

2017 Rule Book Updates 7-20-17

Move up Rule: (Page 10)

A competitor is not allowed to move up from one age group to a higher level, and then back down. Once a competitor moves up they must stay in that class unless USPKS feels it is not in the best interest of the Series.

** In USPKS, Micro Swift competitors who meet the age requirement have the option of running Yamaha Cadet (as there is no Rookie level option). Route 66 competitors entering Micro Swift AND Yamaha Cadet at USPKS have the option of running EITHER Yamaha Rookie or Yamaha Cadet at Route 66, but once they have moved up to Cadet at Route 66, they may not go back to Rookie without the Series approval. Route 66 competitors in Micro Swift that are not competing in USPKS are not eligible to run Yamaha Cadet.

Yamaha Junior and X30 Junior competitors that are 20 lbs. or more over the class minimum weight, with no ballast on kart; may request permission from the Tech Director to move up to the appropriate Senior Class providing the following:

- 1) They must have lap times competitive for the Senior Class that they are moving to, and
- 2) They must present the kart race ready, with the driver's safety gear in the seat, to the Tech Director to verify the weight of the kart and driver.

They will be subject to a weigh-in at any time.

Push Back Nose Inspection: (Page 11)

All non-kid kart classes must utilize a front nose equipped with a CIK-homologated pushback nose system, with a maximum of two CIK-homologated clamps. OEM clamps may be substituted for, but must be CIK-homologated for that purpose. Competitors will present their karts to the grid with the nose cone in place and the clamps on, zip ties may be used to hold the clamps to the bumper but shall not hold the clamp from opening. The grid official will do an inspection of the nose while on the kart. The official will be checking for holes and to verify that the nose has not been damaged to the point that it has lost its rigidity. During inspection the competitor may be asked to remove one or both clamps by hand and then re-install them. The nose is a tech item, and therefore may be inspected at any time during the day by series officials. If any officials ask to inspect the nose, the driver or their mechanic must remove it for inspection, without the use of any tools. If the nose, clamps, or blocks, are found to be illegal, or the mechanic/driver is unable to remove it for inspection when asked, there will be a 10-second penalty assessed. Additional penalties up to disqualification may be assessed depending on the infraction.

Push Back Nose Cone Penalties: (Page 13)

Push back nose cone mounts have been instituted for the purpose of reducing the contact between karts, intentional, or otherwise. Of particular importance to a safe start, is the need to leave adequate space between karts on the formation and pace laps. Two to three feet of "cushion" space should be left between you and the kart in front of you during the pace and formation laps to ensure that there is no contact. Failing to leave adequate space between your kart and the kart in front of you is not an excuse for a dislodged nose cone.

Push back mounts shall remain in the correct position during any time of competition. Drivers should take care to allow enough distance between themselves and the kart in front of them during warm up, pace laps, start of the race, and scale line, to prevent contact that may dislodge the nose cone. **If any part of the top or bottom bar/bumper is in the drop down area as pictured below**, the competitor will be assessed a 5-second penalty per side with a maximum penalty of 10 seconds. Intentionally dislodging another competitor's nose cone will be considered unsportsmanlike conduct and subject to appropriate penalty. The Black Flag with Orange Circle will **NOT** be given to any competitor whose nose cone is no longer in the correct position. Any competitor that attempts to put the nose cone back to its correct position while on track or before crossing the scale will be disqualified for that race. If a dislodged nose cone penalty is issued, you may protest it using the normal protest channels, but only conclusive on-board video evidence will be considered.



Lapped Competitor: (Page 13)

USPKS – In all classes a competitor that is about to be lapped will be black flagged. The competitor will be placed in the on track position at the time of the black flag and receive points for that position.

Route 66 – A driver that is being lapped shall allow the lead karts the preferred racing line to complete the pass. **If the lapped driver races the lead karts, and does not allow the lead karts the preferred racing line, they will be black flagged.** If competitor is about to be lapped a second time they will be black flagged. The competitor will be placed in the on track position at the time of the black flag and receive points for that position. Route 66 Officials have the right to black flag a competitor the first time if they feel the competitor could endanger another competitor or be a danger to themselves.

* If a competitor ignores the black flag and number board after (3) three laps scoring will stop and the competitor will be DQ'ed.

Tie Breaker: (Page 18)

Add

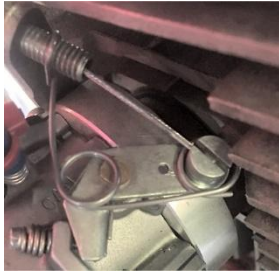
Qualifying Tie – If there is a tie during qualifying it will be broken by reverting back to the second fastest lap by each competitor and then to the third fastest lap if needed. If there is still a tie we will revert to the last round of practice.

Yamaha KT 100 Rules and Regulation:

Add

All Yamaha engines will be required to utilize an auxiliary carburetor spring; below are some examples. . If a spring of a different type than one of the examples below is used, it must be approved by one of the Tech Officials.

***If no spring is used you will not be allowed on track.**



IAME Swift Rules and Regulations:

IAME KA100 Rule and Regulations:

IAME X30 Rules and Regulations:

IAME Bambino M1 Rule and Regulation:

Add

All IAME Swift, KA100, X30, add Bambino engines will be required to utilize an auxiliary carburetor spring; below are some examples. If a spring of a different type than one of the examples below is used, it must be approved by one of the Tech Officials. ***If no spring is used you will not be allowed on track.**



Air Box and Filter: (Page 42 Swift (Effective 7-28-17))

Blue OEM air box shall be as manufactured, one (1) 23mm tube (No Go). One (1) 0.200" drain hole is allowed.

The OEM filter (IAME # 10751-1) or the rubber boot without a filter is legal. Any external forms of air ducts forcing air inside of air box is illegal. Rain covers are legal during rainy conditions as long as it does not act as a ram air device.

IAME Bambino M1 Kid Kart & Comer Kid Kart: (Page 32)

Tire Circumference – Maximum rear tire circumference is ~~33~~ 33 3/8"

Spark Plug: (Page 51 Bambino)

Only NGK – BR8EG, BR8EIX, BR9EG, BR9EIX, BR10EG or BR10EIX can be used with the OEM washer in place. If a cylinder head temperature sensor is utilized, the OEM washer may be removed. Commonly used, stock, cylinder head temperature sensors may be used for comparison.

Muffler: (Page 51 Bambino)

Must use OEM muffler. Excessive leakage in any part of the exhaust system is illegal and competitor could be disqualified. Exhaust Gas Temperature sensors are illegal.

Timing Procedure:

1. Insert dial indicator in spark plug hole
2. Zero at TDC
3. Roll piston back to align marks
Per M1 60cc - Pull Start – USA PDF (Found on Rt.66 website)
4. Reading must be between 0.035" (0.9mm) - 0.059" (1.5mm) before TDC

Note – All ignition parts must be OEM and unaltered.

IAME Bambino M1 Rules and Regulation:

Add

Tape on Engine Shroud:

Placing tape on the engine shroud is allowed.