



2023 USPKS Rule Book Updates

101.16 Protest:

It is the intent of the USPKS that every effort will be made to resolve all protests at the track before the weekend event ends. The rules and regulations in the USPKS Rule Book will govern the USPKS unless a supplemental USPKS rule supersedes a specific USPKS rule. If needed, a USPKS committee will be involved. All on track penalties will be decided at the event.

On-Track Officials are unavailable to review or discuss penalties until racing is completed for the day. Competitors wishing to obtain more information about a penalty or file a protest should see the Driver's Steward, who is based in the scale/Tech area. Verbal protests will not be accepted.

Protests cannot be submitted for non-performance items.

Only 1 protest per event, per driver.

There will be a \$200.00 fee for each protest.

Money will be refunded if protest is won.

Any protest of technical specification legality and driver conduct must be submitted in writing by a legal entrant from the same class in which the alleged violation occurred. If a kart specification is protested, the protesting driver's own kart can also be subject to full inspection. If an engine specification is protested, the protesting driver's engine can also be subject to full inspection. The protest must be submitted in writing within 30 minutes after the technical decision has been made by an official. Once a competitor's equipment has been removed from the impound area, he or she has waived the right to file a protest.

All protests must be submitted in writing to the **Tech Director or Driver's Steward** of the USPKS or sanctioned event within 30 minutes after the class or race that is being protested clears the scale, or in the case of a scoring protest, 30 minutes after official results have been

announced or posted. The written protest must refer to the specific rule in the USPKS rule book and page number. Anyone filing a protest on another competitor's equipment must keep his or her own equipment in the impound area following the race until the protest has been resolved. **Once a competitor's equipment has been removed from the impound area, he or she has waived the right to file a protest on another competitor's equipment regardless of whether 30 minutes has elapsed from clearing the scale of the race in question.** If a driver's finishing position is adversely affected by an incident on the track, the driver cannot be reinstated to his or her previous position. However, this does not prevent the driver from filing a protest after the race to argue a position penalty given by the officials. Go-Pro/Video must be submitted within the 30-minute limit and must have a tablet or laptop available for viewing (See 101.17)

201.6 Brakes:

Kart shall have rear brakes that shall prevent the wheels from turning when adequate pressure is applied to the brake pedal. Brake pedal and master cylinder must be attached to the main frame with bolts that are drilled with safety wire/cotter pin inserted, or machined for e-clips with e-clips properly installed. It is highly recommended where possible that the brake caliper be attached to the main frame with bolts that are drilled with safety wire/cotter pin inserted, or machined for e-clips with e-clips properly installed. Brake rotor must be attached to the brake hub with a minimum of three bolts that are drilled with safety wire/cotter pin inserted, or machined for e-clips with e-clips properly installed, or steel lock nuts on a minimum of three bolts; nylon lock nuts are not allowed on the brake rotor. The linkage from brake pedal to master cylinder or brake bias must be either 6mm or larger steel rod with clevis or heim joint



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fittings with jam nuts on each end or kart manufactured cable that is a minimum diameter of 2.5mm. NOTE: If secondary cable is used nylon locknuts may be used in place of drilling or machining bolts for actuating rod and secondary cable. Scrub or band-type brakes are not allowed. Brake components must be steel or aluminum; ceramic, carbon fiber or such materials are not allowed. Hydraulic connections must be clean and tight with no leaks and routed to prevent damage while operating kart. Hand brakes are not allowed. An exception may be requested for a driver with a disability and must be approved by USPKS.

201.6.1 Shifter Brakes:

Shifter karts are required to have four-wheel braking with two (2) independent master cylinders

201.15.2 Shifter Chain Guard:

Shifter class requires a chain cover strap to fully cover the top of the chain from the engine sprocket to the rear axle sprocket.

201.22.1 Kart Numbering by Class:

All karts will be numbered per class as follows;

IAME Micro Swift	0 – 99
IAME Mini Swift	100 – 199
IAME KA100 Junior	800 – 899
IAME KA100 Senior	900 – 999
IAME X30 Junior	700 – 799
IAME X30 Senior	300 – 399
IAME KA100 Masters	400 – 499
IAME SSE & KZ	200 - 299

201.24 Transponder Mounting:

The transponder shall be mounted securely and safely to the left side pod of the kart. The transponder must be mounted behind the kingpin using two vertical lines at minimum of 9” from center of king pin to the front edge of the transponder. One transponder per kart is allowed. Transponders are mandatory from the beginning of series-controlled practice through the end of the event. Transponder must be mounted up and down (so you can read it) with no objects below it i.e., lead.

201.24.1 Transponder Mounting

Penalty:

Starting with the second round of the official practice if the transponder is not mounted on the left side pod the competitor will not be allowed on track.

202.5 Spec 2 Cycle Oil:

ELF - HTX 909 is the spec oil for all 2 cycle classes.

Mixing ratio will be 1 liter of Elf HTX 909 to 5 gallon of MS98 VP Fuel.

It is very important that you rinse out your oil bottle at least two (2) times and mix your fuel/oil mixture up very good as the oil will settle to the bottom.



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302.14.6 Push Back Nose Cone Penalties:

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 **3 second** penalty per side with a maximum penalty of **6 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 the event. 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.

401.8 Pro Shifter:

Age: 15+ years old
Minimum Weight: 390 lbs.
Engine: **IAME SSE** or KZ
Carburetor: Tillotson HB-15A or Dellorto VSH30
Exhaust: CIK-FIA Approved
Tires: MG Slicks MG "SM" Yellow CIK/F/Z Prime

4.60 Fronts/ 7.10 Rears

Rains MG "WT" or "SW" 4.20 Fronts & 6.00 Rears

* Total of eight (8) tires, four (4) fronts and four (4) rears can be used for any qualifying or race condition for the remainder of the event. Must qualify on new/sticker tires.

* Competitor running the KZ engine must have in their possession a printed copy of the CIK paperwork to present to tech.

* See Section 507 and USPKS Website for additional Engine Rules.

501.5.1 KZ Engine Sealing:

The KZ class only may seal two (2) engines during the allotted time listed on the Timeline for the event. These engines maybe used for any race condition during that event. Both sealed engines maybe teched at any time.

507 ~~IAME SSE & KZ~~ Rules And Regulations

~~* SSE engine will follow the IAME PDF listed on the USPKS Website.~~

***** Supplemental Rule *****

KZ Push Back Nose Cone Mounts:

The push back nose cone is not required in the KZ class only.