



# Introduction to Kart Racing A Beginners Guide

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NOTE: The information provided in this guidebook is intended only as a general reference for new kart racers. The SSKC Rulebook and the manufacturer technical documents referred to there-in are the ONLY definitive sources for all club procedures & technical regulations. Those documents should be deferred to in all cases where specs, rules, procedures, or information may differ from those described in this document.



## **GETTING STARTED**

Kart racing is one of the most accessible forms of motorsport, with a rich history in Canada and around the world. For some racers, it is the most affordable way to get on track to test their skills against their friends and family. For others, it's the very first step on a ladder that one day leads to faster machines. The South Sask Kart Club has been proud to deliver on these experiences and everything in-between for 50+ years, from our home track of WF Botkin Raceway.

## **FIRST STEPS**

To get a taste of the racing world and determine if karting is right for you, we first recommend visiting one of our race days as a spectator. The SSKC schedule can be found on our website, as well as at the end of this document in Appendix A. WF Botkin Raceway is open to public spectators during all SSKC events.

The SSKC holds races in the discipline of Sprint Karting, which is kart racing that takes place on a purpose-built road-course type circuit that is sized specifically for karts. Other types of karting exist for Road Racing (racing karts on racecourses built for full-sized cars), for oval track racing on both dirt and pavement, as well as street circuit, and off-road racing.

As a spectator at an SSKC event, take the time to watch individual races at the track to get a sense for how the race day is run. Then take time to walk the pits and paddock area, taking notes of the types of karts, and how they are prepared. Feel free to ask questions of any available club members, who are always happy to help you learn more about how to take on the challenge of starting out in go-kart racing.

You will find that the SSKC paddock has a welcoming and friendly atmosphere, filled with much more than just lone "weekend warriors" out to hone their driving skills. The Club has many multi-generational families, with children learning how to race at the same track where their parents and grandparents grew up. We strive to provide an environment where new racers can develop their talents, and experienced drivers can find fair and challenging competition year after year.

## **WHERE DO YOU FIT IN**

Karting is a family sport with options for all ages to get racing on track. Children can begin as young as 5 years-old while some racers continue competing well into their 70's. With interest and participation across such a broad spectrum, a standard set of age divisions has developed, which splits the participants into different classes.



## CLASSES AND AGE GROUPS

In kart racing, the term "Classes" refers to the different divisions available for racers to participate in. Classes are defined both by age group and engine type, so that participants are always competing against rivals with similar equipment and within appropriate age groups. Each age bracket has multiple class options to choose from. On race days, each class will have its own dedicated set of warm-up times and races, where only members of their own class are on track at any time. Classes only compete against themselves and only score points within their own points championship. A full class summary can be found in Appendix E.

Classes can vary in size depending on the popularity of their specific engine package, and as you first begin exploring your options in karting, you will want to find members of your prospective classes when you visit the track and ask them questions regarding their specifics:

- How much does the engine used in this class cost? (new vs used?)
- What kind of maintenance do you have to perform on it each week?
- How many participants on average show up for your class every week?
- How many participants do you expect in the future?

Each Class has a specific age limit, a set of acceptable engine rules and restrictions, and a minimum weight requirement for the combined kart & driver to ensure a fair playing field. Popular class formats at the SSKC are set by the ASN and the rules for each are consistent across most karting clubs and tracks around the country, with only small differences in weight requirements or accepted tire brands.

Certain classes may gain or lose popularity over time due to several factors, such as the shifting cost of parts and maintenance, or the consistency of engine performance. The large and varied engine manufacturer market means that there are many more class and engine options available in the karting world than the SSKC can offer in each season. You may see karts available for sale with engine packages that SSKC does not offer a class for, so it is important to ask the right questions and purchase equipment for a class that will have a healthy participating group of competitors.

The SSKC offers the following popular classes across these standard age divisions:

### 5-8 years old

**KID KARTS** - These karts use smaller chassis appropriately sized for children 677-900 mm wheelbase, commonly called KID KART chassis. The focus of Kid Kart racing is to develop the driving skills, race craft, and driving awareness senses of these young participants. The most popular engine for several decades has been the Comer C51 or C52 engine, a small (50cc) 2-cycle engine like what you'll find on a chainsaw or weed-whacker. This is a noncompetitive class, these kids just practice/run laps.

In recent years the 4-cycle Briggs & Stratton 206 engine, equipped with a specific Kid Kart restrictor, has gained popularity in the United States as an alternative option. Briggs 206 Kid Karters may sometimes



use CADET sized chassis. The SSKC accepts both engines in our Kid Kart divisions. Top speeds for Kid Karts can vary but are generally around 18-22 mph. Both class options are considered low maintenance and effective for bringing Kid Kart aged drivers up to speed, and there is widespread availability of used karts and components in the secondhand market as young karters age up into the older Sportsman age bracket.

**SSKC Kid Kart Grid**

Grid	Ages	Engine	Restrictor Slide	Weight Minimum (Kart+Driver)
Kid Karters	5-8	Briggs Jr 206	0.310" Kid Kart Slide	-

**7-12 years old**

**Junior 1 Cadet**— This age division utilizes an intermediate sized kart chassis (900-1010 mm wheelbase, commonly called CADET chassis), sized between a Kid Kart and full Adult sized frames. The classes available in this age group at the SSKC are the 4-stroke Briggs & Stratton L0206 Junior 1 class and the Rotax 125cc 2-stroke Mini Max & Micro Max classes.

Since its widespread adoption in the 2010's, the Briggs & Stratton 10206 (colloquially called the "Briggs 206" or just "206") has become the most widely used 4-cycle engine in sprint karting due to its affordable entry price, good reliability, and ease of use. Broad restrictions on the ability of racers to modify the internal components of these engines have led to considerable engine parity in the 206 classes, meaning close racing where a good driver can make a big difference.

The same 206 engine, equipped with different swappable power restrictors, can be used in every available age division in kart racing. In the Junior 1 class at SSKC, the 0.440" Red restrictor slide is used. This is generally considered to be the preferable class for introducing new kids at this age to the karting world.

Alternatively, the Rotax Mini Max & Micro Max classes provide higher-performance options in this age bracket. The Rotax 125cc 2-stroke engine package starts at a higher price point than the Briggs 206, but with higher price comes greater speed and increased power. The two class options for this engine are Micro Max (for 7–10-year-olds) and Mini Max (for 10-12 year-olds). Micro Max utilizes an exhaust restrictor to limit engine power and can act as a useful confidence-building class for many young racers to ease into the significant jump in speed to Mini-Max, which runs with the standard exhaust header for the engine.

**SSKC Junior 1 Grids**

Grid	Ages	Engine	Restrictor Slide	Weight Minimum (Kart+Driver)
Briggs 206 Junior 1	7-12	Briggs 206	0.440" Red Slide	235lbs
Rotax Micro Max	7-10	Rotax 125cc	-	235lbs
Rotax Mini Max	10-12	Rotax 125cc	-	265lbs



### 12-15 years old

**Junior 2** - The Junior classes offer increased speeds and are often some of the most well-attended and highly competitive classes at any karting club. At this age, full ADULT-sized chassis 1045 mm wheelbase is used in all classes. The two classes available in the Junior age group at SSKC are the 4-stroke Briggs & Stratton L0206 Jr class and the 125cc Jr class for 2-stroke engines.

As with its Sportsman iteration above, the Briggs & Stratton L0206 is used with a restrictor slide. For the 206 Junior class the 0.570" sized "Yellow" restrictor is mandated. Driving technique can be honed and perfected well in this class, where carrying corner speed and executing passes tactfully and cleanly is crucial with these tightly controlled motors. The popularity of the 206 engines has guaranteed well-attended grids for this class at SSKC and nearly every club where it has been offered.

On the 2-cycle side, the Rotax 125cc is the primary engine used in the 125cc Junior class. Juniors, speeds in this class can reach 55-60 mph. The Rotax has a higher operating cost to buy and maintain than the 206 option, but it comes with a marked performance increase for young drivers looking to build and test their skills at this age.

### SSKC Junior 2 Grids

Grid	Ages	Engine	Restrictor Slide	Weight Minimum (Kart+Driver)
Briggs 206 Junior 2	12-15	Briggs 206	0.570" Yellow Slide	300lbs
125cc Junior Rotax	12-15	Rotax 125cc Jr	-	320lbs



### 15 years and older

**Seniors** — Senior classes start at 15 years old and do not have an upper age limit. The chassis used are full sized adult frames and engines at this level run at their least-restricted level, where speeds for the fastest karts push past 60 mph. The available Senior classes at the SSKC are 206 Senior Super Light, Senior Light, Rotax 125cc Senior, and Rotax DD2.

The Briggs 206 Senior option is the most affordable way to have fun in a competitive adult karting league. The 206 package has proven itself as a reliable, cost-effective, and low maintenance formula that rewards great driving while providing a broad base for grassroots karting. In 206 Sr the engines run with the standard Adult (Black) slide. The continued runaway popularity of this class across the country will ensure healthy participation at every SSKC race and any other event you attend.

The Rotax 125cc Senior class offers the option 30+ hp available from the factory, or the Rotax DD2 2 speed gear box, paddle shift.

#### SSKC Senior Classes:

Grid	Ages	Engine	Restrictor Slide	Weight Minimum (Kart+Driver)
Briggs Senior Super Light	15+	Briggs 206	0.570" Yellow Slide	300lbs
Briggs Senior Light	15+	Briggs 206	Black Slide	340lbs
Rotax 125cc Senior	15+	Rotax 125cc	-	364lbs
Rotax DD2	15+	Rotax DD2 2 Speed	-	397lbs

### 30 years and older, or 375 lbs+ Kart + Driver (w/ permission)

**Heavy/Masters**— the heavy and master classes offer our competitors the same engine performance as the Senior class, but in a division separate from their younger or lighter peers. While on-track competition is still fierce, the senior heavy class can provide an overall more laid-back atmosphere for their participants away from the "intensity" of the typically teenaged drivers in the Senior field.

Heavy and Master classes also implement increased minimum weight requirements, which is attractive for drivers of larger builds. Senior Briggs drivers who weigh over the 340lbs kart + driver minimum without adding lead weight can also be approved into the Senior Heavy class if they only need to add 35lbs or less of lead weight to reach the 375lbs minimum, rather than run at a performance disadvantage in Seniors, where excess weight can be a significant hinderance to performance. Masters drivers must be 30+ years old for Rotax Masters and meet the minimum weight standard.



**SSKC Masters/Heavy Classes:**

<b>Grid</b>	<b>Ages</b>	<b>Engine</b>	<b>Restrictor Slide</b>	<b>Weight Minimum (Kart+Driver)</b>
Rotax Masters	30+	Rotax 125cc	-	385lbs
Briggs Senior Heavy	15+	Briggs 206	Black Slide	375lbs

**2-CYCLE vs 4-CYCLE ENGINES**

Two-cycle and 4-cycle ("2-stroke" & "4-stroke") refer to two different mechanical styles of engines. While 2cycle engines have fewer moving parts and a higher power-to-weight ratio, they also spin or "rev" much higher than 4-stroke engines and generally require more mechanical refreshing in the kart racing world.

Developing an understanding of the levels of maintenance in each class will help you make your decision on where to race. The 4-cycle engines (like the popular Briggs & Stratton 206) will generally require an oil change (roughly 14 oz) every race weekend to remain competitive and keep the engine running well. Cleaning the air filter and carburetor every few hours of running is also good practice for maintaining the engine. However, this engine is capable of running a full season before a "refresh" of the top end and will go several seasons before needing a major rebuild.

The 2-cycle engines require you to mix oil in with your fuel before filling up to keep your engine lubricated, since 2-cycle engines do not have a traditional oil sump. You will also see gains in power from getting your engine "blueprinted" or rebuilt by a karting engine builder, and common rebuild intervals on the 2-cycle engines are much more frequent (potentially twice in a full season) for the top runners in club level racing. The 2-cycle engines will also need their air filters cleaned regularly, and the carburetors rebuilt every few races to continue running properly. Higher horsepower classes will also wear through tires, chains, and brakes more quickly than lower horsepower classes.



**READ THE RULES**

Download the SSKC rulebook on our website ([www.sskc.ca](http://www.sskc.ca)) and familiarize yourself with what is allowed, and not allowed, when racing with the club. Before purchasing your kart, you'll want to make sure that the chassis bodywork, tires, and engine all meet the requirements laid out in this season's rules document. You will also want to go through the Pre-Tech Safety Checklist (also copied here in Appendix B) to make sure that all proper safety items are either installed on your kart, or are able to be installed, before going to the track. On race day you may suffer disqualification for an overlooked noncompliant component if you are not familiar with the technical regulations.

You will also want to familiarize yourself with the race day procedures, on-track etiquette, and driver conduct expectations that are described in the rules. Unsportsmanlike conduct while driving or in the pit area will NOT be tolerated and can result in removal from the track or expulsion from the club.

**UNDERSTAND YOUR BUDGET**

As with any sport or hobby, karting can get expensive very quickly. To find success and avoid any surprises, it's useful to take stock of both the one-time costs and running costs for karting before jumping into a full season championship with an engine you're unfamiliar with. The big one-time costs such as the kart and engine will be at the forefront of your mind, but don't forget that fuel, oil, tires, and even brakes and chains are all consumables that will have a long-term running cost, depending on how often you race.

Spare parts, tools, and support equipment for race day should also not be overlooked when planning your spending.

Used karts are often available within the karting community, and you may see some for sale when you visit the track. Online communities, such as Facebook Marketplace and other Karting Classifieds groups will have a large assortment of used equipment available at any time.

Some general pricing guidelines for what to expect for karts and engines are shown below:

<b>"Ready-to-Race" Complete Karts</b>		
<b>Kart</b>	<b>New</b>	<b>Used</b>
Kid Kart	\$3000-\$3800	\$1000-\$1900
206 Sportsman	\$4500-\$6000	\$3000-\$4500
Rotax Mini/Micro	\$6500-\$7500	\$3500-\$5000
206 Jr/Sr/Heavy/Masters	\$3700-\$4500	\$3500-\$4500

<b>Standalone Engines</b>		
<b>Kart</b>	<b>New</b>	<b>Used</b>
Briggs & Stratton 206	\$1800	\$1200
Rotax Mini/Micro/JR/Senior	\$3600	\$2000-\$2500
206 Engine Rebuild	-	\$200-\$300
Mini/Micro/Jr/Senior Engine Rebuild	-	\$1400-\$2000



"Roller" Chassis (No Engine)		
Kart	New	Used
Kid KaRT	\$3000	\$400-\$1000
Cadet	\$4500	\$1800-\$2500
Adult	\$5,500	\$2500-\$3500

### PURCHASING A KART

New racers in the world of karting should always consider purchasing used equipment to get started. New equipment may be nice, but it will always take time for a new racer to get to the point where they can make the "best use" of brand-new equipment. Developing the "feel" for driving and learning the basics takes practice, and a driver without a frame of reference will need to build confidence and experience before they can tell the difference between an "old" kart and a brand-new chassis.

Since go-karts lack movable suspension, most of the movement the vehicle experiences while traversing bumps and negotiating corners comes from the chassis frame flexing beneath the driver. Over time, a chassis will get "flexed out" as the metal is over-worked and over time and will no longer handle in the corners as well as it was designed to. While a well-seasoned driver will be able to feel the difference between a new chassis and one that's been used for many racing seasons, a new driver has much more to learn and experience before that potential performance deficit becomes a major hinderance.

However, brand new karts come with the benefit of being "untouched," and carry the knowledge that they are perfectly straight and have never been in an accident. You may have to spend extra time building and assembling a new chassis, and ensuring all safety checks are complete, but if you are jumping into karting from another form of racing a new chassis may be more attractive to you.

Pay attention to what brands of kart are popular at the tracks and clubs you're going to be racing at. Chances are that other racers have gravitated toward those specific brands because they work well at the track, or because there are nearby networks of dealers and shops that carry parts for them.

Also pay attention to frame tube sizing when looking at karts. Frames for karts can come in 28mm, 30mm and 32mm tube sizes (and blends of them), with smaller tubes working better for lower weight and horsepower classes and larger tubes for higher horsepower karts. Some manufacturers make chassis intended for 206 or 4cycle engines specifically, due to their lower horsepower. These may not perform well when used with higher horsepower 125cc 2-cycle engines.



## KARTING BRANDS

Karting brands and manufacturers can be a bit confusing to remember. Many popular Sprint Karting chassis manufacturers are based in Europe, and many manufacturers have several "sub-brands" that all come from the same factory and share the same parts. In the same way that General Motors may produce and sell cars under the Chevrolet, Buick, and GMC brand names, which share a pool of common parts under the hood, the OTK Group produces TonyKart, EOS, Kosmic, and Redspeed karts, which are functionally identical except for the color of the paint and sharing interchangeable parts.

Chassis brands may have different reputations for working better in different environments or weather conditions, or for how easy they are to set up well, or for the relative costs of their replacement parts. Talk to members of the karting community and get their input on your potential options.

A list of the current major manufacturers is listed here for your reference when looking at used models:

- OTK Kart Group (Italy) - TonyKart, EOS, Kosmic Kart, Redspeed, Gillard, Exprit.
- BirelART (Italy) - Birel, Ricciardo, Charles Leclerc, Kubica, CompKart, Swiss Hutless, Free Line
- Tinini Group (Italy) - CRG, GP, DR Kart, LH Kart, Evokart, Kali Kart, Maranello, Italcourse
- IPK (Italy) - Praga, Formula K, OKI, RS Kart, ItalKart
- SodiKart (France) - Sodi, Alpha, Tekneex
- Parolin (Italy) - Parolin, Merlin, Vemme, Energy, TopKart, EuroStar, Oberon
- Breda (Italy) - Kart Republic, Fernando Alonso Kart, Will Power
- Emme Racing SAS (Italy) - Mad Croc, Race Factory, Drago, Magik Kart, AK USA
- TBKart (USA)- TBKart, GFC, Trackmagic, Jacques Villeneuve
- Price Engineering (Australia)- Arrow, Sera, Monaco
- Margay (USA) Drew
- Haase (Italy)
- Comet (USA)
- Eagle Factory Kart (USA)
- Coyote (USA)
- MGM (USA)
- GFC (USA)
- Magik (USA)
- iKart (USA)



## INSPECTING A USED KART

Always inspect a kart in person before buying. While photos are useful to gather information, getting hands on the kart to check the details is always worth the extra effort. When inspecting a kart for purchase, a few things to pay attention to are:

**How old is the chassis?** If the model is only a couple of years old, spare parts will be easy to find. If the chassis is a decade or more old, spare components may be hard to come by, even from the manufacturer.

**Is the chassis straight? Or has it been in a bad accident and been bent beyond repair?** Small tweaks are fixable, large deformations of the main chassis are not.

**Always check the bottom of the frame rails.** Excessive curb-hopping will grind the bottom of the rails, altering the chassis performance. While some scraping is inevitable, if the tubes feel like a "D" when you put your fingers on them, the chassis may be overly worn.

**Check the welds.** Cracks in the frame welds will dramatically alter the kart's performance. While these can sometimes be fixed, unaddressed cracks should not be raced on.

**Does the kart look well maintained?** Cleanliness and attention to detail generally mean that the previous owner took good care of the kart. A kart with excessive oil, dirt, or tape on it may be hiding cracks and scrapes that would otherwise stand out.

**Does the owner have extra spare parts to sell you, or are spare parts readily available?** Some less popular brands, especially ones produced overseas, can be difficult and overly pricey to maintain if the manufacturer doesn't have a US dealer network.

**If it comes with an engine, does it start? Does it idle well? How many hours on it since a rebuild, and who was it by? Is it still legal to run in competition?**

**Does it have new tires? What brand and how old? Are they useable for practice or racing at the club you want to run?** Practicing on older tires to familiarize yourself with the kart and track is fine, but you'll want to race on newer tires to be competitive.

**Does it come with a working Data Logger?** (Commonly called a "tach", short for tachometer, or by their brand names "MyChron" or "Alfano") A data logger is indispensable in modern kart racing for keeping track of your lap times, engine RPM, and exhaust/head temperatures that are used to tune the kart's performance.

**Does the owner have setup sheets or data that they are willing to give you? Can they help put a good starting setup on it for you? Are they willing to come to the track and help you get started?** A good baseline setup can help you build confidence on track quickly.



## TOOLS & SUPPLIES

Once you've purchased a kart, you should familiarize yourself with the common operations for working on it.

Carefully re-read the Safety Pre-Tech Sheet (Appendix B) and confirm your kart's compliance with each item. Practice removing and installing the engine, changing gear/sprocket ratios, and adjusting the alignment to familiarize yourself with the mechanics and figure out where your home toolset may be lacking in specific tools. Go over every nut and bolt on the kart to confirm that everything is properly secured and learn the bolt sizes for every item. Some extra equipment you'll need for operating smoothly at the track may also include things like:

**Tools** - metric hex wrenches, metric sockets & wrenches, spark plug socket, a soft blow hammer, basic screwdriver, set snips, side cutters, and pliers, drill or small electric impact.

**Air Pressure** - small air compressor or 5-gallon air tank as well as karting tire pressure gauge.

**A range of gears/sprockets** - Ask for help from club members on getting sprockets in the range used at the track (recommendations listed on Page 16), make sure to purchase sprockets and chains that match (#35 chain vs 219 chain).

**Fuel jug and funnel** - a fuel-rated jug, plus a measuring device if you'll need to mix 2-stroke oils.

**Kart stand with wheels** - Electric automatic stands are available as well as standard fixed ones to put your kart on between sessions to work on it.

**Pop-up canopy for shade (or to keep dry)** - as well as proper equipment to tie it down or anchor it to the ground while you're away from the pit.

**Fire extinguisher and first aid kit** - Each club member is required by the rules to keep a small fire extinguisher in their pit or trailer for emergencies.

**Spare Parts** - commonly used spare parts are tie-rods, steering column, axles, and chains.

**Spare Wheels and Tires** - one set with practice tires mounted, and the other set with race tires mounted.

**Notebook/Binder** - Take time to print out the club rules, kart manufacturer setup guides, and datasheets on components. Keep detailed notes on how you change the kart setup as you practice and how it feels to you.

## SAFETY EQUIPMENT

Some of the most important equipment you will purchase for karting will be the required safety devices. Some of these items have different requirements for children and adults. Always purchase name brand equipment from reputable sources and check the tags for the required ratings.

**Helmet** - Helmets must have current SNELL ratings (see table below). Tinted visors are legal for daytime races, but clear or amber visors are required for SSKC night races (not typical). New drivers must place an "X" in tape on the back of their helmets for their first three race weekends to let other drivers know they are new.



**SNELL FOUNDATION SPECS.**

SPECIFICATIONS	VALID THROUGH	SFI SPECIFICATIONS	VALID UNTIL
CMR2016	2026	24.1/2015 YOUTH HELMET	12/31/2026
CMS2016	2027	31.1/2015	12/31/2026
CMR2016 YOUTH HELMET	2027	41.1 2015	12/31/2026
M2015	2026	24.1/2020	12/31/2031
M2020	2031	31.1/2020	12/31/2031
SA2015	2026	41.1 2020	12/31/2031
SA2020	2031		
K2020	2031		

**Race Suit** - Drivers are required to wear either a full-length racing suit or a jacket constructed from an abrasion resistant material. If you wear a jacket, full-length pants must be worn. Karting racing suits are typically more affordable than those for full-sized cars as they do not have multi-layer flame-retardant Nomex linings.

**Rib & Chest Protector** - A chest protector and a rib vest are **mandatory** for drivers in the Kid Kart, Sportsman and Junior classes. The spec requirement is an SFI 20.1 rating which can be found on a tag on the unit. For Senior, Heavy, and Masters classes, a rib protector is highly recommended.

**Gloves** - Either kart racing gloves, or motorcycle road racing gloves.

**Neck protection** - a "neck roll" or "neck collar" is required for all Junior SSKC racers to limit head movement of the driver to prevent hyper-extension. There are several styles to choose from at most karting supply distributors.

**Shoes** - Closed-toed shoes must be worn. Driving shoes are highly recommended as they provide a thin sole for the driver to feel their pedal work more clearly.



### SETTING UP YOUR KART

Take the time to set your new kart up for your own comfort, by adjusting the seat, steering wheel, and pedals to fit your stature so that you do not have to over-extend to reach the throttle or brake and can turn the wheel with natural motion. Go through every bolt and connection on your new kart and double check that they are secured and retained. You will not build confidence as a driver if you have a mechanical incident on your first day on track.

Starting with a good kart setup can go a long way toward helping build confidence in the driver. Your kart manufacturer may have "standard" settings for your kart that act as a good starting point for toe & camber, as well as axle height, stiffness, and torsion bar settings. You can also talk to members of the club for advice on chassis setup for newer drivers, as well as for advice on tire pressures and gear ratios.

WF Botkin Raceway's track ranges from the tight and twisty A-configuration, to the fast and sweeping configuration. Finding the optimum gear ratio (between the clutch driver on the engine and the sprocket on the rear axle) for each track configuration is a key challenge in karting competition. Some broad guidelines for gearing are shown below. Note that new drivers will typically start on a larger ratio, and "remove teeth" from their rear sprocket as they build speed and familiarize themselves with the track. Also note that other clutch drivers are available as well, that can be used to fine tune your ratios further.

Class	Gear Ratio	Clutch Driver	Sprocket Range
4-Cycle Classes	3.6-4.0	16	56-64
2-Cycle Classes	7.5-8.5	12	75-85

### FAMILIARIZE YOURSELF WITH YOUR KART

Practice starting your kart on a kart stand and bringing it to idle. (Never start a kart on the ground without someone in the seat to hold the brakes.) Make sure it idles cleanly, by adjusting the idle screw on the carburetor, and ensure the kill switch or mechanism shuts off the engine as it's supposed to.

For younger drivers who may have no experience operating motorized vehicles, you might first find time to familiarize them with their new kart away from the track. Try setting up a small circle of cones in your driveway or in a large, open parking lot (always follow posted traffic restrictions and NEVER operate a kart on public roads) to give them some seat time navigating around at a slow, walking pace. Many children can be startled by being so close to the engine noise of their new karts and giving them time to ease into the experience in a very controlled environment can work to quell their apprehension.



## **PRACTICE, PRACTICE, PRACTICE**

Kart racing at this level is much different than you may have experienced at casual rental-kart tracks. Speeds are much higher, and the circuit is much more open than you may realize. It is imperative that you familiarize yourself with your new vehicle and the track itself before simply jumping into a race event, for your safety and the safety of your new club-members and competitors. Begin watching onboard videos from WF Botkin Raceway and paying attention to the racing line. Many onboard videos can be found on YouTube, by searching "WF Botkin Raceway" or "SSKC". Pay attention to kart placement on track and braking and acceleration zones.

Find a time to visit the track when there is not a scheduled event. If you can, plan to meet an existing member or group at the track for help and guidance.

Begin by walking the track configuration that you are about to drive when no one else is driving on the track. Standard etiquette is always practicing the track configuration of the next upcoming race. Pay attention to where the racing line is (where the darkest areas of rubber are worked into the asphalt) and where black tire marks are built up on the curbs in the corners. These are the places you are going to want to position your kart when you start learning the fastest way around the circuit. Also pay attention to where it's clear that other drivers have gone OFF the track, and left skid marks, scrapes, and dirt patches. These are the areas that are common for mistakes.

When you are ready, try taking your first laps with an empty track, if possible, to give yourself plenty of room and space to make mistakes. Always raise your hand high above your head when entering and exiting the track to give proper notice to other drivers or when you are going slowly. Never enter the track without stopping and looking for oncoming karts. If you spin or come to a stop on track for any reason, raise both hands in the air to alert oncoming drivers, and only exit your kart when you are certain there are no oncoming vehicles.

Focus on building a smooth driving style, without harsh or abrupt inputs to the steering wheel or pedals. Pay attention to placing your kart on the racing line in the corners, where you observed on your track walk, and holding a consistent line on the straights, without weaving. Work in intervals of 5-10 laps at a time to avoid over-tiring yourself quickly. Do not forget to top off your fuel tank, oil your chain, check tire pressures, and check your lug nut torques periodically as you run laps.

As you build speed, focus on doing longer runs and extending the periods of time on-throttle before the corners. Your goal is to spend almost no time "coasting" into and through corners and instead either be on throttle accelerating toward them, then quickly braking for them, and returning back to the throttle as quickly as you can.

Try to build confidence and consistency such that you can run a full race length (12-14 laps) with every lap being within a 1 second window of each other with no major mistakes. Then try narrowing that window further. This will take many sessions, or days, on the track. Building consistency is key to running safely when other karts are on track with you.

## BUILDING SPEED

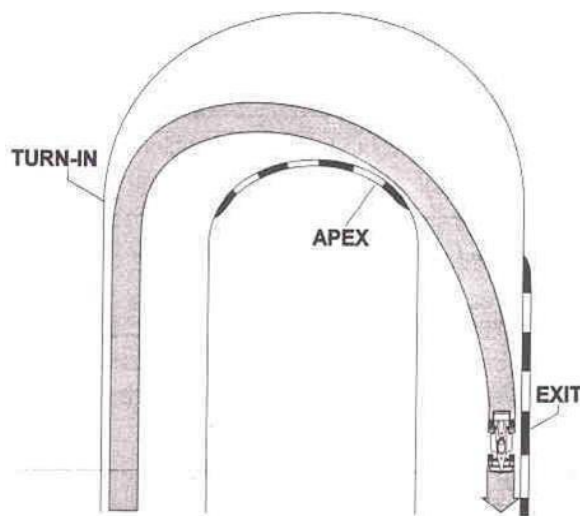
As you begin to feel more comfortable in the kart, you will find that your mind has increased time to focus on where you are placing the kart on track, and how that placement affects your speed. Perfecting your driving lines will help you find extra speed and lap time to be competitive.

As a race driver, your goal in each and every corner is quite simple. Well simple to state here - maybe not so simple to do. You want to

- Spend as little time in the corner as possible
- Get maximum speed out of the corner, by accelerating early, to maximize straightaway speed.

Often, to maximize one of the above means sacrificing the other. In other words, to achieve the best-possible lap times, you may have to compromise cornering speed for straightaway speed, or vice versa. It will depend on the specific layout of the track and your karts performance characteristics. The trick is finding the perfect compromise.

The three most important reference points are used to help guide you through the corners. They are, in order: the turn-in point, apex and exit point (see illustration below).



*A typical 180-degree hairpin turn showing the three most*

important reference points: the turn-in, apex, and exit.

Turn-in Point is the most important part of the corner as it determines how you drive the rest of the corner where and how fast you are at apex and exit. As the name suggests, this is the part of a track where you do your initial turning of the steering wheel into the corner. The turn-in point is determined somewhat by where you want to apex the corner.

The apex of a corner is the point, or area, where the inside wheels run closest to the inside of the road. The apex can also be thought of as the area of the turn where you are no longer driving into the corner but are now driving out. It is sometimes called the 'clipping point' as this is where your inside wheels clip past the inside of the roadway. The location of the apex is determined by where and how you enter the turn, and it will affect how



you exit it. The ideal apex for a corner can be either early in the turn, in the middle of it, or late in the turn. Determining whether you had the correct apex is very simple. If you come out of the corner having to turn more to keep from running off the road, then your apex was too early. If you chose too late an apex, the car will not be using all the road on the exit - it will still be too close to the inside of the corner.

In most corners, if you are doing anything with the steering wheel other than unwinding it after the apex of the corner, you are probably on the wrong line. Most likely, you have turned in too early. You shouldn't be turning the steering wheel tighter once past the apex.

When you hit the apex perfectly, the car will naturally want to follow a path out to the exit point - the point where your car runs closest to the outside edge of the track. In fact, to exit the corner properly you must use up all the track. Allow the car to come out wide to the edge of the road. This allows the car to balance its weight smoothly and gently and achieve maximum acceleration. It allows you to 'unwind' the car.

"It is better to go into a corner slowly and come out fast, rather than vice versa"

The ideal line, with its tighter radius at the beginning of the corner forces you to enter slightly slower, but the gentler, expanding radius through the remainder of the corner allows increasingly more acceleration and, therefore, higher exit speed. This higher exit speed stays with you all the way down the following straightaway (and even multiplies its effect) more than making up for the lower entrance speed.

### **PRIORITIZING CORNERS**

Some corners on a racetrack are more important than others. Fast lap times and winning races come from knowing where to go fast and where to go (relatively) slow. When learning any track, concentrate on learning the most important corners first.

When you analyze any track, you will find that there are only three types of corners:

- One that leads onto a straightaway
- One that comes at the end of a straightaway
- One that connects two other corners

Driving coaches often say that the most important corner, in terms of lap speed, is the one that leads onto a straightaway; the next most important is the one that comes at the end of a straightaway; and the least important is a corner between corners.

The ideal line in a corner that leads onto a straightaway is one with a late apex. This allows you to accelerate very early in the corner. In any turn leading onto a straight it is best to brake early, get the kart well balanced as you turn in, and then accelerate hard onto the straight.

### **WF BOTKIN RACEWAY**

Familiarize yourself with the overall facility layout to help you navigate the flow of events on race day. A facilities map of the WF Botkin Raceway can be found in Appendix D.



## RACE DAY SCHEDULE

When you have turned enough practice laps to feel confident in yourself and your kart, it's time to join in for a race day. Here is what to expect when you arrive, and how an SSKC event plays out:

**8:00am — Gates Open:** Gates to the track open, visit the entrance building on your way in to sign-in and purchase a Pit Pass Wristband. Find an open pit spot, either in the Free Pit Spots, or your own if you've reserved and paid for one. Begin unpacking and setting up your pit area.

**8:30am -Registration & Pre-Tech Opens:** Visit the Scoring Tower to Register for your class and rent a Timing & Scoring Transponder (if needed). You will be given Pre-Tech form to complete and return to complete registration.

**9:30am – Driver's Meeting:** A Mandatory drivers meeting will take place on the grid before racing starts. Here, the Race Director will go over the rules and procedures for the day and give any notes they may have for the Drivers. Minor drivers **MUST** have a parent present at the Drivers Meeting. Make sure to pay attention to the instructions given, especially the procedures for entering and exiting the track.

**10:00am — Class Warm-Ups:** Each class will be given two 5-minute warm-up sessions. These go by very quickly, so be sure to have all your equipment ready and be on the grid early for when your class is called. Give yourself room by starting at the rear of your field. Small classes of similar speed may be combined.

The order of warm-ups will be posted on the board at the head of the grid. Each class will go out for warmup in-turn and then the cycle will repeat for the second session. Be cautious on track during cool mornings and focus on turning solid laps with other karts around you. Try to follow other racers in your class and learn from their racing lines.

Take time to make notes after each session on your kart's setup, how it felt on track, and any changes made. You must turn laps in at least one warm-up session to compete in the races.

**11:30am —Races Start:** Competitive sessions will now begin. These can take several different forms at SSKC, which are explained in the following section.

**Note: Times always subject to change due to weather or track condition. For SSKC Night Race events, all times are shifted forward accordingly from Gate Opening time. A lunch break is typically around 12pm-12:30pm.**

## SSKC RACE PROCEDURES

Each race begins by lining up on the grid in the pitlane in your given position. New drivers will be required to start at the rear of the field for their first **THREE RACE DAYS**. When the command is given, the class will pull off the grid and proceed to the track, where they will remain lined up in-order for pace lap(s). Classes will be given the Green Flag if the Head Flagger approves of the lineup and pace, otherwise they will be sent for additional pace laps. All other racing laps use the designated configuration for the day as shown. After taking the checkered flag, drivers will use a slow, controlled speed to return to the scale lane for weigh-in.



## SSKC RACE FORMATS

**Qualify/Pre-Final/Final:** In this format, there will be three races for each class. The first race will have its starting grid set by qualifying, which will be posted on the board at the head of the grid before racing starts. Arrive at the grid with plenty of time to get ready before your race.

The pre-final race will start with the starting grid from qualifying (with new drivers still at the tail-end). The grid for the final is set by how the pre-final ends. The finishing order of the final will determine how points are paid out for the day.

Race lengths at WF Botkin Raceway in this format are typically 10-12 lap Pre-Final Races and a 12-14 lap Final.

**Special Format (Cody Grimes Memorial Weekend):** There is no qualifying as qualifying is determined by a random draw called a pea picker. There are 3 races per day on this double-header weekend (Saturday + Sunday). On Saturday, the first race's grid is determined at random, the second race's grid is reverse order of the first grid, and the third grid is based on the average finishing position of the first two races. On Sunday, the three races are gridded based on the finishing order of the prior race. The race lengths are 6 laps, 8 laps, 10 laps, 12 laps, 14 laps, and 16 laps for the 6 races, respectively.

## SSKC FLAG RULES

The following rules dictate the function of the various flags and safety lights used in SSKC competition and are to be obeyed without question when on track at an SSKC event.

**GREEN:** Displayed at the start of the race or practice session and kept visible as long as the track is clear for racing.

**YELLOW:** Used instead of the green if the track is partially blocked by accident or objects that may have fallen off competing vehicles. It means to slow down, use caution, hold your position, and put your hand high in the air to signal to those behind that you are slowing, no passing is allowed until the track is clear (past caution area), or until the green flag is given. A yellow flag means, that area only, be alert, green flag condition is as soon as the problem or obstruction has been passed; you may proceed to race conditions again.

**RED:** Race Halted. Clear the circuit by pulling off to the side and stopping the engine as soon and as safely as circumstances permit. The track is hazardous and unsafe for racing. Come to a safe and controlled stop on the racecourse with your hand held up in the air to signal your slow pace to competitors behind. Remain in your kart until all vehicles around have stopped. When told by a Race Official, push your kart to the area designated for restart.

1-Any competitor who is (or appears to be) injured, necessitating a red flag, shall be required to sit out the balance of the heat/qualifying/pre-final/final for observation and safety.

2-If in the opinion of the Officials present, an entrant is considered responsible for causing a red flag, that entrant(s) shall be placed at the back of the field for that heat. The entrant causing the red flag incident may be different from the entrant for whom the red flag was waved. It is at the Race Directors discretion to determine drivers involved in the red flag incident.

3-Any driver who is found disobeying the red flag may be immediately disqualified from the race and could be subject to suspension.



4- No work is allowed on the karts during a red flag. During the red flag stoppage and at the Race Directors discretion, karts may be sent to the pits to await a re-start later in the race order. In the event this decision is made, the red flag will be lifted, and all karts may be worked on once they have left the racing surface. As with other heat races, karts may not enter the track once the 90-second rule has expired.

1) At Race Directors discretion, kart(s) involved in a red flag incident can be required to have the kart, safety apparel, and helmet inspected. Following a red flag, the race will be re-started provided the leader has not started the last lap. The finishing order reverts to the previously scored lap if the leader has started the last lap with the karts causing the red flag scored last of the karts running at the time of the incident.

**YELLOW AND RED FLAGS WAVED:** This indicates a restart of the race for reasons other than a red flag incident and no laps have been scored. This is at the discretion of the Race Director or Head Flagman. The race will be restarted by double file with the starting order based on the original grid assignments.

**BLUE: (Blue with an orange or yellow stripe):** This is the warning flag that a competitor is lapping you. The driver being lapped should maintain a driving line that does not impede the progress of the overtaking kart. The lapped driver should indicate on which side the faster kart should pass and maintain their driving line until the "normal" driving line is clear. This is a courtesy flag and may not always be displayed.

**WHITE:** One more lap until the race is over. This is a courtesy flag and is not mandatory. Race until the checkered flag is given.

**ROLLED BLACK:** A rolled black flag from a Turn Marshal or Pit Steward indicates a warning is being issued for a driving infraction. A rolled black flag from the Head Flagman indicates a penalty has been assessed. Every attempt will be made to display rolled black flags, but even if not displayed a warning or penalty will still be imposed.

**WAVED BLACK:** This is a consultation flag. If shown, complete the next partial lap at a reduced speed and exit the track at the exit point as soon as possible. A Track Official will relay to you the need for the consultation and the other information; stay by the "scale area" until the information is given.

**BLACK FLAG WITH ORANGE DISK ("MEATBALL"):** Any driver who has received the black flag for a mechanical defect, which he/she is made aware of by track personnel, may proceed to the track exit with extreme care, as long as the problem poses no safety problem to the rest of the competitors on the track. Otherwise, the competitor should pull off the racing surface and wait until the race is over to push back to the scale lane. Receiving the meatball flag will result in the scoring of that driver to stop.

**CHECKERED:** You have finished the race or practice session. Complete one more partial lap at reduced speed before exiting to the pits.



**BLACK and CHECKERED:** Waving Checkered and Black flags together indicate that the race is ending under conditions subject to review and potential action by the race officials. Any decisions affecting the outcome of the race will be communicated by the Race Director, or designee, to the affected entrants and the scoring officials.

#### **COURTESY FLAGS**

**ROLLED FLAGS CROSSED:** This is a courtesy signal given to show halfway point of the race.

#### **SSKC CHAMPIONSHIPS**

SSKC members earn points into their class championships following the format listed in the SSKC rulebook. Each driver is allowed a number of "drop" races, as described in the rulebook, meaning that club members do not necessarily have to make every event to be competitive for a championship, or can at least "drop" their worst points-paying days from their total. Top finishing Club Members in the season-long Championship receive awards at our celebration banquet each winter.

#### **POST RACE MAINTENANCE**

After a race day, you should always take the time to go through your kart to check for loose hardware and unseen damage. Clean and lubricate the needed components and perform the routine maintenance recommended by your engine manufacturer. Keep a notebook of your lap times, results, and how the kart responded to changes you made on race day. These records will be useful as you attend more races and improve your driving and race craft and begin looking to find more competitive lap times through optimal kart setup.

#### **THANK YOU FOR READING**

The SSKC Hopes to see you at the track in 2026 and beyond. Please reach out to our board members if you need any help or guidance on your journey into the world of kart racing.



Appendix A:

## 2026 RACE SCHEDULE

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May 17th	Points Race #1
June 7th	Points Race #2
June 20th	Points Race #3 - Cody Grimes Memorial
June 21st	Points Race #4 - Cody Grimes Memorial
July 5th	Points Race #5
July 19th	Points Race #6
August 9th	Points Race #7
August 23rd	Points Race #8
September 12th	Points Race #9 - Sask Series
September 13th	Points Race #10 - Sask Series
September 20th	Points Race #11



Appendix B:

**Technical Inspection Self-Declaration**

Event:

Date:

Fill in form completely. Print in BLOCK letters.					
Driver Name:		Class:		Kart No:	
Chassis Make/Model:	1.		Serial No:		
			Seal No:		
Engine Make/Model: As per Regulations per Class	1.		Serial No:		
			Seal No:		
	2.		Serial No:		
			Seal No:		
Transponder Number:					

Complete Tire information if required in the Supplementary Regulations

Front Tires	1.	Bar Code No.		2.	Bar Code No.	
Rear Tires	1.	Bar Code No.		2.	Bar Code No.	

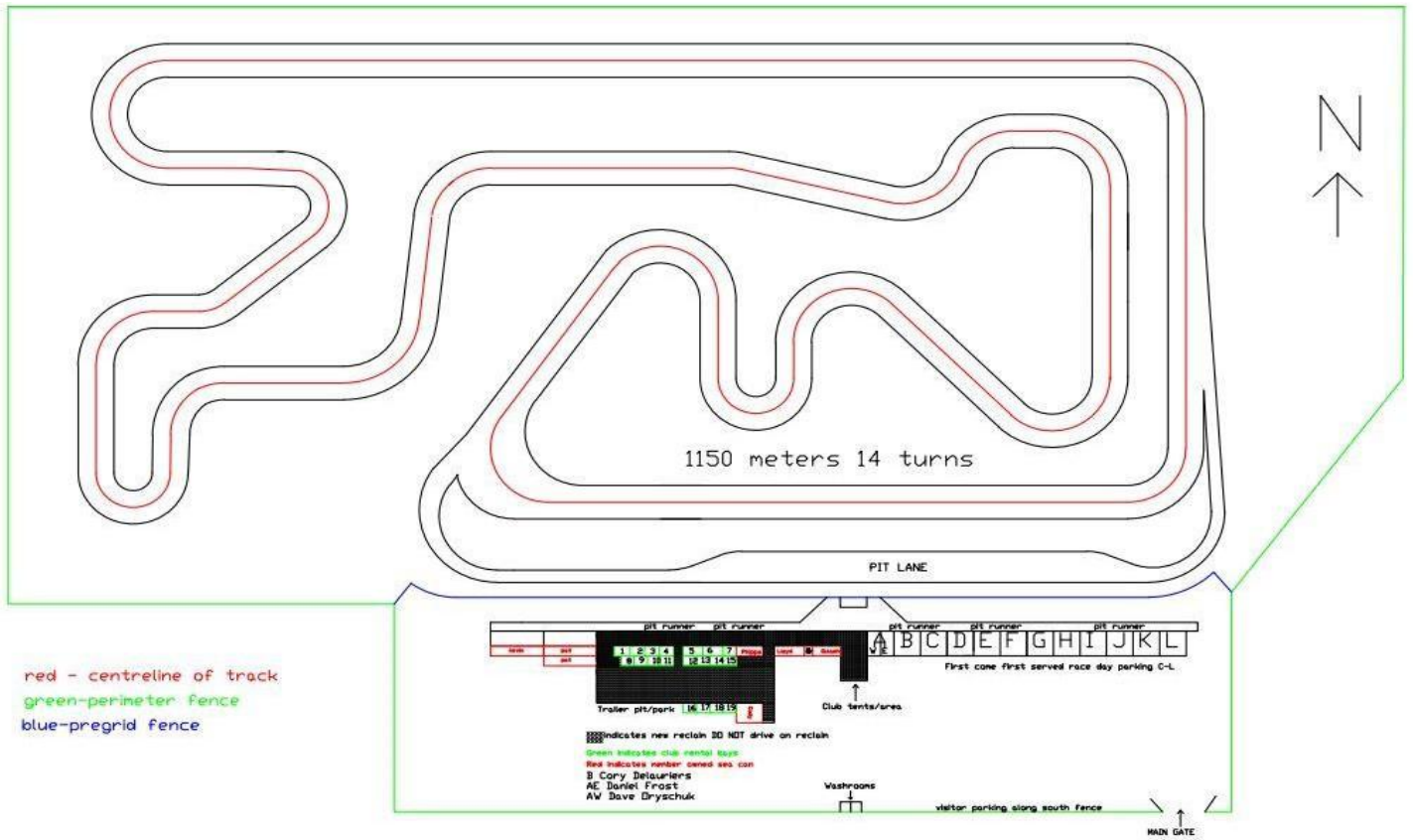
Driver Protection In compliance with GDS Karting Regulations	Competitor Checked & OK ✓
<b>Helmet:</b> Full Coverage (Full Face) with visor.	
<b>Body Protection:</b> Unaltered designed for motorsport use.	
<b>Drivers Suit and Apparel:</b> Karting design. Abrasion resistant shoes and gloves.	
<b>Long Hair Protection:</b> Balaclava/head-sock required if hair extends beneath helmet level.	
Competition Numbers and Number Panels	✓
<b>Number Panels:</b> (4): 1-Front center, 2-Sides vertical, 1-Rear. Yellow background.	
<b>Numbers:</b> Black – Min. 8" (15 cm) high, 1" (2.5 cm) wide stroke. Cadet Min. 5" (13 cm) high.	
Chassis	✓
<b>Frame Condition and Chassis Welds:</b> No visible cracking.	
<b>Axles and Bearings:</b> No excessive play.	
<b>Wheels &amp; Tires:</b> No visible damage.	
<b>Steering Components:</b> No excessive play.	
<b>Seat Mounting and Supports:</b> No visible cracking.	
<b>Bodywork Mounting and Supports:</b> Securely fastened as per Regulations.	
<b>Ballast Weights:</b> Properly secured.	
<b>Brakes:</b> Proper function. Adequate brake pad thickness. No visible cracking.	
<b>Chain/Oil Guard:</b> Must be in place and as per Regulations.	
<b>Throttle:</b> Throttle not sticking. Return spring operational.	
Fluids	✓
<b>Fuel System:</b> Tank, mounts, lines and cap.	
<b>Fluid Lines:</b> Hoses/connectors: brake, water, oil. Breathers and catch cans - clamps and mounting.	

**Competitor's Declaration:** The undersigned acknowledges that at all times it is the competitor's responsibility to ensure that the karts and components entered and used in the competition at all times meets the technical requirements for the class throughout the entire race event.

Driver/Mechanic Signature:	Print Name CLEARLY:
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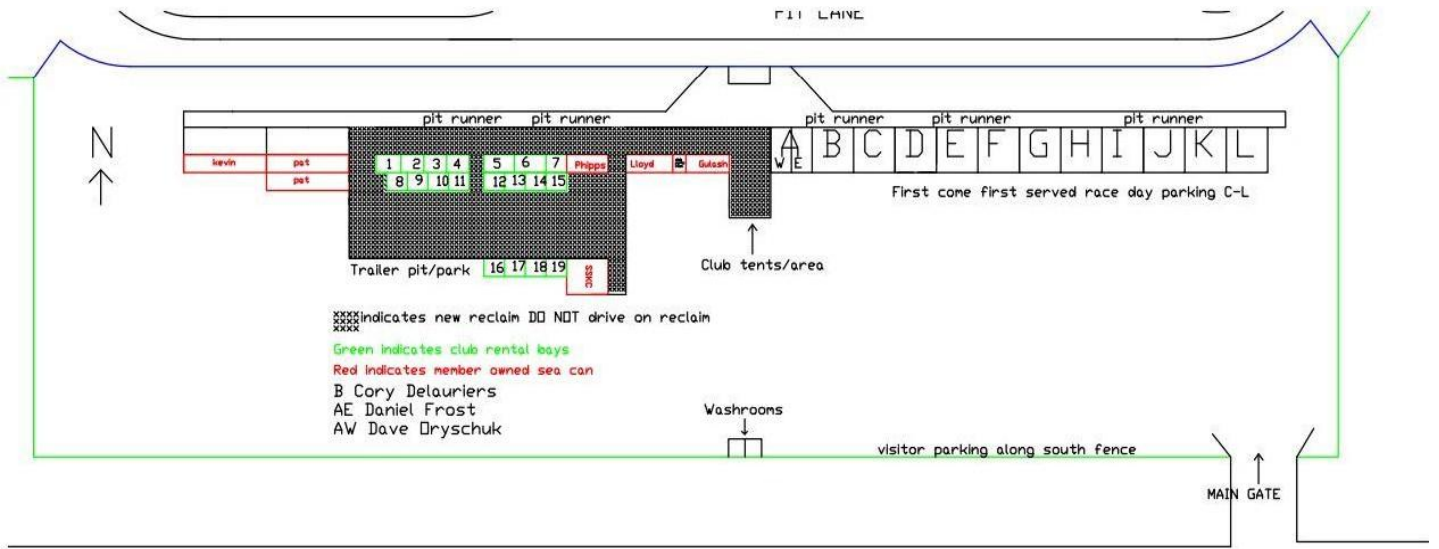


Appendix C:





Appendix – D:



Road running east/west from Tower Road