



# South Sask Kart Club

## 2026 Supplement Regulations

March 19, 2026



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# South Sask Kart Club

## 2026 Supplementary Regulations



### 1. Introduction

The South Sask Kart Club (SSKC) is a non-profit organization insured by Stonebridge Specialty Insurance. The club will be using the following rulesets:

- 2026 ASN Canada Sporting Regulations: Book 1: [2026-ASN-CDN-Karting-Regulations-Book-1-Sporting-Regulations \(squarespace.com\)](https://www.squarespace.com/2026-ASN-CDN-Karting-Regulations-Book-1-Sporting-Regulations)
- 2026 ASN Canada Technical Regulations: [2026-ASN-CDN-Karting-Regulation-Book-2-Technical-Regulations \(squarespace.com\)](https://www.squarespace.com/2026-ASN-CDN-Karting-Regulation-Book-2-Technical-Regulations)
- Briggs and Stratton (Briggs) 2026 206 Factory Rule Set: [Briggs-2026-206-Rules-Factory.pdf \(squarespace.com\)](https://www.squarespace.com/Briggs-2026-206-Rules-Factory.pdf)
- Rotax MAX Challenge (RMC) Technical Regulations 2026: [RMC Regulations I Rotax Racing \(rotax-kart.com\)](https://www.rotax-kart.com/RMC-Regulations-I-Rotax-Racing)

In accordance with rule 1.2 of the ASN Canada Sporting Regulations, SSKC has developed these Supplemental Regulations for the 2026 racing season.

The contents of these Supplementary Regulations are for all SSKC club events in 2026 and have been developed as per section 9.1 of the 2026 ASN Canada Sporting Regulations.

In the event of conflict, the rules set for SSKC events will be applied in the following order of precedence:

1. SSKC Supplementary Regulations
2. ASN Canada Sporting Regulations
3. ASN Canada Technical Regulations
4. Briggs and Stratton 206 Factory Rule Set
5. Rotax MAX Challenge Technical Regulations
6. The discretion of the SSKC Race Director

These 2022 SSKC Supplemental Regulations were last updated March 19, 2026.



**2. SSKC Club Specifics**

**2.1 SSKC 2026 Schedule of Events**

Date	SSKC Points Race
Sunday, May 17 <sup>th</sup>	Points Race #1
Sunday, June 7 <sup>th</sup>	Points Race #2
Saturday, June 20 <sup>th</sup>	Points Race #3
Sunday, June 21 <sup>st</sup>	Points Race #4
Sunday, July 5 <sup>th</sup>	Points Race #5
Sunday, July 19 <sup>th</sup>	Points Race #6
Sunday, August 9 <sup>th</sup>	Points Race #7
Sunday, August 23 <sup>rd</sup>	Points Race #8
Saturday, September 12 <sup>th</sup>	Points Race #9
Sunday, September 13 <sup>th</sup>	Points Race #10
Sunday, September 20 <sup>th</sup>	Points Race #11

**2.2 The Track (WF Botkin Raceway)**

Track Name..... WF Botkin Raceway

Location .....North east of Regina, near King’s Park Speedway



Coordinates: ..... 50.520305071350656, -104.49491508465657  
Length..... 1150 meters  
Number of Corners..... 16 (9 left, 7 right)

**2.3 Event's Organizers**

These events are hosted by the SSKC as represented by the elected Club Executive Members:

President.....Braden Massé, (306) 552-9068  
Vice-President.....Devin Kuschak, (306) 519-8558  
Treasurer.....Roxane Gulash, (306) 737-6571  
Secretary.....Stephanie Reed, (306) 526-1301

**2.4 SSKC Officials**

Race Director ..... Grant Glaze  
Timing Officials ..... Roxane Gulash, TBA

Corner marshals, grid officials, weigh scale officials, tech officials, and other officials shall be appointed/approved by the Executive in advance or on each race event. Officials may be paid positions or be appointed Club 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.

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**2.6 Classes, License Requirements and Entry Eligibility**

The following classes will be used for Club points and awards. Exceptions to, or variations from, these specifications may be allowed on a case-by-case basis with written approval by the SSKC 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	Red 0.440" opening	Vega Red	Co-op Premium	3, 6,7, 9	Briggs & Stratton LO206 Rules
Junior Two 4-Cycle	B	12 - 15	300	Briggs LO206	Yellow 0.570" opening	Vega Red	Co-op Premium	6,7, 9	Briggs & Stratton LO206 Rules
Senior 4-Cycle Super Light	A	15+	300	Briggs LO206	Yellow 0.570" opening	Vega Red	Co-op Premium	2,4,6,7,9	Briggs & Stratton LO206 Rules
Senior 4-Cycle Light	A	15+	340	Briggs LO206	Briggs Stock slide part #555590	Vega Red	Co-op Premium	4,6,7,9	Briggs & Stratton LO206 Rules
Senior 4-Cycle Heavy	A	15+	375	Briggs LO206	Briggs Stock slide part #555590	Vega Red	Co-op Premium	4,6,7,8,9	Briggs & Stratton LO206 Rules
Rotax Micro Max	D	8 - 11	235	Rotax Micro Max		MoJo D2	Co-op Premium	5,7,10	RMC Rules
Rotax Mini Max	C	10 – 13	265	Rotax Mini Max		MoJo D2	Co-op Premium	1,7,10	RMC Rules
Rotax Junior	B	12 - 14	320	Rotax Max Junior		MoJo D2	Co-op Premium	1,7,10	RMC Rules
Rotax Senior	A	15+	364	Rotax Max		MoJo D5	Co-op Premium	7,10	RMC Rules
Rotax DD2	A	15+	397	Rotax Max DD2		MoJo D5	Co-op Premium	7,9	RMC Rules

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- 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.**
- 5 Junior One 4-Cycle and Rotax Micro Max may be combined into one class if deemed necessary by the Race Director or Stewards.**
- 6 SSKC allows any briggs engine with an intact/untampered seal. Any version of the Walbro, Briggs logo or plain carb is allowed part #555658 or 590890**
- 7 SSKC allows a maximum of 4 sets of tires for all Briggs classes, and 5 sets of tires for all Rotax classes**
- 8 To meet the minimum weight requirement, no more than 35lbs of lead weight can be added**
- 9 This grid is a guaranteed grid and will run as long as one driver is present**
- 10 This grid is a not a guaranteed grid and will only run if 3 drivers are registered by 5PM Thursday for Saturday race days and 5PM on Friday for Sunday race days**



## 2.7 SSKC Championship Points and Awards

### Determining Season Points

The season final point standings are determined by adding the 9 best race day point totals out of the 11 possible point race days. For example, your best 9 Pre-Finals and best 9 Finals are included. If you fail tech inspection on a race day, the point totals from that day WILL be included.

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

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**2.8 Briggs Weekly Racing Series**

Briggs Weekly racing has been cancelled indefinitely.



## 2.9 Registration, Self-Declaration Technical Sheets and Entry Fees

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

The preferred method of payment for race day entry fees is via E-Transfer to: [southsaskkartclub@gmail.com](mailto:southsaskkartclub@gmail.com)

In-person registration, submission of Self-Declaration Technical Sheets and payment **will not be** accepted at the SSKC timing booth beginning in 2026. **All registration, submission of Technical Sheets and payment must be made via [www.motorsportreg.com](http://www.motorsportreg.com) no less than 1 hour 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 SSKC Events. (This does not cover National sanctioned events or events held at other circuits).

### SSKC Race Day Fees – Single Day

1 <sup>st</sup> Class	\$84
2 <sup>nd</sup> Class (same driver)	\$42
Family Rate (same immediate family, 3 or more classes entered)	\$210

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

## 2.10 Official Notice Board

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 SSKC on-track sessions.



## 2.12 Official Race Day Schedule

Below are the Race Day schedules for Single Day and Double-header weekend events.  
These are subject to change on Race Day.

### SSKC Race Day Schedule

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



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

#### 3.1 SSKC Club Licenses

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

#### 3.2 Fire Safety

Fire Safety The 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.**

#### 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 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](http://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.

The following numbers have been retired by the SSKC and are NOT to be used:

#1 (reserved for National Champion in the year following a Championship win)

#5 (reserved in memory of Miles Britton)

#10 (reserved in honour of the Bolengar family who played a large role in starting karting in Southern Saskatchewan about 44 years ago)



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 1.9 (ASN Canada National Classes) of the ASN Canada Sporting Regulations.

This rule is to be identical to the SSKC 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 2.6 (Driver's Suit), and 2.7 (Gloves and Shoes) of the ASN Sporting Regulations.

Rib vests with chest protectors are mandatory for youth drivers aged 8-12 years old.

### **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 for the entrant at their convenience.

This rule supplements 3.2 (Participants Code of Conduct) of the Sporting Regulations.

### **3.6 Medical Services**

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

This rule has precedent over 4.1 (Medical Services) of the ASN Sporting Regulations.

### **3.7 SSKC Award of points**

SSKC scores races by transponder scoring only. Competitors are reminded to mount transponder as per ASN Canada Technical Regulation 21.1 (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 checkered 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 checkered 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 timelines 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 5.10 (Race Winner), 5.11 (Dead heats), and 5.12 (Overall race Finishers) of the Sporting Regulations.

### **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 5.14 (Weighing Scales) of the 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 8.3 (Quiet Rule – Running of Engines Prohibition) of the ASN Sporting Regulations.

### 3.10 Engine Technical Confidence Start-up

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 8.3 (Quiet Rule – Running of Engines Prohibition) of the ASN Sporting Regulations.

### 3.11 Pre-Grid Engine Startup

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 has precedent over 8.3 (Quiet Rule – Running of Engines Prohibition) of the ASN 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 8.6 (Refueling), 8.7 (Devices in the Pre-Grid, Grid and Pit Lane) and 8.11 (Pre-Grid, Grid Area, Hot Pits) of the ASN Sporting Regulations.



#### 4. SSKC Supplementary Rules to the 2026 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 Canada Technical Regulations.

The club 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 precedence over 4 (Pre-Race Technical Inspection of the ASN Canada 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 club is enforcing paint marking rules unless it has been specifically mentioned at the driver's meeting.

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



#### **4.3 Cadet and Novice Kart Tires**

Where cadet or novice karts are permitted, specifically Junior 1 Briggs and Micro MAX 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 Canada Technical Regulations.

This rule provides specifications which apply to 25.1 (Tire Specifications) of the ASN Canada 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 Canada Technical Regulations

#### **4.6 Drop-Down Front Fairing**

Installing the Bumper:

The driver must install the bumper on the pre grid, without the any tools. In the case of a minor (under 18) the bumper would be installed by the mechanic that signed the tech sheet for the kart.

The rules:

- a) The drop-down nose must meet technical requirements at all times. (In other words, do not tamper with nose modifications. On track wear and tear must be rectified).
- b) Touching the nose cone is not permitted after taking grid position until passing postrace technical inspection.



Parameters which constitute a violation and penalty

- a) From leaving the grid Entrants and/or Drivers are not permitted to touch the nose cone until they have cleared the post-race inspection area or have been instructed otherwise by a Technical Inspector. Failure to do so may result in exclusion.
- b) One side down – no violation.
- c) Both sides down – violation has occurred. 3-position penalty added to session results. Officials may not vary the violation and penalties. Drop down penalties are not subject to protest or appeal procedures.

This rule clarifies and supplements 9 (CIK-FIA Drop-Down Front Fairing) of the ASN Canada Technical Regulations.

#### **4.7 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.

The following numbers have been retired by the SSKC and are NOT to be used:

- #1 (reserved for National Champion in the year following a Championship win)
- #5 (reserved in memory of Miles Britton)
- #10 (reserved in honour of the Bolengar family who played a large role in starting karting in Southern Saskatchewan about 44 years ago)

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 precedence over 16 (Competition Numbers and Number Panels) of the ASN Canada Technical Regulations.

This rule is to be identical to the SSKC Supplementary Rule 15.3.



#### **4.8 Tire Specifications**

The specified tires for all SSKC Briggs classes is the Vega Red.

The specified tire for all SSKC Rotax classes is the MoJo D5.

Rotax classes are allowed a maximum 5 sets of tires for the season. Briggs classes are allowed 4 sets of tires for the season.

This rule supplements 25.1 (Tire Specifications) of the ASN Canada Sporting Regulations.

SSKC Supplemental Rule 16.4 (Cadet and Novice Tires) specifies exceptions for the use of front and rear tires.

#### **4.9 Fuel Requirements**

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

Note: generally, the 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 Digitron 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 will be taken from the kart’s gas tank and/or fuel line to the carburetor or carburetor bowl.

This rule supplements 32 (Fuel and Oil Requirements) of the ASN Canada Technical Regulations.



## 5. Specific Club Class Rules - Rotax

### 5.1 Rotax Micro MAX

Category	Specification
Engine	As per RMC rule set
Carburetor	As per RMC rule set
Intake restrictor, Non-EVO	Blue
Intake restrictor, EVO	None
Gearing	13/82 or 12/76
Air box	Newer style
Clutch Bearing and O-ring	Required as per 2011 specifications

### 5.2 Rotax Mini MAX

Category	Specification
Engine	As per RMC rule set
Carburetor	As per RMC rule set
Intake restrictor, Non-EVO	Blue
Intake restrictor, EVO	None
Gearing	13/82 or 12/76
Air box	Newer style
Clutch Bearing and O-ring	Required as per 2011 specifications
Fuel Filter	Rotax OEM inline or none

### 5.3 Rotax Junior MAX

Category	Specification
Engine	As per RMC rule set
Carburetor	As per RMC rule set
Intake restrictor, Non-EVO	Blue
Intake restrictor, EVO	None
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

#### 5.4 Rotax Senior MAX

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.
Intake restrictor, Non-EVO	Blue
Intake restrictor, EVO	None
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



## 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.
Intake restrictor, Non-EVO	Blue
Intake restrictor, EVO	None
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

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

## 6. Specific Club Class Rules - Briggs

### 6.1 All Briggs and Stratton Classes

Category	Specification
Engine	Further to 2026 Briggs and Stratton regulations, SSKC <b>will allow</b> old Briggs engines having the plain cable seals wire and Walboro marked carbs.

This rule has precedent over the Briggs and Stratton (Briggs) 2026 206 Canadian Rule Set.