



Supplemental Regulations - 2023

Sporting Regulations

Version 1.0 – Rule Meeting November 2022

1. GENERAL PRESCRIPTIONS

- 1.1 Where there is a conflict between the rules stated herein and the CACC or ASN rules, these rules shall take precedence and will apply. To completely understand the scope of the entire club rules contract it is necessary to understand the CACC Karting Regulations Book 1 as well as the ASN Canadian Karting Regulations Book 2.
- 1.2 Members of the Southern Interior Karting Association (SIKA), which is a member of the Confederation of Autosport Car Clubs (CACC) and of ASN Canada FIA (ASN), are bound by these Supplemental Rules as well as by the current year Supplemental Sporting Regulations and Supplemental Technical Regulations of the CACC, and by the current year Sporting Regulations and Technical Regulations of ASN along with their revisions which may be published from time to time.
- 1.3 The Club will have a copy of THESE regulations as well as the CACC supplemental regulations and the ASN Canada Karting regulations along with all applicable bulletins for the classes being run, it is suggested that all participants do the same.
- 1.4 For interpretation of these rules, consult or email the Race Director.

2. CLUB BUSINESS

- 2.1.1 Certain activities are considered “Club Business” and as such are not intended to be conducted at Race Events. Race events are intended for racing activities only. All Club Business activities are to be conducted at the regular monthly meetings.
- 2.1.2 WORKERS / STAFFING - During club events, all workers and staff will have to be volunteers drawn from the entrants, pit pass holders, and spectators. Entrants on practice days shall be required to donate some of their time to working the event for each other.

3. PARTICIPANT ELIGIBILITY

- 3.1.1 To register to compete in a Club event, entrants must be a member in good standing of the CLUB, or
- 3.1.2 Be a member of an ASN or CACC affiliated club, or
- 3.1.3 Purchase a "One Day Club License" - \$25.00 - ONE TIME OPTION (Driver must meet medical requirements)
- 3.1.4 VOLUNTEER REQUIREMENT –
 - 1. Each race weekend all senior members are required to volunteer as a corner worker for **one race each day**
 - 2. All senior racers are required to flip and pull tires at the conclusion of racing on Sunday (no exceptions)
 - 3. In addition to the above senior members are required to assist with ONE of the following each race weekend. (Executive exempt from this requirement)
 - i. Friday Night track set up
 - ii. Saturday morning track set up (cones, flags, and starter tent) 2 volunteers 8:00-9:00 am
 - iii. Saturday Morning track cleaning (blowing debris off track) 2 volunteers 8:00-9:00 am
 - iv. Sunday track tire storage 2 volunteers
 - 4. Registrar will record and track each members volunteering efforts. Failure to comply with these requirements will be reviewed by the membership committee and may impact membership status.

4 ENTERING EVENTS

- 4.1.1 All persons must sign a "RELEASE OF LIABILITY" waiver before being allowed access to the racing complex.
- 4.1.2 Parents minors must sign a "RELEASE OF LIABILITY" form and must have submitted a current year Parental (legal guardian) Consent Form before being allowed access to the racing complex. This can be indicated on your license.
- 4.2 Drivers entering an event shall,
 - Present a valid CACC Driver's License and proof of age, if required, and
 - Pay the prescribed entry fees as per Section 5
- 4.3.1 Upon payment of race fees, the Registrar will issue the Tech card/s..
- 4.3.2 Drivers/Mechanics shall complete their Tech cards and present to Tech Director
- 4.3.3 No kart shall be allowed on the racing circuit until it has been Safety Tech Approved.
- 4.4 All spectators must sign a waiver and understand spectator rules upon entry
- 4.5 After a driver receives SELF TECH APPROVAL, no refunds will be granted.

5 FEES – TBD – Adjusted with an Addendum – (Costs below are Estimates ONLY)

- 5.4.1 PRACTICE DAY - 1 day race fees apply.
- 5.4.2 CLUB RACE (1-day event) - \$115.00 Senior non-member, \$100.00 Senior member, \$95.00 Junior 1, 2 & 3 non-member, \$85.00 Junior 1, 2 & 3 member.
- 5.4.3 CLUB RACE (2-day event) - \$165.00 Senior non-member, \$140.00 Senior member, \$125.00 Junior 1, 2 & 3 non-member, \$100.00 for Junior 1, 2 & 3 member.

- 5.4.4 ADDITIONAL CLASS (same driver) – No cost.
- 5.4.5 MAXIMUM FAMILY CHARGE (MEMBERS) - \$200.00 for 1-day event or \$280.00 for 2-day event.
- 5.4.6 PREPAID ANNUAL RACE FEE'S (includes 13 club races and 1 Practice Day)
Senior: \$840.00, Junior \$600.00, & Family \$1,680.00
Fee's must be paid by start of first race weekend

6 PRE-RACE SAFETY and TECHNICAL INSPECTION

- 6.1.1 SAFETY TECH APPROVAL consists of, An ASN Canada Self Tech form filled in and signed by the Driver / Mechanic, and
- 6.1.2 the submitting of the Self Tech form to the event Tech Director or Registrar, and
- 6.1.3 the kart displaying a current Tech Sticker initialed by Tech forms must be delivered to Registrar.
- 6.1.4 If a driver is caught on the racing circuit during a controlled practice, qualifying session, or heat race without Tech Approval, they may be disqualified for the day.
- 6.1.5 Each Racer must show minimum weight requirement on the front of the Kart.
- 6.1.6 All Junior 1 drivers must wear an SFI approved chest protector; see ASN requirements.
Up to age 8: 20.1.1
Age 9-12: 20.1.2
- 6.2.1 To prevent surfaces from becoming contaminated with fuel/oil or other harmful products, DRIP PANS must always be used.
- 6.2.2 The following safety and tech items at each pit area; fire extinguisher, drip pan, first aid kit and must follow health and safety protocol set out by Interior Health.
- 6.2.3 The Pre-Grid area is limited to drivers with karts and one mechanic per kart only. It is out of bounds as a spectating area.
- 6.2.4 Drivers shall enter racing circuit by the designated grid area only.
- 6.2.5 The designated hot pit area shall not be used during qualifying or racing. All Karts/drivers/crew members stopping in the hot pit during practice must be well clear of the racing surface. NO REFUELLING.
- 6.3.1 Fuel, tires, chassis, engine, and engine components may be subject to post race legality technical inspections at the discretion of the Race Director.
- 6.3.2 REMEDY OF INFRACTION – Following a disqualification for a technical or weight infraction, the driver must report to the Race Director and show evidence that the infraction has been remedied before participating in any subsequent Heats or Finals.

7 **SCORING**

- 7.1.1 A race consists of two qualifying heats and one main. Starting grid positions for the first heat will be determined by order of "pea pick" or electronic system (qualifying times). Starting grid positions for the second heat will be by the inverted order of the same "pea pick" or electronic system (qualifying times). Starting grid positions for the main will be determined by the total points earned in the two qualifying heats. Points are awarded for each qualifying heat as follows; 1 for first, 2 for second, 3 for third, etc. The lowest total will start the main on pole, etc. Where a tie exists the driver with the lowest points in any one heat will take the position and if a tie still exists then the driver with the lower points in the second heat will take the position. In all heats / mains rookie drivers shall grid behind non-rookie drivers.
- 7.2.1 Club points will be awarded for Qualifying, both Heats and the Main.
- 7.2.2 Class championship points are to be awarded based on the finishing order of all competitors in that race, NOT just the racers who are club members
- 7.2.3 The series championship is based on the sum of each driver's point totals
- 7.2.4 Championship points will be awarded based on Qualifying and the finishing positions in Heat #1, Heat #2 and Final Races as follows:
1. Championship points will only be awarded to members and no points will be counted toward the club championship prior to obtaining membership.
 2. All Qualifying 10th place on will receive 5 points.
 3. All finishing heats 16th place on will receive 10 points.
 4. All finishers in the finals 16th place on will receive 20 points.
- 7.2.5 Points will be awarded subject to the following rules:
1. A driver who does not take the Green Flag will receive a DNS (Did Not Start) and will receive no points
 2. A driver who does not take the checkered flag will receive a DNF (did not finish) and will receive points based on the position compared to the other drivers in the race
 3. No Transponder No points in Qualifying. No Transponder for Heats and Finals must be pre-approved by Race Director or No Points
- 7.2.6 A driver who is disqualified will receive a DQ and will receive no points for that race. A technical disqualification in a main event may result in the loss of points for the entire event. DQ's can result from the following and will be imposed by the appropriate officials:
1. Driving violations and/or technical violations
 2. Failure to weigh-In and meet the weight regulations after each race.
 3. In the event of a disqualification, the scorekeepers will recalculate points for all drivers
- 7.2.7 Resetting of the grid (eg. pole sitter or anyone else to start at the rear of the pack) is not permitted

Technical Regulation

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1 COMPETITION CLASSES

Class		Age	Lic	Engine	Weight (lb.)	Tires
1	Junior 1 (J1)	7/8-12	C/NC	Briggs LO206 Jr. (Green Restrictor)	240	Hard
				Vortex Mini Roc	235	
				Rotax Micro Max (RMC Regulations)	235	
2	Junior 2 (J2)	9/10-15	J/NJ	Vortex Mini Roc	265	Hard
		10-13		Briggs LO206 (Yellow Restrictor)	300	
2.5				Briggs LO206 (Blue Restrictor)	270	
				Rotax Mini Max (RMC Regulations)	265	
3	Junior TAG (JTAG)	12-15	J	FR125JR Rotax Max Junior (RMC Regulations)	320	Open
				Leopard Junior (30mm header, 27mm intake)	320	
				Vortex ROK Junior (30 mm exhaust restrictor)	320	
				KA100	320	
				VLR100	290	
				TAG USA Spec Engines	Tag USA	
4	Senior Four Stroke (SFS)	15/16+	S/NS	Briggs LO206 Black slide	345	Medium
				*Max Rear Width of Rear Axle Assembly = 55"		
5	Senior TAG (STAG)	15/16+	S/NS	Rotax fr125/non-evo	365/360	Open
				Vortex ROK	350	
				Leopard	360	
				PRD Fireball	350	
				Yamaha KT100 with 82dba muffler	320	
				TKM 4S	320	
				ROK GP	380	
				Vortex TT	375	
				VLR100	320	
				Other Engines	SIMA+5	
6	Senior Shifter (SS)	15/16+	S	SIKA Formula 80	360	Open
				Rotax DD2 (RMC Regulations)	381/397	
				Stock Engines/Modified Engines	395/405	
7	Senior Four Stroke Masters	35yrs + or 200 lbs +	S/NS	Briggs LO206 Black slide *Max Rear Width of Rear Axle Assembly = 55"	375	Medium
8	Tag Masters	35yrs + or 200 lbs +	S/NS	ROK/Leopard/PRD/Rotax	390	Open
				Yamaha/TKM	350	
				ROK GP	410	
				Vortex TT	400	
				Other engines	SIMA+5	

*****SIKA reserves the right to adjust weights, slides or restrictors in order to keep classes competitive*****

1.1 **COMBINING OF CLASSES** - To fit all classes and heats into the race day schedule and to maximize individuals track time, some classes may be run together on the track and scored separately. Combining of classes will consider the number of class entries and relative performance of classes to be combined. Final combination determinations will be made by the Race Director.

1.2 **NOISE LEVEL OF KARTS** – All karts must obtain no more than 82dbA when measured

2 CLUB TIRE RULES

2.1.1 **Hard** is any CIK Homologated “Hard” tire regardless of brand

2.1.2 **Open** is any CIK Homologated tire regardless of brand

2.1.3 **Junior1** 4.5 width front and back only

2.1.4 **Junior 2/Senior Four Stroke classes** 4.5” front, 6” or 6.5” on rear

2.1.5 **Senior TAG / Shifter classes** 4.5” front, 7.1” on rear

3 FC200 (CHONDA) - All FC200 Regulations are available in the Archives