cost except track fees. After the posted date for the race school and if a

member is unable to make the date, a member may be charged a fee in addition to track fees in order to obtain his certification

4. DRIVERS RECORD CARD

- Drivers records need not be updated every club race. They may be updated upon request
- Drivers records will be required at Regional and National events.

5. PERIOD DURING WHICH A LICENSE and CLUB MEMEBERSHIP IS VALID

- Club membership and licenses are valid from April 1st of the race year and shall expire Mar 31st of the following year.

6. HELMET CUSHIONS

- A helmet cushion (neck collar) is no longer mandatory, but very “strongly” recommended for all club members.

7. RIB PROTECTORS

- Rib protectors are now mandatory must meet ASN/CIK karting approval.

8. DRIVERS SUIT AND APPAREL

- ALL Drivers are required to wear race gear as per CIK/ASN regulations or as required below: All drivers must wear CIK approved race suits and gear which is now mandatory outside of SSKC club events. **Please consult manufactures before purchasing any race gear to make sure it is either CIK approved and or must be at minimum “karting” approved.**

9. ASN IDENTIFICATION

- Drivers who are competing in official ASN/CIK classes must wear an ASN identity patch upon request of ASN Canada. It is recommended that all competitors in local option classes wear ASN patch.
- Patches are available at a cost of \$5.00 form club executive.

10. MEDICAL SERVICES

- a. During all race events an EMT will be in place
- b. During test & tune, one adult “qualified marshal” equipped with a cellular phone as per Test & Tune Regulations
- c. For national events, the use of M.D. Ambulance Service who’s response time is less than 15 minutes

11. COMPETITOR Membership/ Entry FORM

- Club Membership forms must be filled out at the start competition year.
- Race day entry forms must filled out each race day and signed

12. NUMBER OF KARTS ON THE TRACK

- The SSKC Executive shall determine the maximum number of karts on the track and will follow recommendations as per ASN Insurance regulations. Our track has a maximum of 26 racers per class.

13. COMPETITOR INFORMATION

- Waived for club races.

14. COMBINING CLASSES

- Under no circumstances will senior and junior classes be mixed which includes race, practice and T&T’s.
- Senior classes of same engine type may be mixed or as by approved class

15. STARTER’S EQUIPMENT

- Race director shall determine necessary starter’s equipment

16. TIMING, SCORING, RESULTS

- All competitors must have a AMB Transponder on their kart
- All transponders must be mount as per ASN regulation on the back of the seat, left hand side approximately and no more than 18” above track surface. “NO” other location is deemed legal

17. WEIGHING SCALES (S.R. 9.14)

- Scales are open during club events. An official or drivers themselves as stated at the driver's meetings may police kart weights.
- For club events, either the older manual scale may be used or if possible the use of a electronic scale may be used

18. INSTRUCTIONS TO COMPETITORS – DRIVER'S BREIFING

- A Drivers meeting is to be held before any racing begins.
- The SSKC will also hold "quick" meetings during the season at the drivers meeting to discuss any issue's that may occur. Separate club meetings may also be held at the discretion of the executive

19. STARTING POSTIONS

- Grid positions for all "club classes" and for National CIK classes, will use the following procedure.
 - a) Grids positions for heat 1 will be determined by qualifying time.
 - b) Grid for heat two will be determined by "finishing" order of heat 1
 - c) Each "race" is considered to be a separate race and is counted to club year end points championships
 - d)** The pole sitter may request to the race director the side of the track he wishes to use as his side to start his race.

20. LAYOUT OF STARTING GRIDS

- All starts to the discretion of the starter.

21. TO BE CONSIDERED A RACE STARTER

- DNS (Did Not Start) only applies if driver does not complete one green flag lap.

22. RACE START PROCEDURES

- Extra formation laps may be allowed, but only at the starters discretion.

23. RACING COMMENCES AT THE START SIGNAL

- The start signal shall be a waved green flag.
- At a national event (ROK Cup) a Canadian flag may be used

24. EFFECT OF STOPPING A RACE THAT IS NOT RESTARTED

- Full points shall be awarded if a race is stopped.
- A "Full Race" and full race points will be awarded if the race distance completes ½ the posted number of laps plus one.

25. POINTS SYSTEM

- DNS – 0 points
- DNF – Last place points
- Multiple DNF – Finishing position to be decided by number of laps completed, if still tied, points will be determined by starting grid position and then by qualifying time
- The year end points total will be taken from the best 12 of 16 finishes of the season
- Disqualified races must be included in the total of 12 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.

26. PROCEDURE AT THE END OF QUALIFYING SESSION OR RACE

- 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.

27. FLAGS

- The Blue With Red "X" flag will not be used during club events.

28. RUNNING OF ENGINES IN THE PIT AREA, GRID OR PRE-GRID

- All karts to that are running in the pits or paddock must be supervised at all times. No kart shall be running while being "rolled or transported in any way including on a kart stand" to the pre-grid

29. REFUELING

- Refueling must be done at the designated refueling area.
- NO refueling allowed in pre-grid area or pit lane

30. FIRE SAFETY

- There is **NO SMOKING** permitted in the pre-grid area or in the club house.
- All pits Must have a working 2 lbs fire extinguisher designated for A,B,C fires

31. OIL CONTAINMENT

- Oil changes are to be done in the refueling area. Drivers **MUST** supply proper containers for all oil.

32. HOT PITS

- For 2010 and after, a new hot pit will be used during club events.
- The hot pit will be marked and explained and is considered the old piece of track referred to as the pit straight and old turn two.
- Any stationary karts are NOT to be in this area at any time. When entering hot pit, maximum speed is 10km per hour and will be strictly enforced.
- The penalty will be as follows;
 - a. First offence, warning plus one starting grid position
 - b. Second offence, will be mandatory start at back of grid for remaining race heats
 - c. Third offence will be full race day DQ.
 - d. Any further offence and your racing license will be suspended plus loss of all yearly acquired club, Regional and National points. Non-protestable!!!
- No maintenance is allowed to be performed on karts in the pit box with the exception of the following;
 - a) Replace park plug
 - b) Check tire pressure and or temperature (you are not allowed to add air)
 - c) Check a possible problem to determine extent of damage or problem to determine if kart is raceable
 - d) Discussions or directions to driver.

33. RESTARTING OF STALLED OR SPUN KARTS

- Drivers may have assistance **from track officials only**.
- a) Drivers are allowed to leave "his/her seat" in order to push their kart "safely" out of the way or off the race track as "per and only under a marshal's instructions."
- b) Drivers will be allowed to restart their kart using the following procedure
 - Drivers with NO physical assistance from the marshal, must be able to "safely" get the kart to track restart areas only, and only under the direction of a marshal.
 - The kart must be mechanically safe to restart at the marshal's discretion
 - You must return the seat of the kart before restarting
 - You must wait in the running kart until the marshal releases you back on to the track.
- c) Failure to follow any marshal instructions will result in a full race day DQ being assessed to the driver and further entry for the rest of the race day.
- d) The marshal's decision is final and non-protestable.

34. REGULATION OF COMPETIONS – OFFICIALS

- The Race director is the Chief Steward.

35. TECHNICAL REGULATIONS

- All parts and/or components of all karts must meet minimum safety requirements of ASN Canada before being allowed to compete. Karts must be kept in good mechanical condition. A tech inspector may at his discretion refuse to tech a kart if it is dirty. The kart must be cleaned and teched before being allowed to enter the race track for either practice or racing. Tech may be performed at the will of a tech inspector and at any time during an event. His decision is not protestable.

36. EXCHANGING OF EQUIPMENT

- At the discretion of the race director and or tech inspector, a competitor may exchange his kart as long as you meet the safety and class rules at the club level only!!

37. PRE-RACE TECHNICAL INSPECTION

- All participants will submit a Pre-Tech Inspection Self-Declaration upon registration.
- At any time the tech inspector may request to perform and confirm the tech of any kart

38. TECHNICAL INSPECTION

- Post technical inspectors shall report any discrepancies to the race director. The race director's word is final.

39. CLUTCHES

All four-cycle clutch guards must cover:

- a. The top half of the clutch drum when viewing from the front.
- b. The complete clutch drum when viewing from the top.

All two Cycle clutches;

- a. Must conform as per above and described under 4 cycle
- b. All chains two and four cycle should have a guard that prevents the chain from flying up and forwards, may or may not be part of clutch cover.
- c. It is highly recommend New style CIK rear chain protectors be used as per ASN recommendation
- d. Clutch and chain cover must be secured and robust enough to handle a chain coming off.

40. COMPETITION NUMBERS AND NUMBER PANELS

The following will be required for club events,

- In "ALL" classes numbers must be black in color
- "ONLY" a white or yellow backing number panel is allowed.

* 41. Tires:

Tires have a compound spec per class and will follow national rules as outlined as per ROK and ROTAX Canadian competition rules.

Novice: Any manufactured tire, front and rears size will be 4.5x5x10

Junior 1: Any manufactured tire, size for fronts 4.5x5x10 / rears 6.0x5x11

Junior TAG2: MG Yellow for ROK and Mojo for Rotax

All Senior Classes: MG Yellow for ROK and Mojo for Rotax

For all 2 cycle classes:

- a. Maximum 4 sets allowed for season, does not include test or practice days. Tires must be on for all official club practices and warm ups on race days. Will be marked by Keith
- b. A competitor who switches an engine is still subject to 4 sets of tires per season. A competitor must declare his engine at time of qualifying and confirm with club executive and tech his tire eligibility. Four sets means 2 and 2 or 1 and 3 based on number of race days using choice of engine
- c. **Tires will not be replaced for wear.** Damaged tires will be allowed to be replaced by another "used" tire and must have been damaged from track incidents only. It must be reported in post tech and scale area immediately after race heat.
Karts that return to paddock will not be allowed a tire change.
- d. National Events as per ROK Cup Canadian Rules.

42. Fuel Requirements are as follows;

- All four-cycle classes will use pump gas from Esso Albert Street North
- ROK spec for 2011, Esso Premium mixed 30:1 with XPS Synthetic kart oil. The use of Redline, Maxima and or Elf will be accepted until local supply runs out. Purchasing from another dealer will not be accepted. You must notify and register with the executive on quantity you have remaining by March 15th. For ROK Cup Regional and National events, XPS is the only excepted brand.

43. Cadet/MINI Karts;

- The use of Mini or Cadet karts will be allowed in "Novice" class only and must have a minimum wheelbase of 850mm.
- For all other classes including Junior 1, all karts must have a minimum wheel base of 101 cm (1010mm)

44. Practice and Testing Rules;

Same as of last year, YOU must contact Rod and or Florence at 3 Flags for rules for testing and practice. They will produce information regarding booking times and costs prior to April 1st of the season.

* 45. **Driver and Crew Conduct;**

For the 2011 race season, ALL drivers must conduct themselves in professional manner. Remember that fans and families are present at all times and there is no place for temper and profanities!!

1. Any driver using profane language at any time that can be heard by others will be assessed a DQ for the race day and a \$100.00 fine. The “second offence” will result in a two race day suspension, a \$250.00 fine and a 1 year driver license probation which will be reported to ASN.

2. Any driver throwing a temper tantrum, which includes yelling at others, throwing of tools or drivers equipment will be subject to the race day DQ. The use of the finger or any abuse to any competitor or race official on or off the track, that is reported to a club or race official will result in the race day DQ and a \$250.00 fine. A second infraction in the race year will result in a 2 race day suspension, a \$250.00 fine and 1 year driver probation reported to ASN.

3. The failure to pay the fine before the next race including the following season, will result in immediate suspension from competition. You may file a protest to the executive in writing, however note that no excuses will be excepted!

4. In the case that a “crew or family member” or a friend in your pit that conducts themselves as above, the DRIVER will be assessed the penalty for the infraction and applicable fines. This rule applies to all club members and their family, NO one is exempt including officials, volunteers, visitors, and all executive.

The race track is no place for poor sportsmanship, WE will not tolerate abuse, violence, tempers in our sport and in front of children and families.