



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)

102.7 Weight:

Weight that is added to the kart to achieve minimum weight for the class shall be white in color, this does not mean white tape with other colors or printing on it, package tape will not be acceptable. All weight shall have the competitor's number on the weight. Weight up to and including six (6) pounds shall be bolted on with a minimum 5/16" (8mm) diameter bolt. The bolt shall be double-nutted or have safety wire or a cotter pin inserted through a hole drilled in the bolt to prevent the nut from coming off. Weight over six (6) pounds shall have at least two 5/16" (8mm) or larger bolts, affixing the weight to the kart, **this includes stacking weight on top of each other that totals more than six (6) pounds.** The bolts shall be double-nutted or have safety wire or a cotter pin inserted through a hole drilled in the bolt to prevent the nut from coming off. Mounting weight to bumpers, nerf bars, side pods or any



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component that is not secure shall not be allowed. Driver is not allowed to have any type of additional weight added to their safety attire or body such as exercise weight straps or weight in pockets.

102.7.1 Loss of Weight on Track:

Any competitor losing weight while on track will receive the follow penalty:

- 1) During practice, loses next round of practice
- 2) Last round of practice, loses fastest lap of qualifying
- 3) During qualifying, heat or final, is DQ

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 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



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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 Penalties:

Drivers may be subject to any of the infractions and their consequent repercussions listed below. Possible penalties are not limited to those listed below, and repercussions may be altered to reflect extenuating circumstances, both of these decisions are at the discretion of the officiating team.

Penalty	Possible Repercussions	Description
Avoidable Contact	3 or 5 positions; placement behind the offended competitor	Using the front bumper to move a competitor off-line and complete a pass; not leaving sufficient space for a driver who is or is almost fully alongside on the exit of a corner
Blocking	3 or 5 positions	Making more than one move away from the line chosen at corner exit to defend from a kart behind
Swerving	5 or 15 positions; Unsportsmanlike DQ	Moving towards a competitor down the straight who already has their front bumper up to the rear wheel of the leading kart, if contact is made this will be 15 positions
Retaliation	15 positions	Taking retributory and aggressive action against a driver who has wronged them
Track Cutting	5 positions minimum	Going 4 wheels off to shorten the track (The inside edge of the curb is defined as the edge of the track)
Tram Line Violation	3 seconds	Exiting the tram lines prior to the green flag being displayed
Jump Start (Singlespeed)	Severity Based	Off-pole accelerating prior to the pole sitter to the degree they gain a significant advantage
Jump Start (Shifter)	3 seconds	Accelerating prior to the official race start as described in the driver's meeting
Unsportsmanlike Conduct	DQ	Making obscene gestures, instigating an altercation in the scale line, and other actions which could be determined to be unsportsmanlike in nature
Passing After Checkered	Severity Based	Overtaking a kart following the checkered flag that is still driving at a reasonably fast pace
Forcing air into the air box	5 positions per instance	Placing a hand behind the inlet tubes in an attempt to force air into them



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302.14.61 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.

302.38 Race Starts:

Karts shall approach the flagman within the tram lanes at a slow and consistent pace. The pole sitter will accelerate when the flagman throws the green, at this time all drivers may exit the tram lanes. The off-pole driver will not accelerate prior to the pole sitter or they subject themselves to a jump start penalty, the severity of which is based on the

severity of the offense. Drivers starting down the order are expected to maintain less than a three (3)-foot gap to the kart ahead at all times once they enter the tram lanes. Exiting the tram lines prior to the green flag will subject a driver to a three (3) second time penalty.

302.38.1 Shifter Starting Procedure:

Lights will be used when available, otherwise a flagman will be used to start the race. All karts will start from a standstill, movement prior to the official race start will result in a three (3) second time penalty. Every grid box will be utilized, unless the race director indicates otherwise for safety reasons. In the event a driver stalls prior to the start, they are expected to wave their arms above their head, at which point the field will be waved around. The driver who stalled will start from the rear, and their grid box will be left **empty**.

302.37.2 Shifter Lane Selection:

At the start of the first heat, the polesitter can elect to use either lane. They will be forced to continue with this lane selection through the rest of the heat races or face a three (3) second penalty in each heat. This selection **does not** impact the rest of the grid, and they will start in their assigned rows. The same rule applies for the final, if the pole sitter from qualifying remains on pole, they may select a different lane from the heats at this time if they elect to.



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401.8 Pro Shifter:

Age: 15+ years old

Minimum Weight: 390 lbs.

Engine: ~~IAME SSE~~ or KZ

Carburetor: Tillotson HB-15A or Dellorto VHS30

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 may be used for any race condition during that event. Both sealed engines may be teched at any time.

501.5.3 Tampering with Engine Seal:

Any competitor that tampers with any engine seal be disqualified from the event receiving zero points.

501.7.1 Loose or Missing Engine

Components:

All engine components from the air box to The pipe must be properly attached from leaving the grid to the end of the race. If an engine component comes loose after crossing the start finish line and receiving

the Checkered Flag, the competitor will keep their spot.

501.10.2 Loss of Battery on Track:

If a competitor loses their battery while on track, they will receive the following penalty:

- 1) During practice, loses next round of practice
- 2) Last round of practice, loses fastest lap of qualifying
- 3) During qualifying, heat, LCQ or final, is DQ

501.16.1 KZ CC Measuring Plug:

The CIK measuring plug must be used.

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.