

Superkarts! USA

Superkarts! USA Inc. is a sanctioning body that is dedicated to High Performance Kart racing in North America. As such, Superkarts! USA (SKUSA) desires to develop the sport of kart racing into a truly professional motor sport that makes every effort to meet the needs of kart racers in North America.



Tom Kutscher
CEO/President

Patti Kutscher
Vice President/Director of Administration & Registration

John Motley
National Technical Director

Regional Directors

ProKart Challenge South/North – CA
Tom Kutscher
tkutscher@superkartsusa.com
951-491-0808

SKUSA Mountain Region – CO
Curt Kistler
curt@skusamr.com
303-241-8379

Central States Challenge – Midwest
Pam Freund
pamelafreund@att.net
636-262-7678

Maui Kart Challenge – HI
Art Gumpfer
agumpfer@hawaii.rr.com
808-216-3514

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2010-2011 SUPERKARTS! USA RULES AND REGULATIONS

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2009-2010 SUPERKARTS! USA RULES AND REGULATIONS

10. OPERATIONAL POLICIES

10.1. GENERAL

10.1.1. Spirit and Intent: "If this book does not say you can, you can't!"

Guidelines offered in this publication are subject to the term "Spirit and Intent" and apply to the technical aspects of kart racing as well as to the actions of drivers and crewmembers. In this book, "shall" is mandatory and "may" is permissive. It is expected that all participants will adhere to the "Spirit and Intent" of these rules. These are guidelines for fair and equitable competition. They are not the basis to "read between the lines" in order to circumvent the intent. Superkarts! USA (hereinafter referred to as SKUSA) does not intend to become bogged down by internal litigation. If you are the type of person that is intent on finding loopholes, then it is imperative that you re-evaluate your association with SKUSA. The "Spirit and Intent" clause allows the Race Director to make timely decisions and resolve disputes. If you are contemplating a technical undertaking that is not directly addressed in these rules, please contact the National Technical Director to ensure it is legal and will be allowed.

10.1.2. Rules Disclaimer: These rules shall govern all SKUSA events and, by participation in these events, all entrants are deemed to have understood and complied with these rules. No expressed or implied warranty of safety shall result from publication of, or compliance with, these rules and regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee or warranty against injury or death to participants, spectators, or others.

10.1.3. Rules Revisions: Revisions subsequent to this printing will be available on the www.superkartsusa.com website. Such revisions supersede the related sections in this document. While every attempt will be made to provide a 30-day notice of a rule change, it may become necessary to implement changes more rapidly. The implementation date of any change will be clearly stated. Any rule changes are effective immediately unless otherwise noted.

10.1.4. Consumables Disclaimer: SKUSA reserves the right to make changes to products provided to the competitor (e.g., tires, fuel, etc.). SKUSA shall make every effort to provide reasonable notice of such changes.

10.1.5. Liability Forms

10.1.5.1. Liability Waiver: All drivers shall sign a waiver and release of liability before participating in any SKUSA event. The entrant and/or driver, in submitting the entry form for any SKUSA event, agrees to hold SKUSA, together with its owners, heirs, assigns, officers, representatives, agents, employees and members, harmless from any and all liability. This includes, but is not limited to: injury to persons, property, employees and/or

reputation that may be sustained by said entrant or driver; from all claims of said injuries to parties listed above growing out of, or as a result of the event contemplated under the entry form; or caused by any construction or conditions of the course over which the event is held.

10.1.5.2. Parental Consent Form: It is mandatory that the parent or legal guardian for any minor that will be in any restricted area to complete the “Parental Consent, Release and Waiver of Liability, Assumption of Risk, and Indemnity Agreement” before being allowed to participate in or attend a SKUSA event.

10.2. ENTRIES

10.2.1. Official Entry: The driver is the official entry in a SKUSA racing event. That driver is allowed to enter and race only one chassis per class at an event, and there shall be no substitutions of the chassis without the permission of the Technical Director. Viable reasons include a bent or broken chassis. The Technical Director is to consider all safety concerns involved. The kart chassis is official once the first competitive green flag (qualifications, first heat, etc.) is thrown on that kart chassis. A driver may practice with as many chassis as he or she wishes that have cleared self-tech, but once competition begins, the driver is bound to the declared chassis that has cleared tech for the remainder of the event competition. A SKUSA chassis band may be supplied in the driver entry packet. If provided, it must be affixed to the chassis and will be considered a standard tech item for that event. It is also the sole responsibility of the driver to specify the chassis number on applicable forms. A kart chassis can have only one entrant competing with it per class. A kart may be entered in more than one class, but only if the kart and driver meet all the requirements of all entered classes. The kart chassis identification number may be recorded or the chassis will be marked after qualifying.

10.2.2. Entry Refunds: No entry refunds are allowed once the kart has taken the track on competition day. Pre-entry refunds or credits will be at the discretion of the race registration official.

10.2.3. Substitute Drivers: Substitute drivers are not allowed once the first timed competition session has begun.

10.3. PARTICIPANTS

10.3.1. Drivers and Crewmembers: Anyone entering the pit area at a SKUSA sanctioned, affiliated, or insured race, including pit crew, track officials, tech personnel, or other personnel, MUST sign the “Release and Waiver of Liability, Assumption of Risk, and Indemnity Agreement” and be in possession of proper credentials prior to engaging in race preparation. Failure by anyone to comply may result in disqualification, suspension, or other action as deemed appropriate by the Race Director or SKUSA officials. SKUSA is, at all times, empowered to determine the number of persons per entry that may be permitted access to the pit area. SKUSA may revoke permission, as may have been granted any individual, for misbehavior or non-

compliance with these competition regulations, or for disobedience of a race official's orders. Such revocation of privilege may lead to expulsion from the pit area and/or from the track property. The driver is responsible for the actions of their pit crew at all times. The disciplinary actions taken against the pit crew will be levied against both the pit crew and the registered entrant/driver. No person is allowed to drive a kart on the track other than the registered, licensed driver for any reason whatsoever.

10.3.2. Appearance: It is essential that every effort be made to present the most professional racing appearance possible. To this end, certain minimum requirements shall be imposed on all competitors. All SKUSA events will require clean and professional driver and team attire. Obvious violations of this policy may result in revocation of entry or expulsion of team member.

10.3.2.1. Driver: All members competing in SKUSA events shall maintain a clean, neat appearance. Driver wear shall be clean for each event. Official SKUSA patches shall be displayed on the upper half of the front of their driving suits at all events. Series sponsor patches shall be displayed as directed.

10.3.2.2. Kart: Series or class sponsor decals shall be displayed as directed. SKUSA decals shall be displayed prominently for national events. All other appearance elements of the racing vehicle should reflect the highest possible standards.

10.3.2.3. Crewmembers: All crewmembers shall maintain a high standard of appearance at all events. During the "Official" event days, teams are encouraged to wear team uniforms and maintain them in the most professional manner possible.

10.4. SAFETY Safety is the primary concern of SKUSA at all of its sanctioned or affiliated events. Methods of operation, vehicle construction, track facilities and competition practices are under constant review to protect all participants and to reinforce the safety standards of the sport.

10.4.1. Disclaimers: Kart racing has certain inherent risks. Each competitor assumes those risks when they participate in an event. While everyone involved including drivers, crewmembers, officials, promoters, and SKUSA have taken measures to reduce the risk of serious injury or death, the risk cannot be eliminated and will always be present at a high level. Although safety is everyone's concern, SKUSA cannot, and is not, responsible for all or even most aspects of the safety effort. That responsibility rests with the various participants in the event(s) as follows:

10.4.1.1. Promoter Liability: The event promoter is directly and finally responsible to ensure that the racing facilities are adequate, including safety personnel and equipment for the event, both for the purpose of preventing injury where reasonably possible, and responding to injury when it occurs. The event promoter is further responsible for ensuring the conditions at the racing facility are maintained in a reasonable manner to reduce the risk of injury.

10.4.1.2. SKUSA Responsibility: Employees and representatives of

SKUSA, when they are present at an event, shall inform the promoter of any inadequacies in the facilities, safety personnel and equipment, or other conditions at the track that they (a) observe and (b) consider in their best judgment to be inconsistent with the interest of safety. In general, however, SKUSA employees and representatives are not present at events with sufficient frequency to make any representations or warranties of safety to any competitor or other person. As a result, SKUSA cannot and does not take responsibility to ensure the adequacy, for the purposes of safety, of the racing facility, safety personnel or equipment, or conditions at the track. The promoter and the competitors are solely and ultimately responsible for such matters at all SKUSA events. SKUSA reserves the right to cancel, reschedule, or delay a race at its sole discretion if the safety of competitors, spectators, crewmembers, or staff members is at risk for any reason.

10.4.1.3. Competitors' Responsibility: Competitors are closer to the racing facilities, track conditions, safety personnel and equipment than are SKUSA officials or the promoter, and are, therefore, better able to monitor track conditions on a continuing basis. Competitors are thus obligated to inspect, observe, and promptly report to the Race Director any inadequacy in the facilities, personnel, equipment, or conditions at the track before, during, and after each event. All competitors have the right to withdraw from an event for safety concerns whether real or perceived. Competitors also are solely and directly responsible for the safety of their race karts and racing equipment and are obligated to perform their duties (whether as the vehicle owner, driver or crewmember) in a manner designed to minimize to the maximum extent possible the risk of injury or death to themselves and others. *Neither SKUSA nor the promoter will assume any liability for the safety or technical compliance of a competitor's race kart and/or racing equipment.*

10.4.1.4. SKUSA Officials: In SKUSA events, SKUSA officials are independent contractors, often employed by the promoter in other capacities. Those officials, in the exercise of their independent judgment, shall report promptly to the promoter any observed safety inadequacies in the racing facilities, safety personnel or equipment. In addition, if a SKUSA official observes any safety inadequacy in a competitor's race kart, racing equipment, or conduct, the official may take whatever action is deemed reasonable and appropriate in order to correct such inadequacy. Such action may include, but is not limited to, physical examinations, medical determinations, and driver ability tests. The competitor is obligated to follow the official's directives. Since SKUSA officials may be independent contractors and because SKUSA employees or representatives generally are not present at all SKUSA events, SKUSA is not responsible for the action or inaction of any SKUSA official as it pertains to safety.

10.4.2. Driver Equipment: Spot checks may be made at any time during an event. In the sole discretion of SKUSA race officials, safety violations could result in a correction requirement and/or a one finishing position penalty.

10.4.2.1. Helmets: Effective January 1, 2010, all helmets must meet one of the following standards: **Snell:** SA2000 (expires 12/20/10); M2000 (exp 12/20/10); K2005 (exp 12/20/15); M2005 (exp 12/20/15); SA2005 (exp 12/20/15); CMR-2007 (youth helmet/exp 12/20/15); CMS-2007 (youth helmet/exp 12/20/15); **SFI:** 24.1 (youth helmet/exp 12/20/12); 24.1 2005 (youth helmet/exp 12/20/15); 24.1 2010 (youth helmet/exp 12/20/20); 31.2A (exp 12/20/13); 31.1/2005 exp 12/20/15); 41.1 2005 exp 12/20/15); **British:** BS665885 Type A (exp 12/20/13); BS665885 Type A/FR (exp 12/20/13).

10.4.2.2. Gloves: Must be manufactured for racing and possessing racing related grip enhancement, as well as offering a degree of abrasion resistance.

10.4.2.3. Driving Suits: Must be manufactured for racing. Suit must be constructed of heavy weight, abrasion resistant nylon or leather. Driving suits must be of sufficient length to cover entire leg and ankle when in seated driving position. No portion of the leg or ankle may be exposed when in the driving position. Jacket and jeans are not permitted.

10.4.2.4. Footwear: Must be shoes manufactured for racing. No portion of the leg or ankle may be exposed when in the driving position.

10.4.2.5. Neck Brace: Must be manufactured for racing, must include foam insert as originally designed and produced, and is required for all "on track" activities. The Leatt Neck Brace and Valhala 360 are acceptable as alternatives to standard neck braces. Altered neck braces, including removal of foam insert, are in "Non Compliance." NOTE: When SFI approved neck braces are approved, they will become mandatory at a date announced on the SKUSA website.

10.4.2.6. Loss or lack of Neck Brace: Loss or lack of a neck brace on course will result in a BLACK flag.

10.4.2.7. Rib protectors: These protective items are highly recommended but NOT considered required. The lateral forces generated in kart racing are a serious concern, and all SKUSA competitors are urged to consider this protective device.

10.4.3. Accidents:

10.4.3.1. Race officials and emergency medical personnel are the only persons authorized to be on the track after an accident has occurred. Exceptions to this are at the Race Director's discretion.

10.4.3.2. Karts involved in an accident may be subject to inspection by officials.

10.4.3.3. Medical personnel shall examine any driver who sustains an injury.

- 10.4.3.4. Any kart and driver involved in an accident shall continue only with approval from the Race Director.
- 10.4.3.5. The Race Director shall approve any repair to a damaged kart.
- 10.4.3.6. Major damage resulting in a need to change kart chassis shall ONLY be undertaken with the approval of the Race Director.

10.5. DISCIPLINARY ACTION

10.5.1. Race Director Authority: The interpretation and application of the SKUSA Rules by the Race Director shall be final at an event. Penalties for violations are determined by the gravity of the violation and the effects on the fairness of competition, the orderly conduct of the event and the interest of karting. Only the Appeals Board can overrule the Race Director. The power to reinstate a suspended or revoked driver's privilege rests solely with the Appeals Board, and will be based on the severity of the rules infraction and/or the seriousness of the act or omission.

10.5.2. Definitions: Although there can be confusion between the following descriptions of driving and personal conduct at a SKUSA event, the definitions below are a guideline for driver conduct as well as participant conduct (for any person attending a SKUSA event):

10.5.2.1. Careless: Departing from the standard of a reasonably prudent, competent driver and/or reasonable personal conduct.

▼Penalty #1 through #11

10.5.2.2. Reckless: Performing an act or omission which creates an obvious and serious risk to others without due consideration of the consequences. ▼Penalty #2 through #14

10.5.2.3. Dangerous: Performing an act or omission that creates an obvious and serious risk to others and with deliberate disregard of the consequences. ▼Penalty: #13 through #15

10.5.3. Penalties: The penalties that follow apply to driver conduct as well as personal conduct for any person attending a SKUSA event:

1. Verbal Warning
2. Loss of practice or practice time
3. Docked one Position
4. Docked three positions
5. Docked all positions gained – Plus One
6. Docked all positions gained – Plus Three
7. Moved to rear of the field
8. Docked one lap
9. Disqualified from Qualifying, Heat, Pre-Final, or Final + No Points that qualifying session, Heat, Pre-Final, or Final.
10. Disqualified for Day + No Points for Day.
11. Disqualified from Event + No Points for that Event. Must leave premises. **
12. Suspension for One Race + No Points for that Event. Must leave premises. **
13. Suspension for One or More Races + No Points for that Event.

Must leave premises. **

14. Suspension for Present Season or Next Season. If #10 and #11 do not impose a penalty, the penalty can be moved to the next season or previous race(s). Must leave premises. **
15. License Revoked and All SKUSA Privileges Revoked, until further notice. Any person not belonging to SKUSA will lose all rights to attend an event (purchase a SKUSA insurance pass) or be allowed on any premises where SKUSA is hosting an event. SKUSA officials will notify the person within ten working days by mail of their final disciplinary action; must leave premises.
16. Note: Some infractions may be of a nature that the most severe penalty for disciplinary action needs to be imposed upon the first incident. Please note: "See Reckless or Dangerous Definitions above."

** Must leave premises may be optional at Race Director's discretion and SKUSA reserves the right to impose a monetary penalty.

10.5.3.1. Suspension: Length of suspension is at the discretion of the SKUSA National Office and/or Appeals Board.

10.5.3.2. Disqualification: Any driver who is disqualified from the entire event for any reason whatsoever will lose all race points and awards for that event. Only disqualifications because of a weight infraction can be used as a "throw-away" race in any SKUSA series.

10.5.4. Off Track Conduct

10.5.4.1. If the act or omission of a participant is determined by the Race Director or SKUSA official to constitute a threat to the orderly conduct of the event, that SKUSA official may take temporary emergency actions against the participant. Such emergency action may include ejection from the premises, suspension of competition, or other action deemed necessary to remove the threat created by the member or non-member. Any SKUSA official taking such temporary action must notify the Race Director immediately.

10.5.4.2. Drivers, crews, and competitor-invited guests will, at all times, be responsible for their own conduct. Any offense committed by a crewmember or invited guest may be chargeable to the driver, as well.

10.5.4.3. Interaction Between Competitor and Officials: All concerns or disputes from drivers and/or crew members, mechanics or kart owners shall be taken to the Race Director. If other officials are to be a party in resolving disputes, it shall be at the sole discretion of the Race Director. Any inappropriate actions directed at any official by parties representing a competitor (including the driver) shall subject the driver to disciplinary action. ▼Penalty #1-15.

10.5.4.4. Outbursts of a loud and vulgar nature and/or failure to follow the instructions of any track official will not be tolerated. This

particularly applies during the running of an event while the driver is away from his/her pit. The responsibility also extends to conduct in the local area of an event or related function (e.g., banquets, seminars, televised events, etc.) including motels, hotels, restaurants, or any private or public area. Such conduct will be treated with "ZERO TOLERANCE." ▼Penalty #1 or #10-15

10.5.4.5. Any such incidents may result in the loss of series points by the associated driver. Flagrant incidents will result in the disqualification of the associated driver and the expulsion of the violator. Any such conduct aimed specifically at an official will result in immediate disqualification of the associated driver. An additional deduction of series points may be assessed, depending on severity. Any physical threats directed at an official WILL result in a ONE-YEAR SUSPENSION from any SKUSA event. The associated participant's SKUSA license will be revoked and application for renewal will not be considered for at least 12 months. ▼Penalty #15

10.5.5. Miscellaneous Violations

10.5.5.1. Any driver, in the opinion of the Race Director, who competes with illegally modified equipment with the intent to compete illegally or the intent to defraud officials or other competitors by such modification, is subject to suspension and loss of all points and awards for the entire season. Such penalty shall be made at the particular event and is subject to SKUSA protest and appeal rules.

10.5.5.2. Any participant who races at a SKUSA sanctioned or affiliated event without being the driver of record will be subject to disciplinary action. ▼Penalty #12-15

10.5.5.3. Any driver who falsifies their age on their SKUSA membership application in order to meet age requirements is subject to suspension. ▼Penalty #12-15

10.5.5.4. Consumption of intoxicating beverages in the pits, on the racecourse or surrounding premises by any participant during race day competition is forbidden. After the track is closed for the day, track/facility rules and local laws governing the use of alcohol shall apply. The use of narcotics and all illegal substances is forbidden. Any event participant who shows evidence of being under the influence of any of the aforementioned shall be disqualified, subject to suspension, and ejected from the premises immediately. ▼Penalty #10-15

10.5.5.5. Any driver whose kart, or associated relevant equipment is rejected at pre-race technical inspection and who then intentionally presents the kart or equipment for re-check without having completed the required corrections, may be moved to the rear of the field. ▼Penalty #7

10.5.5.6. Non-compliant fuel found in use during time trials, heat races, or pre-final mains will cause the competitor to be placed at the rear of the next race line-up. ▼Penalty #7. Non-compliant fuel

found at the end of a feature/final race is an automatic disqualification. ▼Penalty #10. Participants may be granted a courtesy fuel test prior to the event, time permitting. If a competitor is found to be in non-compliance on fuel twice in the same season, they may be suspended from SKUSA sanctioned or affiliated events. ▼Penalty 12-15.

10.5.5.7. SKUSA reserves the right to prosecute, to the full extent of the law, any competitor found to be using EPA listed known cancer causing agents as an attempt to enhance fuel performance at any SKUSA sanctioned event.

10.5.6. Protests: Protests must be submitted in writing on an approved SKUSA Protest Form to be taken under consideration. Protests cannot be submitted for non-performance items. *Protest forms are available from a SKUSA official.*

10.5.6.1. Protests involving specifications or drivers' conduct must be submitted by a participant in the same class. All protests involving drivers' conduct or involving specifications when there is no post-race tech must be submitted to the Race Director in writing within 30 minutes after the posting of the results. All protests involving specifications where there is post-race tech must be submitted to the Race Director within 30 minutes after the posting of post-tech results.

10.5.6.2. If a protest pertains to the last event of the day for a particular class, an official decision will be rendered within 5 working days of the completion of the event. If a protest pertains to a preliminary event, an official decision will be rendered before the next race of the event for that class in which the protest took place. Protests must refer to a specific regulation, specification or driver conduct. The Race Director has final say in all protests at the event. In the case that the Race Director cannot be impartial, then and only then, shall the Race Director, flagmen, and other race officials at the event collectively make the decision.

10.5.6.3. A \$150 (one hundred-fifty dollar) protest fee shall accompany any written protest. The protest fee will be refunded in the event the protest is found valid. In the event no rule infraction is found, the protestor relinquishes all rights to the funds.

10.5.7. Appeals to the National Board

10.5.7.1. The fee for this service is to cover administrative costs and provide the parties a fast, fair, and concise resolution.

10.5.7.2. Any appeal shall be submitted in writing on an official SKUSA appeal form and include a \$500 fee, which is non-refundable, regardless of the decision.

10.5.7.3. No appeal should be filed regarding a race event decision unless a competitor first filed a protest, which was officially denied.

10.5.7.4. No appeal regarding disciplinary action for conduct which does not take place at the track may be filed unless the

information supporting the appeal and the appeal fee is received by the National Appeals Board no later than five (5) business days after the disciplinary action took place. If the appeal requests action regarding someone other than or in addition to the individual filing the appeal, such other person must also receive from the SKUSA National Office the information supporting the appeal within five (5) business days after the SKUSA National Office receives that information.

- 10.5.7.5.** All information supporting the appeal of a race event decision and the appeal fee made out to SKUSA must be received by the National Appeals Board care of the SKUSA National Office, no later than five (5) business days after the last day of the event in which the appeal took place. If the appeal requests action regarding someone other than or in addition to the individual filing the appeal, such other person must also receive from the SKUSA National Office information supporting the appeal within five (5) business days after the SKUSA National Office receives that information.
- 10.5.7.6.** Whenever an appeal regarding a particular event is received, the results of that class shall be deemed unofficial and all awards are provisional until the appeal is decided.
- 10.5.7.7.** If the appeal requests action regarding only the individual filing the appeal, the National Appeals Board shall make a final decision and notify that individual within five (5) business days after receiving the appeal documentation and appeal fee.
- 10.5.7.8.** If the appeal requests action regarding someone other than or in addition to the individual filing the appeal, the National Appeals Board must receive any information supporting that person's position regarding the appeal within five (5) business days after that person receives the information supporting the appeal. The SKUSA National Office will send to the filing individual the information from any party regarding the appeal. The National Appeals Board shall make its final decision and notify the filing individual and all other persons involved in the appeal within five (5) business days after receipt of the third person(s) information.
- 10.5.7.9.** If the person wishing to appeal does not provide a properly completed appeal form, the appeal fee, and supporting information in the time frame stipulated in this section, the appeal will be denied. If information requested from third party(s) is not received in five (5) business days, the appeal will be considered without that information.
- 10.5.7.10.** All information and the appeal fee should be by a method by which the provider can document the date of that provision. Email and fax can be used.
- 10.5.7.11.** Any of the time limits set forth in this rule may be changed upon the agreement of all persons involved in the appeal, including the National Appeals Board.
- 10.5.7.12.** The decision of the National Appeals Board shall be final. Once the final decision has been made, the results shall be

mailed to pertinent parties.

15. DRIVER ELIGIBILITY

- 15.1. ABILITY:** All drivers shall demonstrate their driving ability to the satisfaction of the race officials during the mandatory practice period before being fully allowed to compete. The Race Director has the authority to remove an entrant from competing at an event. In such cases, the entry fee may be refunded in whole or in part at the sole discretion of the track officials. The intent is not to ban a driver but to insure the safety of everyone.
- 15.2. LICENSING:** All competition drivers must hold a current year or temporary/single event SKUSA Competition License. Only SKUSA licensed drivers will accrue competition points. All points shall be contingent upon the driver being licensed in the current year as well as being held in "Good Standing" for the current year.
- 15.3. AGE CRITERIA:** The minimum age to compete in a SKUSA event depends on the division in which the driver desires to compete. In no case shall any driver be under 7 years of age (racing year age). A driver's racing age shall be determined by the age to be attained during that racing year. For example: A driver turning 15 by December 31 of the racing year may race within the designated class requiring age 15 at any time during that year. The applicant's age is only a part of the driver applicant requirements. A certified copy of birth certificate is required for all minor drivers (under 18 years of age). The SKUSA National Office reserves the right to place a driver in the class deemed "most appropriate" regardless of age, this being under the Race Director's discretion. Also, once a driver competes in the next higher age category in any verifiable karting competition series or race, at any level, they must continue to compete at that age category in SKUSA-sanctioned events, and may no longer compete in the lower age category.
- 15.4. MEDICAL CONDITION OF COMPETITORS:** Competitors are prohibited from participating in any SKUSA sanctioned event if their physical or mental condition makes it unsafe to do so. This restriction applies to practice sessions as well as competition. Medical conditions include persons on medications that may impair their physical or mental acuity, persons with weakened physical conditions, persons under a doctor's care for physical or mental illness, or persons with any physical condition or disability that would jeopardize their safety and the safety of others, including pregnancy. SKUSA is not liable for injuries, death or other problems incurred by drivers with any medical condition.
- 15.5. DRUGS AND OTHER MOOD ALTERING SUBSTANCES:** No competitor, crewmember or other related persons shall be allowed within the confines of a SKUSA sanctioned event while under the influence of any substances commonly considered to be mind or mood altering in nature and not being prescribed by a licensed physician. Any person suspected to be under such influence is subject to immediate ejection

from the premises or even turned over to local authorities. Any licensed competitor or SKUSA member considered to be under such influence is also subject to immediate and permanent ban from the organization. All drivers are responsible for the conduct of their crew and family. SKUSA shall bear no burden of proof in their determination. Under no circumstances shall a prescription be any defense for misuse or misconduct. This is a "No Tolerance" policy. ▼Penalty #9-15

15.6. ALCOHOLIC BEVERAGES: The use of alcoholic beverages is prohibited during any SKUSA event. After the event is declared concluded for the day, track/facility rules and local laws governing the use of alcohol shall apply. ▼Penalty #10-15

20. REGULATIONS

20.1. OFFICIAL CLASS STRUCTURE

20.1.1. Description of Classes (see table that follows for additional details):

- 20.1.1.1. SuperPro** – National events only. Reserved for Nationally ranked drivers. Based on CIK/FIA KZ (ICC) class rules.
- 20.1.1.2. S1** – This class is reserved for advanced level Spec Honda drivers.
- 20.1.1.3. S2** – This class is reserved for Semi-Pro Spec Honda drivers.
- 20.1.1.4. S3** – Spec Honda novice drivers.
- 20.1.1.5. S4** – Spec Honda Master drivers (see table below).
- 20.1.1.6. S5** – Spec Honda, restricted for junior drivers.
- 20.1.1.7. G1** - Age based class. Expert or light per regional option.
- 20.1.1.8. G2** – Age or weight based class. Novice or heavy per regional option. Local option to allow drivers under minimum age to race if driver weight is greater than 200 lbs.
- 20.1.1.9. TaG Senior** - Electric start, single speed, spec class.
- 20.1.1.10. TaG Masters** – Age or weight based electric start, single speed, spec class. Local option to allow drivers under minimum age to race if driver weight is greater than 200 lbs.
- 20.1.1.11. K1** - 80cc class for adults.
- 20.1.1.12. K2** - 80cc class for junior age drivers.
- 20.1.1.13. TaG Cadet** – Entry level class for young drivers.
- 20.1.1.14. TaG Junior** – for older junior drivers.
- 20.1.1.15. Local Option:** Each SKUSA Region has the option of offering additional/alternate classes based on local circumstances, but only if those class(es) have been approved by the SKUSA National Office. Regions also have the option of deleting any SKUSA classes described herein, with the same requirement.

20.1.2. Class Overview: All SKUSA sanctioned or affiliated events shall be made up of classes primarily selected from the above descriptions. Please contact your Regional Director for the specific classes available in your region.

Class	Engine	Age	Weight	Tire
SuperPro	125cc KZ (ICC)	15 and up	375 lbs.	Spec
S1	125cc Spec Honda	15 and up	385 lbs.	Spec
S2	125cc Spec Honda	15 and up* *14 allowed with Race Director's discretion/approval	395 lbs.	Spec
S3	125cc Spec Honda	15 and up* *14 allowed with Race Director's discretion/approval.	395 lbs.	Spec
S4	125cc Spec Honda	30 and up	405 lbs.	Spec
S5	125cc Spec Honda Restricted	12 to 15* *With Race Director's discretion/approval.	340 lbs.	Spec
G1	125cc Moto/ICC	30 and up	405 lbs.	Spec
K1	80/85cc Moto	14 and up	360 lbs. without front brakes. 370 lbs. with front brakes.	Spec
K2	80/85 cc Moto	12 to 15	320 lbs. without front brakes. 330 lbs. with front brakes.	Spec
TaG Cadet	60 cc Electric start	7 to 11	See SKUSA or Regional Series Web Site	Spec
TaG Jr.	125cc Electric Start	12 to 15	See SKUSA or Regional Series Web Site	Spec
TaG Sr.	125cc Electric Start	15 and up* *14 allowed with Race Director's	See SKUSA or Regional Series Web	Spec

<i>Class</i>	<i>Engine</i>	<i>Age</i>	<i>Weight</i>	<i>Tire</i>
		discretion/approval.	Site	
TaG Master	125cc Electric Start	30 and up	See SKUSA or Regional Series Web Site	Spec

20.2. RACE VEHICLE STANDARDS

20.2.1. Inspections: Spot checks of a competitor's kart may be made at any time during a SKUSA event. At the sole discretion of SKUSA officials, violations of this section could result in a one finishing position penalty. Dimensional violations will result in disqualification and loss of points for the day.

20.2.1.1. Pre-Tech Inspection: All drivers must use the approved Pre-Tech Inspection form included in the registration package. Pre-Tech forms must be completed and signed by the driver. Forms are to be turned in at the pre-grid for qualifying. Driver is not eligible to qualify without submission of an executed Pre-Tech form.

20.2.2. Number Plates

20.2.2.1. Kart Number and Regional Designation Letter

20.2.2.1.1. Each licensed SKUSA member will be issued a kart number and designator letter based on his or her home region. This allows a driver to participate in other regions and national events without changing their kart number. SKUSA does not allow duplicate numbers within the same class and region.

20.2.2.1.2. All kart numbers with designator letter must be displayed on the kart in the same color. Please refer to the SKUSA website for updated color information.

20.2.2.1.3. Regional designator letters are an integral part of a competitors "number" and must be applied in the prescribed manner as defined in the following section. This is a pre-tech item.

20.2.2.2. Number Plate Graphics: It is mandatory that each kart display its racing number on all four sides. The racing number shall consist of three elements; 1.) The background, 2.) The numeral and, 3.) The regional designator.

20.2.2.2.1. The background is defined as an area onto which the numerals and designator letter are affixed. This area can be a plastic plate, such as that common to kart racing, or bodywork that allows sufficient display area. The background color must be in contrast to the number shown, and be easy to read and identify.

20.2.2.2.2. Numerals shall be of a style that is easily readable. This is a function of height and breadth of numerals. Simplicity is

the key. Artistic liberty can often lead to confusion.

20.2.2.2.3. Regional designators are letter(s) that are assigned to a registered racing number and designate the region of the country in which the competitor resides. These letters shall be approximately 1/2 the height of the numerals and located to the lower right of the numeral(s). The letter may overlap the numeral slightly and have 1/8" gap border exposing the background color.

20.2.3. Safety: The following items shall be safety wired, cotter pinned, or secured by circlip or snap ring.

20.2.3.1. Steering

- 3 Steering wheel hub bolts.
- Bolt, steering hub to steering shaft.
- Bolt, steering shaft to chassis.
- Tie rod bolts (at steering shaft and spindle arm).
- Kingpin bolts.

20.2.3.2. Braking system

- Clevis pin, brake pedal to frame.
- Clevis pin, brake actuating rod(s), both ends.
- Bolts, master cylinder(s) to chassis.
- Bolts, brake caliper(s) to chassis spindle.
- Bolts/nuts, brake rotor to brake hub. (**Nuts must be "all metal" lock nuts.**)

20.2.3.3. Throttle: Clevis pin, throttle pedal to chassis.

20.2.3.4. Weights: Weight mounting bolts, double nuts or nut with safety wire. If mounted to the seat, large washers should be utilized to prevent the fasteners from pulling through the seat. Weights **MUST** be painted white.

20.2.3.5. Bumper and cross bar assembly must also be safety wired.

20.2.4. Chassis and Chassis Components

20.2.4.1. Construction: Chassis must be CIK or SKUSA approved and must be constructed of a carbon steel alloy using traditional tubular construction. The SKUSA National Technical Director must approve any non-traditional materials or chassis design and components before the kart can be approved for competition.

20.2.4.2. Differential Mechanisms that allow the rear wheels to rotate at different speeds relative to each other are prohibited.

20.2.4.3. Overall Dimensions: Maximum width is fifty-five and one-eighth (55 1/8) inches for all classes. Maximum length is eighty-four (84) inches. No part of the driver's head may extend past a vertical plane defined by the trailing edge of the rear tires. The distance between the ground and the center hub of the steering wheel will be no less than sixteen (16) inches.

20.2.4.4. Bumpers and Bodywork:

20.2.4.4.1. All karts that compete in a SKUSA event must have at a minimum: (a) Two CIK or CIK-style side pods; (b) front and rear bumpers approved by CIK, IKF, WKA or SKUSA; (c)

Driver fairing – CIK style and must have a minimum of 3” clearance to any part of the steering wheel; and (d) CIK nose.

20.2.4.4.2. In the event that any of the above bodywork is dislodged or missing during a competition session, the competitor will be black flagged and/or disqualified.

20.2.4.4.3. No bodywork may extend wider than the rear tires, with the exception being rain set-ups. Overall width regulations apply.

20.2.4.5. Seat: All mounting of seat components to the main chassis shall be done in a manner that does not place the safety of the driver in jeopardy. Such "flex" mounted components that have a degree of impact on the flexibility of a chassis include, but are not necessarily limited to, front bumper, rear bumper, floor pan, side pods, radiator, silencer and seat. All such flex joints shall allow no more flex and/or motion than available from compressed semi-rigid materials such as rubber or plastic and shall be considered allowable if used in compression, such compression being created by bolts securing such materials between two rigid elements or components of the chassis, seat included. Compression is defined as: "Being in simultaneous contact with two surfaces between which the washer(s) or spacer(s) are being used and being in such compression by solid and rigid elements such as nuts and bolts." Furthermore, use of all such semi-rigid materials shall allow at least one mounting bolt to pass through a hole in said material and not a slot. Seat mounting, at the minimum, must include the use of all traditional and integral chassis-provided components. Such components shall attach to the seat utilizing the standard nut and bolt method. The use of washers, either metal or of a softer composition is allowed as long as such washers or spacers are in compression. Such integral components shall not number less than four (4). The addition of more struts is allowed and may also utilize the flex washers.

20.2.4.6. Seat Struts

20.2.4.6.1. Struts with mid-point washers are allowed as long as the furthest most ends of said strut(s) are rigidly mounted at each end.

20.2.4.6.2. In no case may the use of any strut(s) preclude the use of chassis-provided seat mounts.

20.2.4.6.3. In no case may the strut become more complex and include the use of metal springs of any kind, gas shocks, or any other mechanical devices expanding on the flex associated with flex washers.

20.2.4.6.4. The "appearance" of the existence of a through bolt by affixing bolt and nut heads to mounting areas with no actual and physical connection is illegal.

20.2.4.7. Seat Washers

20.2.4.7.1. Any attachment point from the chassis to the seat or seat strut to a seat will require a minimum of one 35 mm

diameter aluminum or steel backing washer per fastener to eliminate potential break through.

20.2.5. Brakes

20.2.5.1. 2 and 4 Wheel Brake Systems

20.2.5.1.1. 125 Shifters: All shifter karts, 125cc and larger, are required to have four-wheel braking with two (2) independent master cylinders.

20.2.5.1.2. TaG: Rear brakes only.

20.2.5.1.3. K1, K2: Front brakes are optional with a 10lb penalty.

20.2.5.1.4. All other classes are rear brakes only.

20.2.5.1.5. Where rear brakes only are stipulated, 4 wheel brake karts are eligible to run as long as the linkage to the front brakes is disconnected (i.e., the front brakes must be inoperable).

20.2.5.2. Sufficient force applied to the brake pedal shall result in all applicable wheels being unable to turn.

20.2.5.3. Flexible duct tube is allowed for brake cooling.

20.2.5.4. All hydraulic connections shall be tight and free from leaks. Fastenings for all brake pedals, pedal to master cylinder linkages, brake caliper bolts, master cylinder bolts, and master cylinder roll pins shall be cotter pinned, safety wired, or secured by circlip or snap ring. All brake rotor nuts must be "ALL-METAL" lock nuts.

20.2.5.5. "Carbon/carbon" braking systems are prohibited. Carbon brake pads are allowed.

20.2.5.6. Connection between brake pedal and master cylinder(s) must consist of both solid rod **and safety cable** with a minimum diameter of 1.8mm.

20.2.6. Tires/Wheels

20.2.6.1. Wheel size for all classes shall be five (5) inches in diameter.

20.2.6.2. Tires are spec for all classes and such spec will be announced a minimum of 30 days prior to an event (see www.superkartsusa.com for current information).

20.2.6.3. Same brand and compound must be run on all four tires.

20.2.7. Miscellaneous

20.2.7.1. Data Acquisition: Data acquisition devices are allowed in all classes. Data acquisition systems used during time trials & racing shall be limited to the collection and storage of data only. Systems that are capable of modifying ignition timing, air or fuel ratio mixtures, traction control, throttle position, etc. are forbidden. SuperPro may have additional restrictions.

20.2.7.2. Radio/Telemetry: Communication with a driver or to/from instruments while on course during qualifying or race is not allowed. The Race Director and/or Tech Officials may require that all such devices be removed for qualifying and/or racing.

20.2.7.3. Special Needs: Special "driver aids" may be allowed in certain circumstances for drivers with special needs due to

physical disability.

20.2.7.4. Sound Limits: SKUSA will strive to be proactive in enforcing sound limits. Some venues have a local noise ordinance specifying a lower dB limit; in this case, the local requirements take precedence over the SKUSA dB limit.

20.2.7.4.1. Noise Level Testing: The sound limit for all karts shall be 92dB ('A' scale, slow response setting), measured at 100 feet, 90 degrees from the kart axis and 4 feet from the ground. Measurements shall be taken at the loudest point on the track.

20.2.7.5. Cooling Fluid: Water Wetter solutions and anti-corrosion solutions are allowable in cooling system. Glycol based anti-freeze is NOT allowed.

20.2.7.6. Fluid Capture: The goal of SKUSA is to eliminate fluid spills (fuel, oil, water) on the racing surface, not to make sure a competitor has a fluid catch bottle(s). Obviously, the existence of such a device does not preclude spillage. The competitor must control fluid spillage. The penalty for not complying could result in a black flag. ▼Penalty #1-10. The catch bottle(s) and/or tank(s) are not a tech items.

20.2.7.7. Fuel Pumps: A single, pulse-type feed system is allowed. Any additional pumps must be for evacuation pump around system. One feed only. No electric fuel pumps allowed.

20.2.7.8. Aerodynamics

20.2.7.8.1. Floor Pan: Floor Pans are not allowed to extend rearward past the front seat mount/crossbar, and must be inside the frame rails and securely bolted in place.

20.2.7.8.2. Seat: Seat incline shall remain consistent with sprint racing incline.

20.2.7.8.3. Skirts: No skirts or vertical aerodynamic sealing devices are allowed to extend below the mainframe rails from the forward edge of the front tires to the rear of the kart.

20.2.7.8.4. Wings: No wings are allowed.

20.2.7.8.5. Aero Effects: No duct or packing tape shall be allowed to form aerodynamic effects. Side pods may be open or closed. Taping them closed is allowed.

20.2.7.9 Transponder Location: Transponder shall be mounted 12-15 inches behind the center of the top of the left kingpin to the leading edge of the transponder on the left side pod. CIK position on back of seat at a height of 25cm +/- 5cm is also acceptable.

20.2.7.10 Radiators: Must be mounted to the left or the right of the driver.

20.2.7.11 Air Box: If an air box is required, it must remain intact and attached until technical inspection. A dislodged airbox is grounds for disqualification.

20.2.7.12 Exhaust Systems: All specified components of a controlled (homologated) exhaust must remain intact and unmodified. This may include header, flex, expansion chamber and

silencer.

20.3. ENGINE STANDARDS

20.3.1. All Classes

- 20.3.1.1. Displacement:** All displacements shall bear a tolerance that shall be defined by specifications deemed "Factory Stock" in the specifications from said manufacturer. All post event tech shall rely on factory specifications in conducting a bore and stroke inspection.
- 20.3.1.2. Turbo or Supercharging:** Turbo or supercharger systems or any form of pressurized fuel feed is strictly prohibited.
- 20.3.1.3. OEM defined:** For the purpose of defining allowable engine components, OEM will mean parts produced by a particular manufacturer for a particular model. Where OEM parts are called out, for example, you may not use Yamaha YZ parts in a Honda CR engine, or RS transmission parts in a CR, or TM enduro parts in a TM motocross engine. The year of manufacture is not controlled, provided the parts are still commercially available to the U.S. market (unless specified otherwise).
- 20.3.1.4. Parts Interchangeability:** OEM parts can be interchanged with any approved year model of the same brand name and similar model of motor (i.e. CR to CR, YZ to YZ etc.), provided that these parts are still commercially available over the counter in the U.S. (and unless specified otherwise).
- 20.3.1.5. Ignition interrupt/Aftermarket shifting systems:** Speed shift/no-lift shift systems are not allowed. Connection between shift lever and J-arm must be solid (other than heim joints). No air bottles, air pumps or any other methods may be used. Exemptions may be granted here by the Technical Director or for special needs drivers.
- 20.3.1.6. Spark plug:** Must be stock, commercially available spark plugs.
- 20.3.1.7. Aftermarket availability:** All aftermarket products used in competition must be of standard production, be commercially available in North America, and must have been so for no less than thirty days prior to the SKUSA event.
- 20.3.1.8. Fuel:** The SKUSA National office will determine the approved fuel and oil for all classes prior to the event. Ratio may or may not be determined. Only fuel/oil combinations are allowed. No Alcohol, Oxidizers, or Hydrazine fuels may be added. Fuel tests may be administered at any time during or after an event. SKUSA reserves the right to administer any fuel test procedure. Failure to pass a fuel test will result in a disqualification of the driver's previous on-track session. Results of fuel tests are deemed final. SKUSA reserves the right to prosecute to the full extent of the law any competitor found to be using EPA listed known cancer causing agents as an attempt to enhance fuel performance at any SKUSA sanctioned event.
- 20.3.1.9. Engine Pre-Race Technical Procedures**
- 20.3.1.9.1.** Should the sealing of engines be declared for the

event/class, prior to qualifying the entrant must present proposed engine package, maximum of two, for inspection and sealing. **Only in the case of engine damage will a repair be allowed.** The Technical Director must FIRST verify damage and give permission to affect repairs. Failure to follow this procedure will result in exclusion from the event. If two engines are sealed, the second engine must be used prior to repair of the first engine. Both engines will be recorded at the time of sealing, and thus assigned to one entrant only. One cylinder stud and one head bolt will be drilled for sealing. This process must be done in accordance with the posted event schedule, but in any event, before the start of qualifying.

20.3.1.9.2. If sealing of engines is not declared for the event/class, conventional marking (painting) of engines will occur. Should damage to the engine occur, the event Technical Director may allow repair or the substitution of a like engine. Only one additional engine (total of 2) may be submitted. Note: in TaG classes, the engine brand and model may not be changed after qualifying. In all engine substitution circumstances, an “Engine Change Form” must be completed and submitted to the Technical Director prior to the change.

20.3.1.9.3. The intent of these rules is to repair engine damage, NOT to perform maintenance. Thus the interpretation will be up to the event Technical Director.

20.3.1.9.4. SKUSA has the right to inspect any engine or any part at any time. After inspection, the engine will be resealed by a tech official. Refusal to submit to inspection will result in immediate disqualification from the race day and all points accrued up until time of inspection will be forfeited for the day. SKUSA also reserves the right to have competitors exchange homologated pieces (carburetor, pipe, ignition components, etc.) for an identical part supplied by SKUSA.

20.3.1.10. Spec and OEM ignition tech procedures: Should a specific SKUSA approved ignition component or OEM ignition component be mandated, they may be tested by a tech official prior to a kart entering the racing surface or in post qualifying or post race tech. If preliminary tests indicate an ignition is non-compliant, SKUSA reserves the right to impound said ignition module. Module shall then be sent to an authorized test facility to verify authenticity. Results of this compliance test shall be deemed final. Refusal by a competitor to comply with an official’s request to test and/or impound their ignition module shall be considered the same as non-compliance with the ignition rule, and shall carry with it the full penalty as noted above. If tech officials elect to impound a competitor’s ignition component during the course of an event, a replacement component of the same make, model, and part number shall be provided to the competitor for the remainder of the event. Component must be

returned to SKUSA officials at the end of competition for that class and event. Impounded ignition components will be returned to the competitor within 45 days of the event. If a competitor ignition component is found to be out of compliance with this rule, the component will not be returned. Violations of the ignition rules may carry the additional penalty of forfeiting all points accumulated year to date.

20.3.1.11. CCV Measurement Procedure

1. Where applicable, combustion chamber volume (ccv) measurements should be made with the L.A.D. Specialties #CCMP measuring plug tool.
2. Allow the engine to reach ambient temperature.
3. Remove the spark plug and measure the thread length. Measurement from the tip of the threaded portion of the plug body to the bottom of the factory-installed washer may not exceed 18.5mm.
4. Rotate the piston to TDC.
5. Screw in the designated CC tool for the class.
6. With a Class A graduated burette, mechanical or electronic, fill combustion chamber to the upper most part of the top edge of the CC tool with Marvel Mystery Oil.
7. Wait thirty seconds before reading the burette. This allows fluid clinging to the interior of the burette to settle for a more accurate reading. The volume read on the burette at this time may not be less than the amount specified for the class under scrutiny.

20.3.1.12 Exhaust probes (EGT) or Lambda sensors: Installation of EGT/Lambda probe and additional mounting bracket is permitted. Insert fitting must be welded in place; no leaks or clamp style fittings allowed.

20.3.1.13 Deck Height or “squish” measurement: All squish measurements will be made using a .060” (nominal) solder parallel to the wristpin, unless otherwise noted. In the event of a marginal measurement the average of both sides will be used.

20.3.2. Motocross Engines

20.3.2.1. Engine Description: Engines must be mass-produced, single cylinder, Motocross motorcycle engines of the current year’s production or older. No prototype, pre-production, "works type" motors or road race engines are allowed in these divisions. Engines may be liquid or air-cooled. Induction may be piston port or case reed type only.

20.3.2.2. Engine Approval: Any new Moto engine submitted for approval to SKUSA will be approved only if previously accepted by the American Motorcycle Association for competition in the USA.

20.3.2.3. Approved Engines

20.3.2.3.1. G1: 1991 or newer Honda CR, Yamaha YZ, Kawasaki KX, Suzuki RM, TM Moto.

20.3.2.3.2. S1/S2/S3/S4/S5: 1999-2002 Honda CR125R.

20.3.2.3.3. K1/K2: 1991 or newer Honda CR, Yamaha YZ, Kawasaki KX, Suzuki RM, TM Moto.

20.3.2.4. Air Box: Drivers may use an optional air cleaner or air box (unless regulated by track). If an air box is utilized, it must be in stock form with NO MODIFICATIONS to the box or the inlet tubes. Air boxes may have up to 3 inlet tubes, each not to exceed 29mm +/- 1mm inside diameter and 95mm minimum length. Approved air boxes are limited to CIK approved and RLV.

20.3.2.5. G1 Engine Specifications (Note: this section applies only to motocross engines used in these classes. For KZ (ICC) engines, see section 20.3.3.)

20.3.2.5.1. Combustion Chamber Volume: Open spec.

20.3.2.5.2. Porting: Porting is open spec; adding or deleting ports or re-sleeving is prohibited in all classes. Re-nikasil is allowed.

20.3.2.5.3. Crank, Rod, and Assembly: Crank, rod, and assembly must be OEM. No modifications shall be made to the assembly. Therefore, the machining, boring, or polishing of counter balances or rod, machining for the purpose of weight reduction, heavy metal balancing or altering crank pin location are all expressly prohibited. However, sanding or polishing the crankshafts or bearing journals for the purpose of allowing a slip fit of the bearings is allowed. The two main bearings, big end bearing, small end bearing, piston, piston pin, ring and clips are non-tech items.

20.3.2.5.4. Transmission: Transmission components must be OEM or equal. This means that if an aftermarket part is substituted, it must be of similar dimensions as the original part. The weight of the replacement part will not be less than the OEM part. The outside diameter and tooth count of the replacement gears must be the same as the OEM part. Grinding or polishing transmission parts to provide a better mesh is legal.

20.3.2.5.5. Clutch: A wet type clutch must be used. All components must be in full and original working order. The clutch inner and outer basket and pressure plate must be OEM. Lightening of the clutch assembly by machining or grinding is allowed. Springs, discs, and plates may be aftermarket. The OEM number of plates must remain in place; no subtraction of clutch plates is allowed. Clutch will be operated by either cable or hydraulic cylinder, but must be manually operated. NO ELECTRONIC or PNEUMATIC clutch controls are allowed.

20.3.2.5.6. Exterior Case Modifications: Machining the intake manifold boss for the purpose of shortening the length of the inlet track is prohibited. The kick-starter boss may be altered to facilitate the use of a straight intake manifold. However, the original kick-starter boss must be obvious.

20.3.2.5.7. Exhaust System: Pipe/expansion chamber, stinger, and silencer are open spec.

20.3.2.5.8. Ignition

20.3.2.5.8.1. CDI: OEM or aftermarket allowed.

20.3.2.5.8.2. Stator/Flywheel: The stator and flywheel must be OEM. No lightening of the flywheel is permitted. The stator mounting holes may be slotted to adjust static timing.

20.3.2.5.8.3. Coil: Coil is open spec. The lead wire can be replaced to facilitate mounting. No ignition advance control can be performed with the coil. It is strongly recommended that ground cables be secured properly and of appropriate size to avoid shock and ignition failure.

20.3.2.5.9. Carburetor: One (1) single barrel, bowl type carb is allowed. Diagram pump type carburetors are allowed. No pressurized or otherwise force-feed fuel systems are allowed in any class. Power jets are legal, but may not be electronically controlled. Twin pump re-circulating systems are allowed.

20.3.2.6. S1/S2/S3/S4/S5 (Spec Honda) Engine Specifications

20.3.2.6.1. Approved engines: The 1999-2002 Honda CR125R.

20.3.2.6.2. Parts Interchangeability: Parts from years listed in the Approved Engines section above may be interchanged, except for items specified below.

20.3.2.6.3. Cylinder Head: Head must remain OEM with no modifications or machining of any kind. Head to be checked with Shockwave profile gauge. Removal of mounting boss and modifications to the water outlets for the purpose of hose connection are allowed. "Squish" or deck height measurement through the spark plug hole will be a minimum of .050" using .060" solder for 1997-1999 cylinders; for 2000-2002 cylinders the dimension is .045". This is not intended to be a "target" dimension. Rather, this dimension is a simple check to determine if any non-conforming modifications are present.

20.3.2.6.4. Cylinder: 1997 to 2002 cylinders are legal. No modification of the cylinder is allowed, such as porting, adding or deleting of ports, decking, or re-nikasil. Stock power valves may be removed and aftermarket plugs used, with no filling, welding, or modifying of the cylinder. No machining of any portion of the exhaust port is allowed. Power valve plugs must be matched outside of the cylinder and re-inserted. Cylinder mounting flanges for retaining cylinder to cases may be spot faced in the area where the nut meets the flange only. Some factory grinding, done prior to the Nikasil process, is present on many cylinders. The Technical Director reserves the right to approve or disapprove any cylinder supplied by Honda and not

modified. In other words, some stock OEM cylinders may not be acceptable for SKUSA competition.

20.3.2.6.5. Cylinder Length – 1997-1999: 3.311” – 3.316”; 2000-2002: 3.307” – 3.312”.

20.3.2.6.6. Piston assembly: Piston components including piston, piston ring, wrist pin bearing, and wrist pin must be unmodified stock OEM parts. Wrist pin clips are non-tech. No other aftermarket parts are permitted. No modifications or treatments of any kind are permitted. Lapping the bottom (only) of the ring is permitted.

20.3.2.6.7. Crank, Rod, and Assembly: Must remain OEM with no modifications allowed. The two main bearings and seals are to be OEM. Flywheel key must also remain in place with no modifications to the keyway or key. Only OEM parts are allowed for rod, bearing, washer, and pin replacement. Polishing to allow for slip fitting of crank is permitted.

20.3.2.6.8. Transmission: Five (5) speed as originally delivered in motorcycles or six (6) speed available through Honda in kit form. The six speed transmissions must be 1994-96 OEM components. All transmission components must remain OEM. No aftermarket parts are permitted. No polishing, grinding, or modifications of any kind are permitted. This also includes all bearings, seals, and shifting mechanisms.

20.3.2.6.9. Clutch: All parts must remain OEM with no modifications of any kind. This also includes bearings. The OEM number of plates must be installed with no deletion of plates.

20.3.2.6.10. Engine Cases: Engine cases, internally, must remain OEM stock with no modifications, including lapping and bearing pocket alignment. External modifications to the cases are allowed only in respect to non-performance modifications, such as machining the kick starter boss and installing a plug in the kick start shaft hole. SKUSA reserves the right to continue to analyze external case modifications as this class develops, and will adjust accordingly.

20.3.2.6.11. Exhaust: Only the following exhausts are allowed. No modification of any kind is permitted. Exhaust flange is open, but must meet OEM length dimensions. No spacing can be used to adjust exhaust length, including flange, flange gaskets, or pipe spacers. Silencer is a non-tech item.

- RLV R2 standard stinger (part # 6800)
- RLV R2 w/ cross stinger (part # 6800/c)
- RLV R4 (part # 6830)
- RCE T-3
- Hi-Tech 125

S5 drivers are to use a SKUSA restrictor, marked with the SKUSA logo and serial number. Call to order: 951-491-0808 or email info@superkartsusa.com.

20.3.2.6.12. Ignition

20.3.2.6.12.1. CDI: Must be OEM 1999 with no modifications to

internals or wiring. SKUSA race officials or the Technical Director reserves the right to require that a competitor swap ignitions prior to entering the racing surface; if the competitor does not comply, they may be disqualified from the event.

20.3.2.6.12.2. Stator/Flywheel: Must be OEM 1999 with no modifications, including wiring (except for repairs approved by the Technical Director). Flywheel key must remain in place with no modifications. Stator: The optional SKUSA Timing Plate (available from SKUSA) or an unmodified stock steel base timing plate must be used. The stock slotted plate or SKUSA plate both allow a limited amount of timing adjustment. Any attempt to exceed this adjustment amount is not permitted. No modification to the hold down bolts or to the plate is permitted. No other modification to any of the ignition components that changes static timing is permitted beyond what the stock plate or SKUSA plate allows.

20.3.2.6.12.3. Coil: Must be OEM 1999 with no modifications. The lead and ground wires can be replaced to facilitate mounting. No ignition advance control can be performed with the coil. Ground cable type and size are non-tech.

20.3.2.6.13. Carburetor: The approved carburetors are the Keihin PWK and PWM with the maximum size of 38.6mm. Pump around systems are allowed. Carburetor bore measurement will be determined at the engine side of the slide. Bore may not exceed the designated maximum diameter in an area .400" wide measured inboard of the slide. No additional components may be added to the carburetor. No internal or external modifications to the carburetor are allowed, such as polishing, boring (including oval boring), or modifying internal passages.

20.3.2.6.14. S5 must use RLV airbox with (2) 23mm inlet tubes. RLV Part Number 0300 Red and 0301 Black.

20.3.2.6.15. Reed Cage, Manifold and Reeds: The reed cage and manifold must remain stock 1999 OEM CR125 (Honda Part Number 16221-KZ4-A10 – most are marked KZ4M) with no modifications. The reed cage must be 1999 CR125 (PN 14100-KZ4-J11). For longevity reasons, aftermarket replacement reeds will be allowed, including mono reeds or stiffeners. Note that this only allows reeds that may be installed without modification to the 1999 reed cage and does not permit multi-stage reeds.

20.3.2.6.16. Gaskets, Bearings, and Seals: All bearings and seals must be OEM for the stated model years. No modifications, including treatments, are permitted. Gaskets spec, but must meet OEM specification, which includes thickness and number of gaskets used. The use of common

sealants on gaskets and the periphery of seals is permitted.
20.3.2.6.17. Water Pump: Water pump and housing must remain OEM. No modifications to impeller or housing of any kind are permitted.

20.3.2.7. K1/K2 Engine Specifications

20.3.2.7.1. CCV: Minimum CCV volume is 7.8cc.

20.3.2.7.2. Cylinder: Porting is open spec. Adding or deleting ports or re-sleeving is prohibited in all classes. Re-nikasil is allowed.

20.3.2.7.3. Crank, Rod and Flywheel: Crank, Rod, and Flywheel assembly must be OEM. No modifications will be made to the assembly. Therefore, the machining, boring, or polishing of counter balances or rod, machining for the purpose of weight reduction, heavy metal balancing or altering crank pin location are all expressly prohibited. Sanding or polishing the crankshafts or bearing journals for the purpose of allowing a slip fit of the bearings is allowed. The two main bearings, big end bearing and small end bearing, piston, piston pin, ring and clips are all non-tech items.

20.3.2.7.4. Transmission: Transmission components must be OEM or equal. This means that if an aftermarket part is substituted, it must be of similar dimensions as the original part. The weight of the replacement part will not be less than the OEM part. The outside diameter and tooth count of the replacement gears must be the same as the OEM part. Grinding or polishing transmission parts to provide a better mesh is legal. The only other modification allowed is the aftermarket 3rd gear. However, it must be the same tooth count and not be lighter than the OEM part.

20.3.2.7.5. Clutch: A wet type clutch must be used. All components must be in full and original working order. The clutch inner and outer basket and pressure plate must be OEM. Lightening of the clutch assembly by machining or grinding is allowed; springs, discs, and plates may be aftermarket. The OEM number of plates must be retained. The deletion of plates is not permitted.

20.3.2.7.6. Exterior Case Modifications: Must remain OEM. The only exception is to the Yamaha; modifying the case for updating the oil/crankcase breather system only is allowed.

20.3.2.7.7. Exhaust System: Pipe/expansion chamber, stinger, and silencer are open spec. No on-track adjustments may be made.

20.3.2.7.8. Ignition CDI: OEM or aftermarket box allowed. All other ignition components must remain stock.

20.3.2.7.9. Carburetor: The max. diameter is 28.6mm. Twin-pump re-circulating systems are allowed. Carburetor bore

measurement will be determined at the engine side of the slide. Bore may not exceed the designated maximum diameter in an area .400" wide measured inboard of the slide.

- 20.3.3. KZ (ICC) Engine Specifications:** The intent of SKUSA is for SuperPro to run under the current CIK/FIA Regulations with minor deviations as posted for the event. Other classes, such as S1, S2, G1 and G2 – which use these engines – will be allowed the changes (exceptions) listed below. This will allow the amateur level competitor to update his older engine to be more competitive at lesser expense. ALL current CIK-FIA Rules and Regulations for KZ/ICC engines, standards and their components will be enforced, unless specified otherwise in this rulebook.
- 20.3.3.1. Approved Engines:** All current or prior currently approved by CIK-FIA. Engine must be a water-cooled single cylinder design with a single reed-valve circuit.
- 20.3.3.2. Parts Interchangeability:** Parts may be interchanged between approved model years of the SAME engine manufacturer and brand.
- 20.3.3.3. Air box:** As per current or prior CIK homologation. SuperPro must conform to current CIK rules.
- 20.3.3.4. Transmission:** Homologated by CIK-FIA (including the primary gear ratio). Cassette type transmission assemblies are not allowed. Minimum 3 and maximum 6 ratios. Tech ratios with a degree wheel with a minimum diameter of 200mm or a digital coder, the degree increments given in the Homologation Form must be shown in tenths of degrees and not in minutes. For the homologation of the gearbox, the Manufacturer(s) and the model and type must appear on the Homologation Form.
- 20.3.3.4.1. Shifting:** Mechanical gearbox control only. No ignition interrupt systems are allowed.
- 20.3.3.5. Exhaust Port Opening:** Total CIK/FIA exhaust duration is 199° maximum for all approved ICC engines. To be read with a degree wheel of a minimum diameter of 200mm or with a digital device.
- 20.3.3.6. Combustion Chamber Volume:** 13.4cc measured with a LAD tool. Marvel Mystery Oil is the required fluid.
- 20.3.3.7. Spark Plug:** Must be stock, commercially available spark plugs. The body of the spark plug (electrodes not included), tightened on the cylinder head, must not extend beyond the upper part of the dome of the combustion chamber. Dimensions: length 18.5mm; pitch X 1.25. Note this is checked with gasket or temp sending unit in place.
- 20.3.3.8. Exhaust Pipe:** Must be CIK homologated for the brand of the engine being used, as supplied by the manufacturer. Must also have the CIK homologation stamp on the pipe. SKUSA allows mixing of homologated pipes and engines only, i.e. 2003 homologated pipe can be run on a 2004 homologated engine, even though the numbers will not match. Whenever mixing

exhaust and engines, all homologation papers for all parts must be available to the event technical inspector. Mixing between brands is not allowed.

20.3.3.9. Exhaust Silencer: Make and manufacturer are open spec. Must meet sound requirements.

20.3.3.10. Fuel: 98 Octane is the approved fuel only. FUEL/OIL combination only! No Alcohol, oxidizers, or hydrazine fuels may be added. Fuel tests may be administered at any time during or after an event. Failure to pass a fuel test will void all results of qualifying, heats, or feature races that a competitor has participated in during that event. Results of fuel tests are deemed final. SKUSA reserves the right to prosecute to the full extent of the law any competitor found to be using EPA listed known cancer causing agents as an attempt to enhance fuel performance at any SKUSA sanctioned event.

20.3.4. TaG Engine Specifications: All TaG engine specifications shall be per the PDF links and rules below.

20.3.4.1. Links to TaG Engine Spec PDFs:

- [Comer](#)
- [Leopard](#)
- [Motori Seven](#)
- [PRD Fireball](#)
- [Sonik](#)
- [ROK TT](#)

20.3.4.2. TaG Air Box (Inlet Silencers) and Adapters:

20.3.4.2.1. TaG Air Box: Must be pre-2004 CIK homologated or RLV with two inlet tubes not to exceed 22.0mm (+/- 1.0mm) and 95.0mm minimum length. Air boxes may not be modified although the rubber flange may be trimmed on the inside of the air box to the flange lip. Aftermarket internal foam air filters are allowed as long as no modification is made to the air box itself. The position of the air box is non-tech. Air box must remain installed and intact during the race. Rotax air box must remain as per RMC rules.

20.3.4.2.2. Air Box Adapters: All engines using bolt-on air box adapters must conform to current flat back style adapter dimensions. These dimensions are the same as WKA/IKF. Adapters that are venturi or funnel shaped are not allowed.

20.3.4.3. TaG Starter Batteries: Starter batteries must be of a sealed or dry cell design and securely mounted.

20.3.4.4. TaG Auxiliary Starters: The intent of this rule update is to allow temporary auxiliary starting for TAG engines in the event of a starter system failure. It is not intended to replace the on-board system. As such, use of an auxiliary starter on consecutive race days could result in penalties being assessed.

20.3.4.4.1. In the event of a starting system component failure, an auxiliary starter may be used without penalty.

20.3.4.4.2. Regardless of the starting method employed, all starting

system components (including charging system) must be installed per OEM specifications at all times. Failure to comply with this requirement will result in disqualification.

20.3.4.4.3. Any competitor using auxiliary starting may be subject to additional tech to verify complete starter system installation and legitimate component failure at the discretion of the Race Director.

20.3.4.5. Clutch: OEM as per engine manufacturer PDF. Clutch engagement must not exceed 6000 RPM. Slip must not be adjustable. Clutch components may not contain significant amounts of any oil or grease. Saturated friction surfaces are grounds for exclusion.

20.3.4.5.1. Test procedure: With driver in kart, attach remote tachometer or utilize on board tachometer. In the event of dispute, the remote tachometer is the official version. Mark top of rear tire with a line across the tire. Competitor then applies minimal throttle until tire makes one revolution. Must not exceed maximum permissible slip RPM.

20.3.4.6. TaG Rotax: All engine components and installation requirements are to meet RMC (Rotax Max Challenge) rules.

20.3.4.6.1. Jetting: Open jetting as per published IKF and TAG/USA. Due to the wide variety of altitude and other environmental factors present in the United States, most organizations allow such jetting changes. #40 slide must be retained.

20.3.4.6.2. Engine Tech Seals: May be run with or without seals but must meet all RMC rules as above. Competitor will be responsible for any resealing required after technical inspection.

20.3.4.7. Exhaust: All exhaust components are to remain intact during the race. No modifications, including repairs, are allowed without prior approval of the Technical Director.

30. EVENT OPERATIONS

30.1. RACE OFFICIALS

30.1.1. Race Director: The Race Director is the head official at all SKUSA sanctioned events. The responsibilities of the Race Director include all decisions on matters of competition, rule interpretation, and disciplinary action. It is the Race Director's obligation to certify the legality of all aspects of the competition, including timing and scoring, vehicle conformity, fuel and engine legality. Decisions by the Race Director are final. *Only the Appeals Board can overrule the Race Director.*

30.1.2. Grid Steward: The Grid Steward directs all grid operations, including dispatching karts to the grid, supervising the grid alignment, overseeing the entry of karts onto the track and that all karts comply with published safety and technical guidelines.

30.1.3. Starter: The starter is in charge of all infield personnel and is in

control of the racing surface during all competitive activities. Responsibilities of the starter include maintaining a safe, competitive environment on the track and displaying the appropriate flags of competition. The Black Flag will only be given upon the Race Director's approval.

30.1.4. Technical Director: The Technical Director is in charge of all pre and post race inspections to insure that all karts comply with published safety and technical guidelines. The Tech Director is in charge of all technical staff and reports any and all infractions concerning safety and technical issues to the Race Director.

30.1.5. Other Officials: The Race Director will appoint other officials as considered necessary for race operations. These officials may include, but are not limited to, registration, timing and scoring, pit area, etc.

30.2. RACE PROCEDURES

30.2.1. Pre-Grid: The pre-grid serves the following functions: (1) to allow race officials to stage the forthcoming event, (2) to inspect for safety violations, and (3) to allow for last minute adjustments by mechanics or crew. Once the driver and kart leave the pre-grid, there can be no mechanic or crew assistance without penalty or official approval. Mechanical work by crew on the circuit (Grid) will result in the competitor being placed to the rear of the field for the start. This stands whether or not the need was for safety reasons.

30.2.2. Grid: Once vehicles are released to the racing surface from the pre-grid, all competitors are under "Race Conditions" and the direction and control of the Race Director. From this point forward to the point where the competitor clears post race tech, no person may assist the competitor unless directed to do so by the Race Director. (▼penalty #1-9). A course worker is not required to help restart the kart. Karts stalling on warm-up laps or experiencing difficulties in keeping the warm-up pace are in jeopardy of losing their starting position. A kart not in proper position upon approaching the grid is subject to being placed at the rear of the field. Any such vacancies on the grid will be left OPEN. Any driver stalling while in position on the grid must raise his hand immediately. An effort **may** be made on the part of the grid staff to restart the kart one time only. Should this not occur, the driver is obligated to immediately remove his kart from the racing surface. If a stall occurs after the 5-second notice, the driver must raise his hand immediately and STAY IN THE KART until the field has cleared the grid.

30.2.2.1. "No Wrench" Grid: It is assumed that a kart and driver are ready for competition when they leave the pre-grid. If it becomes necessary to do work on any competitor's equipment, and provided the Race Director allows for such, that competitor must then start the race from the rear of the field. ▼Penalty #7.

30.2.3. Delays of Start: Any action, or lack thereof, that results in delaying the event will result in penalties for the associated driver. A driver stalling on the grid must, first and foremost, raise both hands to signal trouble. Where possible, a grid official **may** assist in a restart effort. Failure to restart will result in officials ordering the kart and driver to a safe position off the racing surface.

30.2.4. Race Starts

30.2.4.1. Standing Start: One or more warm up laps are provided with the field staying in line up position. At the direction of the officials, the field will slow and proceed to their designated grid position in two abreast format. It is the driver's responsibility to know their proper position.

30.2.4.1.1. Flag Start: Once the field is set:

1. The flagman will raise his non-flag hand vertically, with the green flag pointed straight down and beside his leg, to signal a five-second "window" count.
2. The flagman will throw the green flag at any time within the five-second window.

30.2.4.1.2. Light Start:

1. At some specific event(s), a light starting system may be implemented. Details will be explained at the drivers' meeting.

30.2.4.2. Rolling Starts

30.2.4.2.1. Starting Grid

30.2.4.2.1.1. The starting grid will be finalized (closed) 5 minutes prior to the release of the field onto the racing surface. Note: This time is approximate (5 minutes will be the maximum) and is at the sole discretion of the Pre-Grid "A" official.

30.2.4.2.1.2. An announcement may be made over the PA system and/or a sign may be posted at the rear Pre-Grid "A" noting the grid closure.

30.2.4.2.1.3. Karts that arrive to the grid after the field has been released to the track may be allowed to join the field but must take a position at the rear of the pack, provided the race has not commenced. If the race has begun, or if in the interest of safety it is deemed unsafe by the Race Director to enter the racing circuit, the competitor shall be excluded from that particular race.

30.2.4.2.1.4. Empty positions prior to grid closure will be filled by reordering the field. Example: Kart in P6 (outside row 3) is missing from Pre-Grid "A". P7 would move to outside row 3, P8 to inside row 4, P9 to outside row 4 and so on.

30.2.4.2.1.5. Once the pack is released to the track, if a driver drops out of formation prior to the start, the karts directly behind the absent driver will move forward to fill

the void.

30.2.4.2.2. Warm-Up/Formation Laps

30.2.4.2.2.1. The field will be given a minimum of one warm-up/formation lap.

30.2.4.2.2.2. During the warm-up/formation lap(s), karts will maintain their grid positions. It is the driver's responsibility to retain the proper grid position and the starter is not obligated to allow any additional formation lap to allow a driver who has lost position to regain it. If a driver intentionally starts out of position, that driver will be penalized at the Race Director's discretion -- up to and including penalty #9 disqualification.

30.2.4.2.2.3. Drivers should make every effort to stay one kart length behind the kart in front of them.

30.2.4.2.2.4. The pole position driver will control the pace of the warm up/formation laps. The P1 driver should modulate the pace such that it is possible for the field to maintain good order by the time it enters the straight on which the start line is located. If the P1 driver does not live up to this responsibility (excessive speed, brake checking, etc.), that driver may be penalized positions, including being moved to the back of the pack.

30.2.4.2.2.5. If a kart stops during any warm-up/formation lap:

30.2.4.2.2.5.1. The driver may not attempt to restart until the entire field has passed.

30.2.4.2.2.5.2. The driver must push the kart to a safe spot before attempting to work on it. No assistance can be given to the driver (other than on-track personnel). Working on the kart in an unsafe spot causing a delay to the start of a race may result in a DQ.

30.2.4.2.2.5.3. The driver may rejoin at the back of the formation, but must not try to regain their grid position. Should a driver attempt to move up through the field, or attempt to start in front of the field in the hope the leader will overtake them, they will receive the black flag and be excluded from the race.

30.2.4.2.2.5.4. Similarly, should a driver, without stopping, fall behind the entire field, they must remain at the rear for the start and not attempt to regain their position. Any infringement will result in a black flag penalty.

30.2.4.2.3. Start

30.2.4.2.3.1. At the direction of the officials, the field will slow and proceed toward the start line in two abreast format. Speed shall be constant and relatively slow when approaching the acceleration line (may be marked by

cones approximately 75ft prior to the Start line).

30.2.4.2.3.2. The No. 2 driver must maintain position level or slightly behind the pole driver as they approach the acceleration line. Note: The No. 2 driver may correct an early jump by moving back into position prior to the acceleration line.

30.2.4.2.3.3. At any point between the acceleration line and the start line, when the two leading karts are level, or the pole man is slightly ahead and the majority of the field is in position, well bunched up and in two parallel lines, the starter may give the starting signal.

30.2.4.2.3.4. The front row will get two chances to get the start right, after which, at the Race Director's discretion, one or both of front row drivers will be docked position(s), depending on the severity of the infraction.

30.2.4.2.3.5. No further karts will be allowed out of the pits onto the track once the start signal has been given and the race has begun.

30.2.4.2.3.6. At the Race Director's discretion, penalties may be assessed at the end of the race for the following infractions:

30.2.4.2.3.6.1. Breaking out of line prior to the green flag for reasons other than contact avoidance.

30.2.4.2.3.6.2. Bumping or pushing.

30.2.4.2.3.6.3. Aggressive maneuvers that lead to contact between karts deemed avoidable by race officials.

30.2.4.2.3.6.4. Potential penalties to be assessed at race official's discretion:

- Docked one position
- Docked three positions
- Docked all positions gained – Plus One
- Docked all positions gained – Plus Three
- DQ

30.2.5. Rejoining Field After Start: An effort may be made by a driver to rejoin the race after the green flag has been given, unless directed to the contrary by a race official. However, failure to restart safely before the field completes the lap will result in being ordered safely off the circuit for the duration of that race.

30.2.6. DNS, DNF: Any driver failing to cross the start line after the green flag (race start) will be scored DNS. In the absence of a Hot Pit, once a kart returns to the pits during a race, it cannot re-enter the track and will be marked as a DNF.

30.2.7. Restarts: Restarts will be a single file, rolling start in the same order as the last fully completed and scored green flag lap prior to the red or full course yellow condition. A lap is considered complete when the leader crosses the finish line to begin the next lap. Karts that caused or were involved in the incident resulting in the need for a

restart may be required in the case of a full course yellow flag, or will be required in the case of a red, to restart at the rear of the field. In the case of a red flag, drivers, unless otherwise directed, must make their way to the start/finish line and await restart alignment instructions. If the track is blocked due to a red flag incident and one or more competitor(s) stop in full control of their kart and are not involved in the incident, the Race Director has discretion, when the track is clear and safe, to allow the competitor(s) to continue to the start/finish line and be placed in grid position determined by the last completed and scored lap. NO crew or other persons may come upon the racing surface without SPECIFIC authorization from the Race Director. Drivers waiting for restart may not go to the pits. Crewmembers may not approach the kart or driver for restart or work until, and only if, directed to do so by the Race Director. Passing may begin once the green flag/light is shown.

30.2.8. Red Flagged Events: In cases where a race is halted due to a red flag, two methods exist regarding restarts:

30.2.8.1. Method #1: The red flag was displayed before the completion of one half of the total scheduled laps or distance. In this situation, the race will be restarted as a general rule, conditions permitting.

30.2.8.2. Method #2: The red flag was displayed after the halfway point. In this situation, at the discretion of the Race Director, the race may be declared complete and the results will be based on the last completed and scored lap. Any passing taking place in the incomplete (red flag) lap will be negated. Drivers involved in the red flag incident will be scored behind the last running kart in the lineup and not in the position they were in on the last completed green flag lap. Restart rules apply for scoring.

30.2.9. Race Completion

30.2.9.1. All races will be run until the leader has completed the prescribed distance. If conditions prevent the completion of the prescribed distance, the race will be considered officially completed if half of the prescribed distance is completed.

30.2.9.2. When an event is halted due to adverse conditions, the event may be rescheduled. The rescheduled event shall start with the incomplete portion of the previous race and all original entries shall start in the same position as when the race was stopped. If the race cannot be rescheduled, and is cancelled prior to the end of all heat racing, all entered competitors will be given 100 points. If a feature line-up has been determined, or if a feature is less than halfway completed, points shall be awarded as to the lineup position or the last fully completed and fully scored lap in the session.

30.2.10. Pit Rules (Cold and Hot)

30.2.10.1. Access: Only those persons who have signed a release and waiver of liability will be allowed in the general pit areas.

SKUSA is empowered to determine the number of persons per entry that may be permitted access to the pit area and to revoke permission as may have been granted to any individual for misbehavior, non-compliance with the competition regulations, or disobedience to a race official's orders.

30.2.10.2. Fluid Disposal: No fuel, gear oil, or coolant may be disposed of at a SKUSA event. If no officially designated container is provided for disposal of specified fluids, all such fluids and their disposal are to remain the responsibility of the driver.

30.2.10.3. Hot Pit Entry/Exit: All drivers must enter and exit the hot pit area at designated pit entrance and exit only. When entering or exiting the hot pit area, during practice or a race, a driver shall yield the right of way to all other competitors already on the track. The entering or exiting drivers must stay out of the fast groove until the kart is up to racing speed and able to merge with traffic safely.

30.2.10.4. Tire Disposal: All competitors are obligated to take charge of their used or junk tires in a responsible manner, and shall initiate such responsible action by taking their used and junk tires with them upon leaving the racing facility. Teams or individuals caught in violation of this rule are subject to ▼Penalty #8, loss of all points for the day.

30.2.10.5. Crew in Hot Pit: The hot pit, if such exists, is reserved for the exclusive use of competing karts and their support crew. The number of such support persons may be limited and is subject to the control of the Race Director.

30.2.10.6. Signals: Unless a kart is actually in the pit, only one crewmember will be in front of the pit for signaling and only for the length of time needed to accomplish the actual signaling operation.

30.2.10.7. Warming of Tires: It is illegal to warm or heat tires, in any manner, in the pits and pre-grid.

30.2.11. On-Track Conduct: Driver conduct rules are in place to protect competitors from unreasonable interference from other competitors. This unreasonable and unacceptable interference could be generally classified as rough driving and/or blocking.

30.2.11.1. Signaling Procedure: A driver will raise one arm overhead to signal following drivers when slowing abnormally or pulling off course. The slowing driver will maintain their line and point the approaching kart(s) to the safest side to pass.

30.2.11.2. Blue Flag/Lapping Procedure: A driver will signal the safest side for the faster, lapping kart to pass. The driver is not to block or race the lapping kart. The overtaking vehicle may or may not be right behind the kart being lapped. Furthermore, the overtaking process may or may not take place in the next turn. In the opinion of the official, the kart being lapped will be overtaken before that driver completes the present lap. It may well be by more than one vehicle, often indicated by fingers from the official

presenting the flag. Failure to respond to this flag and to properly yield may result in a penalty. ▼Penalty #1-14.

30.2.11.3. Track Re-entry: *Competitors must always raise a hand when re-entering the track.*

30.2.11.3.1. A kart that intentionally or inadvertently cuts the track, a corner, and/or has 4 wheels off the racing surface must yield right-of-way to competitors at racing speed. When re-entering the racing surface during practice or a race, the driver must stay out of the racing line until the kart is up to racing speed and able to merge with traffic safely. ▼Penalty #3-8.

30.2.11.3.2. If an accident or unsafe situation results upon re-entry, a penalty for "Reckless or Dangerous" driving may be imposed. Cutting the course during qualifying or racing, regardless of whether position(s) were gained or lost, may also be subject to penalty. This judgment is at the sole discretion of the Race Director and may be based on reports from corner flag stations or the head flagman. Any driver that commits a driving procedure infraction is subject to ▼penalties #1-15.

30.2.11.3.3. Karts that leave the track or stop on the track must, first and foremost, get themselves and their kart to a safe position and out of the way of others. Only after taking care of safety concerns may they attempt to restart. All such attempts must be conducted in a safe manner and under the driver's own power. At ALL times, a driver's privilege to attempt to restart is subject to track official's instructions and interpretation of "safe to do so."

30.2.11.3.4. A driver is not to expect corner workers to assist his re-entry/restart. If the kart cannot be restarted, the driver is to assist course workers to get the kart to a safe position. Once the kart is secured, the driver must remain in a safe place near their kart until the race is completed.

30.2.11.4. Rough Driving: Rough driving is a term commonly applied to knocking (punting) another competitor from the line or the course, nerfing, or other avoidable contact with another kart. It must be understood that there is a fine line that exists between malicious intent and inadvertent contact. The basic rule is "no contact." Good, competitive racing sometimes sees contact between competitors. This type of contact can still be considered a violation of the rules, depending upon the incident in question. Officials will spot such infractions and take the prescribed action. SKUSA shall employ the assistance of all race officials to identify rough driving. ▼Penalty #3-10.

30.2.11.5. Blocking: Blocking tactics are blatant efforts by a leading driver to avoid being overtaken by a trailing driver. There is a difference between being tough to pass and blatant blocking. These blocking actions observed by officials will be subject to penalties. ▼Penalty #3-8. Blocking is considered when a driver makes more than 1 move off the preferred racing line on a given

straightaway.

30.2.11.6. Inadvertent and Unwilling Participants: Rough driving violations can involve unwilling victims. Every effort will be made to minimize or eliminate rough driving, but it must be understood that when you enter the course you could become the victim of poor judgment or malicious intent. As a rule, no compensatory action can or will take place with regard to the violated competitor(s). All actions in such situations will be taken toward the violator. ▼Penalty #1-2 during practice; ▼Penalty #3-15 during a race.

30.2.11.7. Prescribed Action: Marginal infractions shall be met with a rolled black flag warning. Blatant rough driving is NOT subject to a warning rolled black flag, but instead a full waving black flag. Ignoring a black flag is grounds for event disqualification. ▼Penalty #11. All such calls, with the utmost consideration of the officials, will be final. ▼Penalty #1-11. *Some contact results from missed shifts and will be judged by the official.*

30.2.11.8. Repeated Violations: Competitors exhibiting tendencies toward repeated conduct violations will become susceptible to suspension penalties. ▼Penalty #12-15.

30.3. EVENT FORMAT

30.3.1. Race Sessions: The number of race sessions (heats, qualifiers, LCQ's, mains) will be determined by the Race Director based on the entry count, venue limitations and/or weather conditions. In the event of qualifying heats, aggregate point ties will be broken by qualifying time.

30.3.2. Tires

30.3.2.1. Spec: Tires are spec for all classes and such spec will be announced a minimum of 30 days prior to an event.

30.3.2.2. Marking: Tires will be marked or sequestered after qualifying. In regional events, competitors must race all heats, LCQ's, pre-finals, and features/finals on the same tires used to qualify. In National events, additional sets of tires may be allowed at the Race Director's discretion. Unmarked or improperly marked tires at the end of any race session will result in a disqualification.

30.3.2.3. Replacement: The Race Director may or may not allow "one-for-one" tire replacement of a tire that has been damaged during racing. Tire(s) replaced without the Race Director's approval will result in a disqualification.

30.3.2.4. Rain Race: The decision to declare a race a rain race is at the discretion of the Race Director.

30.3.2.4.1. Rain tires must be manufactured rain tires; No grooved slicks are allowed.

30.3.2.4.2. When rain conditions are declared for a race, it is the racer's option to choose rains or slicks. Rain tires are only optional to use when it has been declared a rain race. The number of sets will be at the Race Director's discretion.

30.3.3. Fuel/Oil: Fuel and oil are spec items and unless competitors are

notified otherwise, both will be provided at the event by the promoter.

30.3.4. Points System: Points are based on finishing order in the Heats and Main Event for Regional races and based on finishing order of the Main Event for National races. Drivers must take the green flag to be eligible for feature points. Only licensed member drivers may accumulate points.

Heat Finish Points

1 st	50	5 th	30	9 th	10
2 nd	45	6 th	25	10 th	5
3 rd	40	7 th	20		
4 th	35	8 th	15		

Main Event Finish Points

1st	200	12th	96	23rd	42	33rd	26
2nd	180	13th	90	24th	40	34th	25
3rd	170	14th	84	25th	38	35th	24
4th	160	15th	78	26th	36	36th	23
5th	150	16th	72	27th	34	37th	22
6th	142	17th	66	28th	32	38th	21
7th	134	18th	62	29th	30	39th	20
8th	126	19th	58	30th	29	40th	19
9th	118	20th	54	31st	28		
10th	110	21st	50	32nd	27		
11th	102	22nd	46				

30.3.4.1. Bonus Points: The Top Qualifier may earn an additional 10 points. The Fastest Lap in Main may earn an additional 10 points. There may be a tough guy rain bonus of 100 points offered to any and all drivers that complete at least one full lap after the race has been declared a rain race by the Race Director.

30.3.4.2. Championship Ties: Will be broken by the number of times one driver has beaten the other in all main events of the season. Heat races will be considered as well, if necessary.

30.3.5. Disqualification:

30.3.5.1. Drivers DQ'd from qualifying shall start at the rear of the heat race field.

30.3.5.2. Drivers DQ'd from the first heat race will be placed at the rear of the next heat.

30.3.5.3. Drivers DQ'd from an LCQ are not eligible to advance to the feature.

30.3.5.4. Drivers DQ'd from the main feature do not receive points or other awards.

30.3.5.5. Conduct DQs shall always be more severe than technical DQs.

30.3.6. Flags: Each competitor is responsible for the adherence to the following flag signals. Any driver that commits a flag procedure

- infraction is subject to penalties at the discretion of the Race Director.
- 30.3.6.1. Green Flag** - A green flag is displayed at the start of practice or competition. If the starter, after giving the green flag, decides to have a restart, he will throw a yellow and red flag or yellow and red lights. If this happens, all corner workers will go to a waving yellow flag.
 - 30.3.6.2. Waving Yellow Flag** - A yellow flag indicates that there is a problem on the course ahead. The driver is to proceed with caution and raise a hand to signal following drivers. A driver is not to pass another driver from the point that the yellow flag is being displayed until cleared of the incident. Passing on a yellow flag will result in lap penalties.
 - 30.3.6.3. Standing Yellow Flag (not waving)** - Continue at racing speed. Minimal danger ahead requiring driver's attention at next corner.
 - 30.3.6.4. Double Waving Yellow Flags** - Signifies a full course yellow when double waving yellow flags are displayed at the start/finish line. All competitors will line up behind the leader at a constant reduced pace and follow the restart procedure.
 - 30.3.6.5. Red Flag** - A red flag indicates that the race is stopped due to an emergency, weather or darkness. A driver is to slow down and be prepared to stop where directed by officials, preferably to the start/finish line. A driver may not enter the pits and may not work on the kart unless otherwise directed by the Race Director. The race order for the restart is determined by the last fully completed and scored green flag lap. Any kart involved in any red flag incident, under any circumstances, will go to the back of the field. If more than two karts are involved in a red flag incident, position at back of pack will be determined by last scored position in a fully completed lap.
 - 30.3.6.6. Blue Flag** - A blue flag indicates that the driver is being overtaken by a faster, lapping kart. The driver being lapped is to make room for the faster kart and point to the safest side for the pass. The driver is not to race the lapping kart.
 - 30.3.6.7. Black Flag** - A Black Flag indicates that the driver has committed an infraction. If available, a sign board with driver number will be displayed to indicate the offending kart. The driver is to immediately report to the pits and stop where directed by a race official. Failure to respond to the Black Flag will result in lap penalties or disqualification.
 - 30.3.6.8. Rolled Black Flag** - A rolled Black Flag may be displayed as a warning of a driving infraction. If the driver does not heed the rolled Black Flag warning, the unrolled Black Flag will be displayed.
 - 30.3.6.9. White Flag:** A white flag is displayed to indicate that the race has one more lap.

- 30.3.6.10. Checkered Flag:** A checkered flag is displayed at the finish of competition or practice. A driver is to race to the checkered flag irrespective of the lap number.
- 30.3.6.11. Crossed Flags:** A set of crossed flags (Green & White) is displayed to indicate that the race is at the halfway point.
- 30.3.6.12. Two Vertical Flags Side by Side:** A rolled Checkered and rolled White Flag, side by side, represents two laps remaining in the race.
- 30.3.6.13. Checkered Flag waving with a Black Flag:** A checkered flag displayed at the finish of competition with a black flag indicates that the results of that session are under protest, and a final result is pending the Race Director's decision.