2026 RULEBOOK

May 8, 2026

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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.

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SUPERKARTS! USA
RULES AND REGULATIONS

TABLE OF CONTENTS

This list contains all sections, but only an abbreviated list of sub sections. This list is clickable.

000 LATEST UPDATES

100 OPERATIONAL POLICIES

101 General - *Page 6*
102 Entries
103 Participants
104 Safety - *Page 7*
105 Driver Eligibility
105.3 Age Criteria
106 Driver Equipment - *Page 10*
106.2 Helmets
106.9 Chest Protectors
107 Accidents
108 Disciplinary Action
109 Protests - *Page 14*
109.2 Protest Window
109.4 Protest Fees
109.6 PBB Protests
110 Appeals At a National Event

200 OFFICIAL CLASS STRUCTURE AND SPECS

201 Class Overview - *Page 16*
202 Specifications

250 PRE-RACE TECHNICAL PROCEDURES

251 Pre-Tech Inspection Form - *Page 18*
252 Chassis Tagging
253 Engine Sealing
254 Race Tire Pick-Up

300 RACE VEHICLE STANDARDS

301 General - *Page 20*
302 Safety
303 Chassis and Chassis Components
304 Push Back Bumper (PBB) - *Page 22*
305 Brakes

300 RACE VEHICLE STANDARDS

306 Tires/Wheels
307 Miscellaneous

400 ENGINE STANDARDS

401 All Classes - *Page 26*
401.7 Engine Repair of Replacement
401.9 CCV Measurement Procedure
401.10 Squish Measurement
402 SWIFT, KA100, X30, SSE - *Page 28*
403 KZ Engine Specs
404 Spec Honda Shifter
405 Engine Claiming

600 EVENT OPERATIONS

601 Race Officials - *Page 34*
602 Race Procedures
602.8.2 Start Zone Procedure
602.11.1 Complete Restarts
603 Event Format - *Page 41*
603.5 Flags
603.7 Procedural Fines
604 Penalty List - *Page 45*
604.1 General
604.2 Safety
604.3 Qualifying
604.4 Race Starts
604.5 Competition

800 PHOTOS AND ILLUSTRATIONS

801 Chassis Tag - *Page 48*
802 Mini, KA100, X30 Engine Sealing
803 Miscellaneous Engine Photos

1000 LATEST UPDATES (ARCHIVE)

SUPERKARTS! USA
RULES AND REGULATIONS

000 LATEST UPDATES

5/8/2026

101.7 *(added)*	**Technical Compliance:** Although not every chassis or engine component will be inspected after every session, it is the competitors responsibility that their equipment shall be compliant at all times.
108.7.7 *(revised)*	**Threat of Legal Action:** SKUSA reserves the right, in its sole discretion, to refuse, revoke, suspend, or terminate the participation privileges of any competitor, parent, legal guardian, crew member, guest, or other event participant at any time if that person initiates, threatens, pursues, supports, or participates in any legal claim, legal action, or litigation involving SKUSA, directly or indirectly, or any of its owners, officers, directors, employees, agents, officials, contractors, vendors, suppliers, affiliates, event partners, or any other event series. Such action may include immediate ejection from the event premises and suspension from current or future SKUSA-sanctioned events for such period as SKUSA deems appropriate, in its sole and absolute discretion. ~~Any competitor, parent, legal guardian, or general participant of an event that threatens or takes legal action against SKUSA or any of its agents or staff, will be ejected from the event and suspended from further participation in SKUSA-sanctioned events.~~
302.1.4 *(revised)*	**Weights:** All weight mounting bolts must have double nuts (two nuts jammed together) or a nut with safety wire or pin through a drilled bolt. If mounted to the seat, **aluminum or steel ~~backing~~ washers (plastic is not allowed) with a 30 mm minimum diameter** ~~should~~ shall be utilized to prevent the fasteners from pulling through the seat. All weights MUST be painted or plastic coated white and marked with appropriate kart number…...
401.10.1 *(revised)*	**Squish Check Procedure:** *(Last bullet revised)* ● If the first crush measurement is found to be non-compliant when measured by three officials using their measuring tools, the solder crush test may be repeated one additional time and re-measured by three officials using their measuring instruments. Two or more compliant measurements shall result in a passing of this test.
402.20 *(revised)*	***Ports:*** *Added "Lad Tool" to some column headings.*

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SUPERKARTS! USA
RULES AND REGULATIONS

100 OPERATIONAL POLICIES

101 GENERAL

101.1 **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. Final interpretation of these rules lies with SKUSA, not the competitor. 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’s sole discretion 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.

101.2 **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.

101.3 **Rules Revisions:** Revisions subsequent to this printing will be highlighted and posted 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. It is up to competitors to familiarize themselves with the latest rules before attending a SKUSA sanctioned event.

101.4 **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.

101.5 **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.

101.6 **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.

101.7 **Technical Compliance:** Although not every chassis or engine component will be inspected after every session, it is the competitors responsibility that their equipment shall be compliant at all times.

102 ENTRIES

102.1 **Official Entry:** The driver is the official entry in a SKUSA racing event. That driver can 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. The kart chassis is official once the first competitive green flag (qualifications, first heat, etc.) is thrown on that kart chassis.

102.2 **Chassis Entry:** A kart chassis can have only one entrant competing with it per class. A kart and driver may be entered in more than one class, but only if the kart and driver meet all the requirements of all entered classes.

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

103 PARTICIPANTS

103.1 **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 other SKUSA officials. SKUSA is, always, empowered to determine the number of persons per entry that may be permitted access to the pit area.

103.2 **Drivers and Crewmember's Conduct**: Each participant shall conduct themselves to the highest standards of behavior and sportsmanship. Participant actions shall not prejudice the reputation of SKUSA. 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 may be levied against both the pit crew and the registered entrant/driver. No person can drive a kart on the track other than the registered, licensed driver for any reason whatsoever. Failure to comply may result in penalties or in disqualification from the event at hand, or future events.

104 SAFETY

104.1 **Intent:** Safety is the primary concern of SKUSA at all 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.

104.2 **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:

104.2.1 **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.

104.2.2 **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.

104.2.3 **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.

104.2.4 Failure of competitors, mechanics, crew members, or other attendees to follow instructions of SKUSA officials may result in penalties to the affiliated driver as noted under **Section 604.1**, as well as possible expulsion from the event for the violator.

104.3 **ALCOHOLIC BEVERAGES**: No driver, entrant, or crew member may consume alcohol until all practice, qualifying, or racing is finished for the day. Consumption of intoxicating beverages in the pits, on the racecourse or surrounding premises by any participant during race day competition is forbidden. No official may consume alcohol until his duties have been completed for the day. Anyone who has consumed any alcohol on the day of an event, other than following the conclusion of his activities, shall not participate on that day, may be excluded from the balance of the event, and may be penalized as specified in. Alcohol may not be consumed in the pits until after all the day's on-track activities are concluded. After the track is closed for the day, track/facility rules and local laws governing the use of alcohol shall apply.

104.4 **NARCOTICS, DANGEROUS DRUGS AND OTHER MOOD-ALTERING SUBSTANCES:** The use of narcotics and all illegal substances at a SKUSA-sanctioned event is forbidden. This includes any Federal Schedule 1 controlled substance (including marijuana), or other drugs that affect the ability of the participant to safely participate in the event or may otherwise adversely affect the safety or integrity of the event. Any event participant who shows evidence of being under the influence or violates this prohibition shall not participate in the event and may be disqualified, subject to suspension, ejected from the premises immediately, or even turned over to local authorities. 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 licensed competitor or SKUSA member considered to be under such influence is also subject to immediate and permanent ban from the organization. Certain prescription and non-prescription medicines may also impair performance so competent medical authority should be consulted prior to using such medicines and participating in the event. As a condition of continued participation and/or retention of any SKUSA license, the participant may be required to submit to such testing procedures that may be established by SKUSA in its sole discretion. Failure or refusal to submit to such testing shall be deemed a violation of the above prohibitions. However, SKUSA assumes no

obligation or duty to establish such testing procedures and/or to test participants on a random basis or in a specific case. 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.

105 DRIVER ELIGIBILITY

105.1 **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. Any driver who cannot maintain a speed within 107% of the fastest time recorded in each of the mandated timed practice sessions may be subject to removal. 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 ensure the safety of all drivers.

105.2 **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 with both SKUSA and their national/local kart racing sanctioning body before attending a SKUSA event.

105.3 **AGE CRITERIA:** The minimum age to compete in a SKUSA event depends on the class in which the driver desires to compete. In no case shall any driver be under 7 years of age without at least one year of verifiable racing experience. A driver’s ‘racing age’ is their age on Jan 1. If they will become eligible for the next higher class in the same calendar year, they may ‘move-up’ at any time during the season. The applicant’s age is only a part of the driver applicant requirements. A certified copy of the driver’s **Birth Certificate, Driver’s License** or **Passport** showing the driver’s DOB is required in order to verify class eligibility.

105.3.1 **Moving-Up:** Once a driver competes in the next higher age category in any SKUSA-sanctioned event, at any level, they shall continue to compete at that age category in SKUSA-sanctioned events and may no longer compete in the lower age category. A one-race trial period may be allowed to determine the competitor’s suitability for the next level. It is important to note that SKUSA believes in age-appropriate classes with no excessive ballast being utilized.

105.3.2 **Age Waivers:** Occasionally, SKUSA may consider a waiver to allow a competitor to race in an age class that does not fit the published rule. These exceptions will be granted on an individual basis and may take into consideration: size of driver, experience of driver, and local class conditions. One additional condition will be the amount of ballast necessary to participate in the class. At all times safety will be the deciding factor.

105.3.3 SKUSA reserves the right to move any competitor up or down a class when safety or fairness are of concern.

105.4 **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 but not limited to pregnancy, cardiac or neurological problems, heart attack, heart surgery, stroke, loss of consciousness, seizures, major surgery or diagnosis of cancer. SKUSA is not liable for injuries, death or other problems incurred by drivers with any medical condition. If driver experiences change in their medical condition, or seeks medical attention at or during an event, that may affect their fitness to participate, they should notify SKUSA of the change

in medical status and discontinue until examined and approved to return by their physician. Failure to do so could result in a disqualification from the event.

105.4.1 If a competitor declines transport to the hospital after being seen by the on-site Medics, the competitor will not be allowed to continue racing that day until medical clearance is provided by a doctor.

106 DRIVER EQUIPMENT

106.1 All driver's safety equipment must be worn at all times while on track. The participant bears the ultimate responsibility at all times to ensure the safety of the participant's own safety equipment, compliance with SKUSA rules, regulations, and agreements. Equipment shall be in good condition and free of defects, holes, cracks, frays, etc. Failure to comply with adequate safety equipment rules, participants may be subject to disciplinary action as defined in **Section 108**.

106.1.1 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 penalty.

106.1.2 Regardless of the part of day, part of event, or part of season that non-compliant safety equipment is identified, it is still non-compliant and subject to penalty.

106.2 **Helmets:** All helmets must meet one of the following standards:

SNELL FOUNDATION SPECIFICATIONS	**EXPIRATION**
K, M, SA 2020	12/31/2030
K, M, SA 2015	12/31/2026
CMS or CMR 2016 (youth)	Expires 10 years from date of manufacture.
~~*K, M or SA 2010*~~	~~*12/20/2021 (expired)*~~
SFI SPECIFICATIONS	**EXPIRATION**
24.1/2021 (youth)	12/31/2031
24.1/2020 (youth)	12/31/2030
31.1/2020 or 41.1/2020	12/31/2030
~~*24.2/2015 (youth)*~~	~~*12/31/2025 (expired)*~~
~~*31.1/2015 or 41.1/2015*~~	~~*12/31/2025 (expired)*~~
~~*24.1/2013 (youth)*~~	~~*12/20/2024 (expired)*~~
~~*31.1/2013 or 41/1/2013*~~	~~*12/20/2024 (expired)*~~
~~*41.1/2013*~~	~~*12/31/2023 (expired)*~~
~~*24.1/2010 (youth)*~~	~~*12/20/2021 (expired)*~~
~~*31.1/2010 or 41.1/2010*~~	~~*12/20/2021(expired)*~~
FIA SPECIFICATIONS	**EXPIRATION**
8860-2010	Expires 10 years from date of manufacture.
8860-2018 or 8860-2018-ABP	

Although the youth helmet standard does not specify a precise age range, the helmets are intended for children; adult drivers should select a helmet meeting one of the other standards.

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

106.4 **Driving Suits:** Must be manufactured for kart racing and meet current CIK Level 2. Suits must be of sufficient length to cover the 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.

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

106.6 **Neck Brace:** As of January 1, 2011, neck braces are only mandatory for the SKUSA junior categories (including S5, Micro Swift, Mini Swift, X30 Junior and KA100 Junior), and are now optional for the senior classes (including Pro Shifter, Master Shifter, X30 Senior, X30 Master, KA100 Senior, and KA100 Master). 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 Valhalla 360 are acceptable as alternatives to standard neck braces. Altered neck braces, including removal or modification 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.

106.7 **Loss or lack of Neck Brace:** Loss or lack of a neck brace on course (in the mandatory required classes) will result in a BLACK flag.

106.8 **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.

106.9 **Chest Protectors:** All drivers in Micro and Mini Swift or 12 years of age or under, must wear an SFI-approved chest protector. In addition, the **Bengio AB-7**, **OMP KS-1 Pro**, and all other **FIA 8870-2018** homologated chest/rib protectors are also approved.
SFI chest protector standards: Ages Up to 8: 20.1/1. Ages 9-12: 20.1/2.

106.10 **Drinking water prior to scaling:** If authorized by the Race Director beforehand, drinking water from a clear plastic bottle (maximum 500ml/16.9oz) is allowed in scale area before weighing.

106.11 **Long hair:** No hair may be outside the helmet. A head sock or some other method must be used to restrain hair. Any exposed hair may result in a black flag.

106.12 **Hoodies:** Jackets or sweatshirts with hoods are not allowed under or over your racing suit.

107 ACCIDENTS

107.1 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. If a minor is involved in an incident and appears injured, SKUSA officials will request a parent or legal guardian to be present.

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

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

107.4 Any kart and driver involved in an accident shall continue only with approval from the Race Director. Please also see **105.4.1**

107.5 The Tech Director shall approve any repair to a damaged kart.

107.6 Major damage resulting in a need to change kart chassis shall ONLY be undertaken with the approval of the Head Tech Director.

108 DISCIPLINARY ACTION

108.1 **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.

108.2 **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):

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

108.2.2 **Reckless:** Performing an act or omission which creates an obvious and serious risk to others without due consideration of the consequences.

108.2.3 **Dangerous:** Performing an act or omission that creates an obvious and serious risk to others and with deliberate disregard of the consequences.

108.3 **Penalty Notification:** Penalties are posted at the bottom of the results, in the announcements section. Drivers may also be notified in the Post-Tech area and presented with a penalty notification form. If so, the driver may be requested to sign acknowledgment of the penalty; however, signature does not mean agreement with the penalty. If a driver disagrees with a penalty, they have the right to file a protest (subject to the protest rules herein). Even if the driver is not presented with written notification of a penalty, it does NOT mean that there are no penalties in that session.

108.3.1 With the recent loss of the RaceHero platform, in the interim, we will be using our **WhatsApp Channel** to post results. Links and QR codes can always be found on our website and event schedules.

108.4 **Penalty List:** Specific penalties for infractions or rule violations are now listed in section **604**.

108.5 **Penalty Definitions:**

108.5.1 '**Back of Class**' - Including but not limited to Minor technical infractions, egregious track cutting. If multiple in one session, ordered in the order in which they finished on-track. Assessed after any time penalties have already been applied. In the event of multiple causes for being moved to the back of class, the Race Director and Technical Director shall determine the correct application of penalties.

108.5.2 **Disqualified from Session:** Including but not limited to flagrant technical infractions, tire infractions, conduct issues, failing to weigh post-race or qualifying, etc. No points awarded.

108.5.3 **Excluded:** Flagrant technical infractions/tampering under seals, blatant attempts to cheat/gain advantage, flagrant misconduct towards other competitors/officials. Excluded from all sessions of a round or event, no points. Additional penalties/probation may be applied.

108.5.4 **Reprimand:** A formal rebuke that an action or behavior by a participant is unacceptable to SKUSA.

108.5.5 **Probation:** A penalty against specific participant privileges which would result in a probationary period.

108.5.6 **Suspension:** A penalty against specific participant privileges which would result in the removal of the participant's ability to participate in SKUSA events for a specified amount of time, to be reserved by SKUSA.

108.6 **Suspension:** In the case of a driver suspended from SKUSA competition, the length of suspension is at the discretion of the SKUSA National Office and/or the Appeals Board.

108.7 **Off Track Conduct**

108.7.1 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.

108.7.2 Drivers, crew members, and competitor-invited guests will, always, be responsible for their own conduct. Any offense committed by a crew member or invited guest may be chargeable to the driver, as well.

108.7.3 **Interaction between Competitor, Attendee 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.

108.7.4 Outbursts of a loud and vulgar nature and/or failure to follow the instructions of any SKUSA Representative 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."

108.7.5 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 minimum 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.

108.7.6 **Social Media:** Occasional differences of opinion may arise regarding SKUSA rules and regulations, decisions by event officials, or event policies. However, communication and discussion of these differences must be handled directly between the parties involved. Airing these differences on social media sites (such as Facebook or Twitter) may result in disciplinary action, including loss of ability to participate in SKUSA events.

108.7.7 **Threat of Legal Action:** SKUSA reserves the right, in its sole discretion, to refuse, revoke, suspend, or terminate the participation privileges of any competitor, parent, legal guardian, crew member, guest, or other event participant at any time if that person initiates, threatens, pursues, supports, or participates in any legal claim, legal action, or litigation involving SKUSA, directly or indirectly, or any of its owners, officers, directors, employees, agents, officials, contractors, vendors, suppliers, affiliates, event partners, or any other event series. Such action may include immediate ejection from the event premises and suspension from current or future SKUSA-sanctioned events for such period as SKUSA deems appropriate, in its sole and absolute discretion. ~~Any competitor, parent, legal guardian, or general participant of an event that threatens or takes legal action against SKUSA or any of its agents or staff, will be ejected from the event and suspended from further participation in SKUSA-sanctioned events.~~

108.8 Miscellaneous Violations

108.8.1 Any driver, in the opinion of the Race and/or Tech Director, who competes with non-compliant equipment 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 event and is subject to SKUSA protest and appeal rules. This applies to anyone that acts or enables a person or kart known or reasonably believed to be ineligible, not properly entered, or credentialed to participate in an event. Acting fraudulently or prejudicially to the interests of SKUSA or to the sport of kart racing will not be tolerated.

108.8.2 Any participant who races at a SKUSA sanctioned or affiliated event without being the driver of record will be subject to disciplinary action.

108.8.3 Any driver who falsified their age on their SKUSA membership application in order to meet age requirements is subject to suspension.

108.8.4 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.

108.8.5 Any driver whose kart, or associated relevant equipment, is rejected at technical inspection and who then intentionally presents the kart or equipment for competition without having completed the required corrections may be moved to the rear of the field.

109 PROTESTS

109.1 Protests must be submitted in writing – by the protesting competitor – on an approved SKUSA Protest Form to be considered. Protests cannot be submitted for non-performance items. Protest forms are available from a designated SKUSA official. Any compelling video will be considered as part of the protest process. **Participants will be limited to submitting a maximum of (1) Protest per competition day**.

109.1.1 **Race Director Inquiries:** Regardless of an official protest, or the outcome of the inquiry, you may lose your right to another protest for the day.

109.2 **Protest Window:** Protests involving specifications or drivers' conduct must be submitted by a participant in the same class and must be submitted to the appropriate official (Penalty Steward, Race Director or Technical Director) in writing within 30 minutes after the posting of the official results. If submitting a 'no-call' protest, the submission window is 15 minutes. See **109.8** for more details.

109.3 Protests involving another competitor's equipment must be submitted in writing by a participant in the class within 10 minutes of the completion of the weighing procedure. Drivers protesting must also present their kart directly from the scales to the impound area as their equipment may also be subject to a full inspection. Competitors may only log protests against karts in their own class.

109.4 **Protest Fees** shall be paid in the form of U.S. Currency (Cash). For Regional (i.e., ProKart Challenge) events the fee shall be **$300.00**; at National events (i.e., Pro Tour, SuperNationals) the fee shall be **$500.00**. The fee must accompany any written protest. The protest fee will be refunded in the event the protest is found valid and the initial decision reversed.

109.5 **Technical Protests:** Any protest involving technical items must be submitted prior to the component involved being removed from the Technical Inspection area.

109.6 **Push Back Bumper Protest:** PBB Protests are allowed after any competition session. On-Board video, 'ready to play' on the competitor's laptop shall accompany the protest form and fee within the standard protest window. Competitors shall provide on-board video of the entire race, which may be reviewed in conjunction with SKUSA's own video. Video should be queued to play at the moment of inadvertent contact. Any frontal contact after an inadvertent bumper deployment, either partial or full, may result in the protest being denied.

109.6.1 PBB Protests are considered normal protests and will count towards your (1) Protest per competition day.

109.7 **Errors and Omissions:** During a protest, the discovery of a clerical error or misidentification of a kart may result in a penalty being overturned. In these cases, this protest shall not count towards the competitors one per day.

109.8 **'No Call' Protests:** When submitting a protest for an on-track infraction against them and not called by officials, that competitor must do so within 15 minutes after the posting of the official results. SKUSA will summon the other competitor who then has 15 minutes to present themselves to the Penalty Steward's office. Race Officials will review any compelling video of the incident, in addition to statements from both parties. Whether the protest results in a penalty or not, the decision shall be considered final.

109.8.1 No-Call protests will not be accepted from competitors not directly involved in an incident.

109.8.2 No-Call protests will not be accepted for technical violations. Please see **109.3.**

110 NATIONAL APPEAL

110.1 Any appeal shall be submitted in writing on an official SKUSA appeal form and include a $500 cash fee, which is non-refundable, regardless of the decision. The fee for this service is to cover administrative costs and provide the parties a fast, fair, and concise resolution. Appeal forms are available from a designated SKUSA official. Any compelling video will be considered as part of the appeals process.

110.2 An appeal that affects the results/final standings must be filed prior to the podium presentation. The results of that class shall be deemed unofficial and all awards are provisional until the appeal is decided.

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

110.4 No appeal may be filed regarding disciplinary action for conduct.

110.5 The National Appeals Board shall issue a final decision and notify the relevant parties within thirty (30) business days of receiving all required appeal documentation and the appeal fee.

110.6 Failure to submit a properly completed appeal form, the required appeal fee, or all supporting documentation within the time frame specified in this section will result in denial of the appeal.

110.7 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.

110.8 The decision of the National Appeals Board shall be final.

SUPERKARTS! USA
RULES AND REGULATIONS

200 OFFICIAL CLASS STRUCTURE AND SPECIFICATIONS

201 CLASS OVERVIEW

201.1 **National Classes:** All SKUSA sanctioned or affiliated events shall consist of classes primarily selected from the descriptions below. Please contact your Regional Director or see the series web pages for the specific class details for your event. **Factory header / restrictor required.*

NATIONAL CLASSES	ENGINE	TIRE	AGE	WEIGHT (LBS)	KART#
Pro Shifter	KZ	Med	15+	390	10-99
Pro X30	IAME X30 125cc	Med	15+	360	300-399
Master Shifter	IAME SSE 175cc // KZ	Med	30+	405	600-699
Micro Swift	IAME Swift 60cc*	Hard	7-10	220	200-299
Mini Swift	IAME Swift 60cc	Hard	9-13	245	100-199
KA100 Junior	IAME KA100 100cc*	Hard	12-15	320	800-899
KA100 Senior	IAME KA100 100cc	Hard	15+	355	900-999
KA100 Master	IAME KA100 100cc	Hard	30+	390	400-499
KA100 Master (drivers 200 lbs in racing gear)		Hard	21+	400	400-499
X30 Junior	IAME X30 125cc*	Hard	12-15	320	700-799

201.2 **Local Option Classes:** 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 National classes described herein, with the same requirement. **Factory header / restrictor required.*

LOCAL OPTION CLASSES	ENGINE	TIRE	AGE	WEIGHT (LBS)
S5 Junior	Spec Honda 125cc*	Med	12-15	340
Open Shifter S125 (S1/S2)	125cc Shifters (No KZ)	Med	15+	395
Open Shifter M125 (S4)	125cc Shifters (No KZ)	Med	30+	405
X30 Master	IAME X30 125cc	Med	30+	395

202 SPECIFICATIONS

202.1 Spec Tires:

HARD TIRE	MEDIUM TIRE	WET TIRE
Evinco SK-H2 “Blue”	Evinco SK-M2 “Red”	MG-SW2

202.2 Spec Fuel/Oil:

FUEL	OIL	MIXTURE
Sunoco 112 Supreme	Elf HTX 909 SAE 50	1L Oil to 5G Fuel (6.76oz per gallon)

202.3 **Official Practice:** All competitors must use the designated spec fuel, oil and tires appropriate for the series and their class. Any practice days run by SKUSA shall be considered **‘official’**.

202.4 **Unofficial Practice** : Any practice days run by the track or facility are considered **‘unofficial’**. It shall be up to the track to specify whether the spec fuel, oil and/or tires shall be required.

250 PRE-RACE TECHNICAL PROCEDURES

251 PRE-TECH INSPECTION FORM

251.1 All drivers must use the approved Pre-Tech Inspection form included in the registration package. One Pre-Tech form must be completed and signed by the driver per round. Forms are to be turned in at the pre-grid for qualifying. Incorrect or missing information subject to penalty or disqualification.

252 CHASSIS TAGGING

252.1 **Chassis tag** to be attached on drivers right, behind the spindle yoke around the tubing. Only one revolution or wrap around the tubing is permitted. All other tags should be removed from the chassis. Refer to Section 801 for image. An incorrectly installed chassis tag may result in a procedural penalty. Seals issued at each event must be used. All old seals must be removed.

253 ENGINE SEALING

253.1 Should the sealing of engines be declared for the event, at qualifying each entry must have their engine sealed and recorded. The seals will normally be available in advance to facilitate the process. SKUSA seals are unique and are bar-coded to allow use of a scanning system. It is important to install the seal so that the bar code is facing outward so that it may be read with the scanner. An incorrectly installed engine seal may result in a procedural penalty. Seals issued at each event must be used. All old seals must be removed.

253.1.1 **Additional Seals:** In some cases, additional seals may be applied to other components (pipes--silencers--ignition components, etc). Once installed and recorded, these become part of the "package" and may not be removed.

253.1.2 If sealing of engines is not declared for the event/class, conventional marking (painting) of engines and recording will occur at qualifying for each entry.

253.1.3 SKUSA has pre-drilled cylinder head nuts available to purchase at most events to facilitate the sealing of engines.

253.1.4 **Tampering:** Any tampering of engine or pipe seals will result in an immediate DQ for the competition day.

253.2 **Swift, KA100 and X30 Engines:** Three separate seals will be used for sealing all engines except KZ. Refer to Section 802 for photos.

253.2.1 **Two Cylinder Head nuts and Two Exhaust Header nuts:** Seal installed through **(1) forward head nut**, then **(2) second head nut**, then **(3) nearest header nut**, then under header to **(4) second header nut**, and then **(5) through locking device** with barcode facing outward so it can be easily read or scanned. Wire must **not** pass through any sealing nut more than one time.

253.2.2 **Carburetor** must be sealed through the factory drilled hole in carb body.

253.2.3 **Exhaust Pipe** must be sealed through retention spring eyelet on pipe body.

253.3 **SSE and KZ Engines:** SKUSA bar code sealing decals. One decal on cylinder and one decal on crankcase.

253.4 **Stock Honda Engines:** One cylinder stud/nut and one head stud/nut must be drilled for sealing. Head nut is sealed to cylinder nut.

254 RACE TIRE PICK-UP

254.1 The race tire pick-up window will be declared on the printed event schedule and is generally on the day prior to the first day of competition. Failure to pick up your race tires during this window shall result in a procedural penalty.

SUPERKARTS! USA
RULES AND REGULATIONS

300 RACE VEHICLE STANDARDS

301 GENERAL

301.1 **Inspections:** Spot checks of a competitor's kart may be made at any time during a SKUSA event. Dimensional or technical violations shall result in a DQ unless otherwise published in this rulebook.

301.2 **Number Plates:** Correct numbers must be properly installed for all on-track sessions, including practice and warmups. Failure to do so will result in penalties, including loss of track time.

301.2.1 When transponders are mandatory, competitors who do not have the correct numbers on their karts shall not be allowed to enter the grid.

301.3 **Panel Numbers & Colors:** Numbers shall be black on a yellow background, at least **5.5"** (5.0" for Micro and Mini Swift) tall and have a 2 cm (.787") wide stroke represented with an Arial font. **No shaded or outlined numbers are allowed**. The competition number shall be bordered by a yellow background of 1 cm (.393") minimum. They must be in place prior to any official session, on both front and rear panels, as well as on both sides towards the rear of the bodywork. The driver is responsible for ensuring that the required numbers are always clearly visible to timekeepers and officials.

302 SAFETY

302.1 The following items shall be secured with a "nylock" nut with at least one full thread of the bolt protruding, drilled bolt safety wired, drilled bolt cotter-pinned, or secured by circlip or snap ring if the bolt has a circlip groove (installing on threads is not approved).

302.1.1 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.
- Spindle nut attaching wheel.

302.1.2 Braking System

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

302.1.3 **Throttle:** Throttle pedal to chassis.

302.1.4 **Weights:** All weight mounting bolts must have double nuts (two nuts jammed together) or a nut with safety wire or pin through a drilled bolt. If mounted to the seat, **aluminum or steel ~~backing~~ washers (plastic is not allowed) with a 30 mm minimum diameter** ~~should~~ shall be utilized to prevent the fasteners from pulling through the seat. All weights MUST be painted or plastic coated white and marked with appropriate kart number. This should be the only number and must be legible, visible for inspection and in contrasting colors that are easy to read. If tape is used, it must be solid color. Weights less than 7 pounds may be secured by one 5/16" (8mm) bolt. Weights weighing 7 or more pounds must be secured by two 5/16" (8mm) bolts. Stacked pieces of weights that total over 7 pounds require two 5/16" (8mm) bolts. The loss of a weight or

improper attachment during any on-track session shall result In a penalty. Weights not painted or marked with appropriate kart number shall result in a procedural penalty.

303 CHASSIS AND CHASSIS COMPONENTS

303.1 **Construction:** Must be CIK or SKUSA approved and must be constructed of a carbon steel alloy using traditional tubular construction with a maximum tubing diameter of 32mm. The SKUSA National Technical Director must approve any non- traditional materials or chassis design and components before the kart can be approved for competition.

303.1.1 Chassis includes the frame, primary seat mount/supports and rear cassettes and hangers. Auxiliary seat struts are not considered part of the frame or chassis.

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

303.3 **Overall Dimensions:**

DIMENSION	CADETS	ALL OTHER CLASSES
Wheelbase	889mm Minimum	1010mm Minimum
Maximum Width	50” (1270mm)	55 ⅛” (1400mm)
Maximum Length	84” for All Classes	
Minimum Overall Rear Width	41”	53”
Maximum Axle Diameter	30mm	50mm

303.3.1 No part of the driver's head may extend past a vertical plane defined by the trailing edge of the rear tires.

303.3.2 The distance between the ground and the center hub of the steering wheel will be no less than sixteen (16) inches.

303.3.3 The maximum height for the drivers fairing/number panel must not exceed one inch above the steering wheel as raced.

303.4 **Chassis Repair or Replacement:** Replacement of damaged chassis requires advance approval by the event Technical Director. The replacement chassis must be of the same brand. The event Technical Director may appoint a chassis repair specialist for inspection. The final approval rests with the event Technical Director. If approved, the competitor shall receive a penalty in the next competition session. Unauthorized chassis replacement shall result in a penalty. Only one chassis change per round (including the Super Nationals) is allowed.

303.4.1 Permission for a chassis change must be requested no later than the start of the 4th on-track session after the requesting competitor’s last on-track session. At the SuperNats it shall be no later than the start of the 3rd.

303.5 **Bumpers and Bodywork:** Note that in 2018, CIK has begun approving Cadet bodywork.

303.5.1 All karts that compete in a SKUSA event must have at a minimum: (a) Two CIK or CIK-style side pods with side bars; (b) front and rear bumpers approved by CIK, or SKUSA; and cannot be the all metal bar type; (c) Driver fairing – CIK-style (d) CIK or SKUSA-approved nose; and (e) rear protection. The rear protection shall extend to at least the center of the rear tires. Retention cables or straps may be utilized. However, they may not compromise the original design or Homologation of the bumper and mounting hardware.

303.5.2 All bodywork must remain installed and intact during all competition sessions until technical inspection. Dislodged bodywork shall result in a penalty. However, if dislodged on track, or missing during a competition session, and if the conditions on track allow, the competitor may be

shown a mechanical black flag. If a mechanical black flag is shown and obeyed, the competitor will receive points and/or qualifying time up to the lap where the flag was displayed. If not obeyed, the competitor shall be disqualified and may be subject to additional penalties. The absence of a mechanical black flag being shown does not negate the competitor's responsibility to have the bodywork installed and intact at technical inspection. No bodywork may be reinstalled until after post-race technical inspection.

303.5.3 No bodywork may extend wider than the rear tires. Side bodywork may extend past the rear tires in rain conditions.

303.5.4 A small hole is allowed in the side pod to facilitate the use of an auxiliary starter in order to start a 'loaded up' engine.

303.6 **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.

303.7 **Seat Struts**

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

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

303.7.3 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.

303.7.4 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 non-conforming.

303.7.5 Seat struts must be connected at both ends.

303.8 **Seat Washers:** Any attachment point from the chassis to the seat or seat strut to a seat will require a minimum of one 30 mm diameter aluminum or steel backing washer per fastener to eliminate potential break through.

303.9 **Composite Parts:** All parts made from composite material are forbidden on the kart, except for the seat, floor pan, chain guard and Stock Honda silencer.

304 PUSH BACK BUMPER (PBB)

304.1 When required, PBB installation is required beginning with the first official on track session and for the remainder of the event. Penalties may not be assessed in practice, as this time is for the purpose of working with all teams and drivers to ensure that installation is correct, and everyone is fully compliant prior to the competition.

304.2 **Competition & Penalty Procedure:** Applies to qualifying, pre-finals,and finals. Drivers must enter the official grid with the PBB properly attached to the kart. The PBB may be inspected for modification or excessive wear, and compliance is determined by the officials. As provided in rules, the 27mm minimum clearance between the fairing and metal bumper will be enforced. Zip ties may be used to hold the clamps to the bumper but shall not hold the clamp from opening.

304.3 **Mandatory Homologated Items:** The use of the following homologated items is mandatory for SKUSA competition: (1) The use of a homologated front fairing. (2) The use of a homologated front fairing mounting kit of the bodywork homologation period 2015-2023. (3) The use of the KG mounting clamps is not required (as an example, OTK clamps are acceptable). KG mounting clamps are highly recommended for their additional strength.

304.3.1 The PBB system must be run as homologated. No modifications or alterations are allowed. may be compared to a known stock item to insure compliance.

304.4 **Mandatory Installation:** The PBB must be in the correct position at all times during a competition session, per CIK Technical Drawings 2c and 2d attached below.
Technical Drawing 2c Technical Drawing 2d

304.5 If the PBB is no longer in the correct position after the race with **one side pushed in**, a time **penalty of 3 seconds** shall be imposed.

304.6 If the PBB is no longer in the correct position after the race with **both sides pushed in**, a time **penalty of 6 seconds** shall be imposed.

305 BRAKES

305.1 **2-Wheel and 4-Wheel Brake Systems**

305.1.1 **Shifters:** All shifter karts are required to have four-wheel braking with two (2) independent master cylinders.

305.1.2 **Micro Swift, Mini Swift, KA100, X30 classes:** Rear brakes only.

305.1.3 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).

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

305.3 Flexible duct tube(s) are allowed for brake cooling.

305.4 All hydraulic connections shall be tight and free from leaks.

305.5 "Carbon/carbon" braking systems are prohibited. Carbon brake pads are allowed. NOTE: As of January 1, 2015, the CIK is requiring that both current and new CIK Homologated chassis have brake discs made from steel, stainless steel or cast iron. SKUSA has elected at this time not to enforce the rule.

305.6 Connection between brake pedal and master cylinder(s) must consist of both solid rod and safety cable with a minimum diameter of 1.8mm. The lack of a safety cable shall result in a penalty.

305.7 Master cylinders that employ only one mounting bolt must have a minimum of one 8mm diameter bolt and this bolt must be through pinned.

306 TIRES/WHEELS

306.1 Wheel diameter for all classes shall be five (5) inches. Maximum overall width for all Junior and Senior classes shall be: Front – 135mm; Rear – 215mm. These dimensions are consistent with International regulations. Micro/Mini Swift classes are maximum of 135mm, front and rear.

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

306.3 Bar codes may not be defaced or removed. If defaced, disqualification or other penalties may be assessed.

306.4 The loss of a wheel during any on-track session will result in a penalty. Determination of cause of loss by technical officials is final and not protestable.

306.5 If the event schedule specifies required times for tire pickup, any driver who fails to pick up their tires per the posted time shall incur a penalty in the next competition session.

306.6 In the event of a damaged tire, a one-for-one replacement of a comparably-worn tire may be authorized by the tech officials. Under no circumstances will a new tire be authorized.

306.7 Tires must be used on the correct competition day. Example: Saturdays tires may not be used on Sunday in any session. Incorrect use will result in disqualification.

306.7.1 **Winter Series and Pro Tour Events:** For classes that are allocated one set of race tires for the event, Race tires must be new at Qualifying for the first Round. For classes that are allocated two

sets of race tires, they must be new at Qualifying for both Rounds of the Event, unless otherwise specified by class parameters.

306.7.2 **Regional Events:** Tires do not need to be new for Qualifying, but must be series-stamped race tires.

306.7.3 When, and only when, tires appropriated for Sunday are used in Saturday's Qualifying, the competitor shall be issued a procedural fine in lieu of a DQ. Those tires will then become their Saturday tires and the other set will become their Sunday tires.

307 MISCELLANEOUS

307.1 **Data Acquisition:** Data acquisition devices are allowed in all classes with the following restrictions. Systems that can modify, control or monitor ignition timing, air and/or fuel ratios, traction control are forbidden. Lambda sensors may be used. The fitting, if present, must be plugged with no leakage. Exhaust probes (EGT) must have insert fitting welded in place; no leaks or clamp-style fittings are allowed.

307.2 **Cameras:** The following rules and regulations regarding the use of on-board cameras will apply at all SKUSA- sanctioned events. Additional questions regarding cameras should be directed to the Tech Director at the event or info@superkartsusa.com. A maximum of 2 cameras are allowed per kart.

307.2.1 **Identification:** It is the sole responsibility of competitors to clearly mark their cameras with their Kart number. Cameras or parts with identifying marks may be held in tech for claiming by the owner. Unidentifiable cameras or parts will be placed in a 'lost and found' area. Loss of the camera on the racing surface shall result in a penalty. Cameras will not be returned to the competitor until after the Event.

307.2.2 **Mounting Procedures:** The following mounting procedures must always be followed: all cameras shall be subject to inspection and removal at any time by tech personnel. Under no circumstances are cameras allowed on the driver's person or helmet. This includes any form of mounting to the shell of the helmet, or the mounting of any type of video or camera system inside the helmet, such as in the viewport. The use of GoPro mount is recommended. Fabricated mounts are subject to approval by Technical Staff.

307.2.2.1 Cameras must be hard-mounted by bolt and nut. Mounting by use of any form of adhesive is prohibited.

307.2.2.2 Cameras may be mounted on front panel (if number plate is not obscured), main frame rails, welded seat strut, chassis or major chassis components. Camera mounts welded directly to the radiator or solid metal mounts that clamp onto the radiator are also allowed.

307.2.2.3 The Race Director or Tech Official may require additional measures.

307.3 **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.

307.4 **Special Needs:** Special "driver aids" may, by prior approval of the Race Director and/or Technical Director, be allowed in certain circumstances for drivers with special needs due to physical disability.

307.5 **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.

307.5.1 **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.

307.6 **Cooling Fluid:** Water Wetter solutions and anti-corrosion solutions are allowable in cooling system. Products containing Glycol are NOT allowed.

307.7 **Fluid Capture:** A functional catch tank/container is required on the fuel tank and radiator for overflow.

307.8 **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.

307.9 **Fuel Tanks:** Must be safely mounted with no additional cooling methods used.

307.10 **Aerodynamics**

307.10.1 **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.

307.10.2 **Seat:** Seat incline shall remain consistent with sprint racing incline.

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

307.10.4 **Wings:** No wings are allowed.

307.10.5 **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.

307.11 **Functional Transponder:** Must be mounted in the correct location in every official on-track session, including timed practice. Transponder shall be mounted per CIK positioning: on back of seat at a height of 25cm +/- 5cm. Incorrect mounting may result in a penalty.

307.11.1 Whether the transponder is personally owned or rented from SKUSA, it is the driver's responsibility to ensure it is fully functional and properly charged.

307.12 **Radiators:** Primary must be mounted to the left or the right of the Driver. Supplemental radiators, if allowed, may be mounted to the left, right or directly behind the driver. All radiators must be placed above the chassis frame. Technical Director may require mounting modification or removal for safety reasons. Maximum height is 50cm from the ground (excluding cap and fitting). Note special rules for X30.

307.13 **Air Box or Air Filter:** Air box or air filter must remain installed and intact during all competition sessions until technical inspection. A dislodged air box or air filter shall result in a disqualification. Air boxes or air filters may not be reinstalled until after post-race technical inspection. A drain hole may be drilled in the bottom of the box, not exceeding 7mm diameter. When rain tires are installed, it is permissible to remove the air filter from the airbox and install a water deflection device to the inlet openings.

307.14 **Exhaust Systems:** All specified components of a controlled (homologated) exhaust must remain intact and unmodified. This may include header, flex, expansion chamber and silencer. No coating, plating, painting or other treatment allowed. Exhausts that require repair may be allowed at the Tech Director's discretion for a specific event providing advance approval is requested and the repair is not in the area directly adjacent to a cone or tube. Repair of cracks may be approved but welding in areas that might affect the design characteristics of the exhaust is not permitted.

307.15 **Chain Guards:** Full chain cover such as OTK, KG or Tillett along with the factory supplied clutch cover is required for Swift, KA100 and X30 classes. All shifter classes require chain cover strap to fully cover the top of the chain from the engine sprocket to the rear axle sprocket.

307.16 **Electric Water Pumps:** Not allowed in any SKUSA class.

SUPERKARTS! USA
RULES AND REGULATIONS

400 ENGINE STANDARDS

401 ALL CLASSES

401.1 The technical inspector may employ any recognized method of determining legality, even if the specific test or procedure is not contained herein. Parts may be compared to known stock parts to determine compliance. Technical infractions shall result in a DQ unless otherwise published in this rulebook.

401.1.1 Factory fiche and supplemental rules may also be used to determine compliance. In the event of a conflict between the factory fiche and the SKUSA rules, the SKUSA rules take precedence.

401.1.2 Inspections are to be performed at ambient temperature.

401.1.3 Any item that can not have the shape or profile verified because of excessive carbon buildup may be grounds for disqualification. Examples are (but not limited to) head, headers and piston top.

401.1.4 Excessive carbon buildup in the exhaust ports that is judged to reduce the factory port area by 25% or more will be grounds for disqualification. This includes the entry of the port (liner) as well as the passages. Further, carbon in the top of the ports that could obstruct the use of the 0.2mm x 5mm stop gauge used to document the exhaust duration as noted in the factory fiche documents may also be grounds for disqualification. Please ensure your equipment is cleaned and compliant. Please refer to **402.18** for additional information.

401.1.5 If a competitor or their assigned representative is not available for the technical inspection of their engine in post race tech, the competitor shall be disqualified once the technical inspection of the engines of the next class commences.

401.2 **Non-Conforming Equipment:** As many components in the SKUSA race program are “spec” or controlled, they must always conform to regulation in every competition session. Examples of these components are ignition modules, carburetors, exhaust systems and exhaust restrictors/headers, as well as all engine components. If a component is found to be non-conforming, it will be grounds for a disqualification, and may incur additional penalties. The item may be confiscated by the technical official and not returned. In addition to the competitor disqualification, the engine builder may also be penalized. In the event of a dispute regarding its legality, an appeal may be submitted.

401.2.1 **Should the non-conforming component be found under the seal (or paint), the disqualification applies to all previous competition sessions of the event.**

401.3 **Graphics, painting, coatings:** No attempt to alter cooling or airflow allowed. No additional covers, shields or heat retention devices allowed. Reasonable application of advertising decals allowed. Final determination rests with the head tech official.

401.4 **Spark plug:** Must be stock, unmodified, commercially available spark plugs. Note special rules for X30, Swift, KA100 and SSE. May be compared to a known stock plug to determine any modification. **Must have stock or indexing washer or CHT lead in place.** Maximum length 18.5 mm (including washer or temp lead.) May be verified with a spark plug gauge – with plug tightened to no more than 180 in/lb.

401.5 **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.

401.6 **Fuel:** No additives or alterations of the Spec fuel are allowed. Fuel tests may be administered at any time during or after an event. Drivers are required to have a minimum of 500ml of fuel available upon completion of each competition session for testing. An insufficient fuel level will result in disqualification.

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.

401.6.1 Non-compliant fuel falls into two categories:

401.6.1.1 Minor: failing the Digatron test (or specific Gravity test) indicating the use of pump gas, incorrect oil, contaminated tank or fuel container. The technical inspector may use his own discretion in applying this penalty.

401.6.1.2 Major: failing the Digatron or Specific Gravity test by a large margin and/or failing the Germaine (NHRA) test. This may indicate the presence of performance- enhancing chemical additive(s), many of which are known to be cancer-causing or otherwise harmful to human health.
The technical inspector has the discretion to determine the extent of the non-compliance and the penalty assessed. The technical inspector may choose to retain samples for additional laboratory tests. Results may remain Provisional pending the outcome of these tests.

401.6.2 Any competitor found to be using carcinogens may be reported to the EPA.

401.7 Engine Repair or Replacement: Competitors must request permission to repair or replace their engine with the Technical Director. If permitted, competitors will be allowed to change their engine once per Round or Event. If approved, the competitor shall receive a penalty in the next competition session. Unauthorized engine replacement shall result in a penalty.

401.7.1 One carburetor change is allowed with permission from the Tech Director without penalty. Additional carburetor changes must follow the same rules and penalties as an engine change.

401.8 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. The original component may be retained by SKUSA.**

401.8.1 Engines or parts may be impounded for additional inspections, evaluations or testing. Failure to cooperate will result in disqualification.

401.8.2 Impounding of Parts or Equipment: SKUSA has the right at any time to impound any parts or equipment for further inspection. If no issues are identified after further inspection, the items will be returned to the competitor. If items are found to be non-compliant SKUSA has the right to keep the items and penalties up to and including suspension may be imposed. This includes any items found at any time during an event.

401.9 CCV Measurement Procedure:

- Where applicable, combustion chamber volume (CCV) measurements should be made with the L.A.D. Specialties #CCMP measuring plug tool. (for shifter engines, CIK tool is used)
- Allow the engine to reach ambient temperature.
- 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.
- Screw in the designated CC tool for the class. Rotate the piston to TDC. Then rotate back approximately 20° BTDC.
- Screw in the designated CC tool for the class.
- With a Class A graduated burette, mechanical or electronic, fill to the proper level using either the top or the bottom (recommended) of the meniscus as the starting point. Dispense approximately 90% of the specified amount of Marvel Mystery Oil.
- Wait 15 seconds and dispense the balance of the specified amount before reading the burette at the same point as the beginning reading. (This allows fluid clinging to the interior of the burette to settle for a more accurate reading.)

- Rotate the piston to TDC. No fluid may overflow the CC tool.

401.10 **Deck Height or 'Squish' Measurement:** All squish measurements will be made using a 1/16" (.0625") 50% lead / 50% tin solder parallel to the wrist-pin. McMaster-Carr #7667A32. Both sides must conform to the stated dimension.

401.10.1 **Squish Check Procedure:**

- Position piston just before top dead center and insert solder thru spark plug hole pointed at cylinder wall (should contact cylinder wall).
- Roll the piston thru top dead center and measure along the crushed area.
- Squish may be checked in multiple positions and all must be compliant with the spec's defined for the particular engine being checked (not an average).
- If the first crush measurement is found to be non-compliant when measured by three officials using their measuring tools, the solder crush test may be repeated one additional time and re-measured by three officials using their measuring instruments. Two or more compliant measurements shall result in a passing of this test.

402 SWIFT, KA100, X30 and SSE ENGINE SPECIFICATIONS

402.1 All engine specifications shall be per the SKUSA website PDF links and rules below. The basic intent of the class is to run the engines as supplied by the manufacturer without modification or substitution of components. All factory supplied equipment must be **fully functional** unless otherwise specified. All engines used in SKUSA competition except KZ, must be USA models originally sold in the USA. Links to Engine Spec PDFs: **superkartsusa.com/rulebook.html**

402.2 **Carburetors, Air Box (Inlet Silencers) and Adapters**

402.2.1 **Carburetors:** OEM as supplied from the engine manufacturer. Throttle shaft, butterfly and butterfly screw must remain stock. Surface finish of venturi and bore must remain as manufactured. All dimensions shown in PDF apply, no additional machining permitted. The color of diaphragms and gaskets is non-tech so long as the dimensions defined in the PDF fiche are observed. Auxiliary return spring is required for all butterfly type carbs. Carburetor may be run with the pumper stack on top or bottom. Aftermarket top screws (6) and inlet cap screws may be used when factory sizing is maintained. The addition of a tie wrap on the tuning needles to reduce movement is permitted.

402.2.1.1 The thermal carb spacers on the Mini Swift and Micro Swift must be installed as shown in the factory fiche document on page 5.

402.2.2 **Carburetors - SSE:**

402.2.2.1 **Tillotson HB15A:** Venturi diameter is Max 34mm (1.339") -- Throttle bore diameter maximum is 36mm (1.417") Must be run in position shown on fiche .pdf -- Auxiliary return spring required.

402.2.2.2 **Dellorto VHSH30**: Approved for usage on the SSE. All size jets, tubes and slides are legal so long as they are original Dellorto items. The carburetor must otherwise be run as supplied with no additional machine work or changes permitted.
Two mounting systems are approved:

402.2.2.2.1 **A** - IAME conveyor Z2NB41000, rubber carb flange IZB-41551 and flange IZB-41350N may be used.

402.2.2.2.2 **B** - IAME conveyor IZB-41040 and the rubber carb mounting flange IFG-30900 Any external fuel pump may be used

402.2.3 **Air Box/Inlet Silencer:** The position of the airbox is non-tech. (Note special requirements for IAME Micro/Mini Swift, IAME X30, KA100 and SSE as posted in fiche / PDFs.) Large or full cover wraps

/ graphics / coatings are not permitted. The final determination of compliance rests with the tech inspector. If there is doubt about compliance, ask before using. Decals may be removed at the discretion of the tech inspector at any time to verify compliance (no additional holes). No additional holes other than the air intake tubes and one .200" water drain hole are permitted. One strip of tape may be used at the connection of the rubber mounting flange and the silencer body. One strip of tape may be used to secure the inlet tubes. Silicone or other sealant may be used to secure inlet tubes. Foam filter is required as noted in the factory documents. If the rubber adapter is reversible, it may only be cut on one side, with the altered one to be located inside the body of the silencer (rain conditions where no foam filter is required). The factory screen over the inlet tubes may be removed.

402.2.4 **Reed Cage Assembly:** Only OEM fiberglass reeds are allowed with a minimum thickness of 0.012”. Sanding is permitted ONLY on the side opposite of the IAME identification marking. IAME marking must not be altered and must be visible. Manifold shape and design shall remain as manufactured. Grinding, polishing, trimming or reshaping the reed cage or manifold is illegal. Resurfacing the flat rubber contact surface to reeds and gasket surface and deburring and minor grinding at reed attachment screw holes are allowed. Reed cage plates shall remain as manufactured and not be altered in any way. Holes - 0.130” No-Go. Screws must be the same as factory sizing and may not be altered.

402.2.4.1 Reed petals shall be measured across the entire petal surface using a vernier caliper. The caliper should be verified using a .012" feeler gauge blade. The caliper should be zeroed using a .012" feeler gauge blade. Any measurement under zero will be illegal. The IAME marking must be present.

402.2.4.2 The reed bar shall have a maximum thickness of 0.070” when measured as shown in **803.1**. Loose hold down screws are illegal. No thread locking sealant may be used on the screws. Holes are 0.130” No-Go.

402.2.5 **Reed Cage Assembly - SSE:** Single reed petals (no two stage systems). Minimum petal thickness .012". Stops and stiffeners are open. No modifications to the reed box or manifold.

402.3 **Starter/Auxillary Batteries:** Must be of a sealed or dry cell design. All batteries used must be of enough capacity to start the engine.

402.3.1 **Mounting:** They are to be affixed in one of the following manners: (1) Factory IAME box and velcro strap with one 175-lb tie wrap, or (2) Aftermarket battery box with minimum of two 175-lb tie wraps. All batteries are to be labeled with the appropriate kart number. This should be the only number and must be legible, visible for inspection and in contrasting colors that are easy to read. Batteries not marked with appropriate kart number shall result in a procedural penalty.

402.3.2 **Start/Stop Buttons:** The starting and safety stop buttons must be present and working. Factory supplied mounting and security brackets must be in place.

402.4 **Starters:** It is expected that the competitor can demonstrate on-board starting when requested by a tech official.

402.4.1 In the event of a starting system component failure, an auxiliary starter may be used without penalty. The intent of this rule update is to allow temporary auxiliary starting for engines in the event of a starter system failure. It is not intended to replace the on-board system. Use of an auxiliary starter on consecutive race days may result in penalties being assessed. A small hole is allowed in the side pod to facilitate the use of an auxiliary starter in the event of starting a ‘loaded up’ engine. The use of universal joints to clear a non-drilled side pod is discouraged.

402.4.2 Regardless of the starting method employed, all starting system components (including charging system) must always be installed per OEM specifications. Failure to comply with this requirement will result in disqualification.

402.4.3 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.

402.5 **Clutch:** OEM as per engine manufacturer PDF. Clutch engagement must not exceed 6000 RPM (Swift 5000 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. Drive sprocket and drum to be OEM factory supplied - no after-market items allowed. Only OEM drums without holes are permitted per the factory fiche. Both long (D-75598) and short (B-55598) roller cage bearings are legal. Short model requires an o-ring (A-60565).

402.5.1 **Optional test procedure:** Place kart on stand in a safe location with axle free to turn with no obstructions. Start engine. Apply throttle a few times to ensure response. Holding throttle and brake on at same time, apply full throttle against full braking without tire rotation. It may require a few attempts to get a clean pull. Read either competitor's gauge or have a clip-on tech gauge to read RPM at highest reading. RPM's exceeding 6000 for X30 and KA100 (5000 for SWIFT) are non-compliant. A specified carburetor setting may be required.

402.6 **Exhaust:** All exhaust components, including header, are to remain intact during the race and until technical inspection. Intact is defined as complete as manufactured with no cracks, modifications, or missing components. Leaks at the header juncture or at end cap may result in penalties. It is highly recommended to seal these areas with silicone sealant. No repairs are allowed without prior approval of the Technical Director.

402.6.1 All exhaust silencers and headers to be run as factory supplied with no alterations. Details for each individual engine are shown in the factory fiche documents.

402.6.1.1 The following factory fiche muffler dimensions have been revised.

Factory Fiche	Page	New Dimension
Mini Swift	9	**T**: 600 +4/-3
KA100	11	**T**: 692 +/- 3
X30	11	**T**: 690 +/- 3

402.6.2 **All engines / all classes:** No spacers allowed between the header and the cylinder - single factory OEM gasket only - minimum thickness 1.3mm

402.6.3 Any means to by-pass an exhaust restrictor is grounds for disqualification. This includes but is not limited to leaking exhaust manifolds, gaskets, or connection joints.

402.6.4 **Exhaust Headers for Restricted Classes:**

CLASS	IAME PART#	DIAMETER
Micro Swift	A85365	16mm
KA100 Junior	IAH-02011	22mm
X30 Junior	X30125370J	22.7

402.6.5 **SSE Pipe and Silencer:** As factory supplied with kit (pipe 21/M/18 - silencer Elto - 28mm straight tube U-bend). Up to a 20mm thick aluminum spacer with 1mm gasket both sides allowed. May be run without the aluminum spacer with a one 1mm gasket.

402.7 **Cylinder damage:** Cylinders that have internal damage may not be acceptable for SKUSA competition. Small nicks in ports from debris such as broken circlips, ring segments and the like are acceptable on any edge of the port. Larger damage on the top of the port may not be acceptable if the damage is above the height of the top of the exhaust port. Wrist pin damage resulting in grooving of the cylinder above the top of the exhaust port is not acceptable. It is strongly recommended that any questionable cylinder be approved in advance, at the Tech Director's discretion for a specific event.

402.8 **Crankcases:** Main bearing pockets may be repaired with inserts, but the crankshaft centerline must not be altered. All other dimensions must remain as published in the specifications.

402.9 **Piston/Wrist Pins/Ring:** As supplied by manufacturer; must conform to dimensions in PDF. No modifications allowed. Circlips are non-tech.

402.10 **Radiator (X30 and SSE):** One aftermarket radiator allowed to replace the IAME radiator, subject to the following: No auxiliary fans; No additional scoops, air dams or other aerodynamic additions, Water pump is non-tech but must be powered from axle. Electric pumps not allowed. Thermostat optional. Height 50cm maximum from ground (excluding filler cap). Maximum dimension: Height: 19.5" Width: 12" Depth: 3.250" (496mm x 305mm x 83mm). Shield on rear allowed to prevent damage from track debris.

402.10.1 SSE may use multiple radiators.

402.11 **Spark Plugs:** Only the following spark plugs may be used:

402.11.1 **Swift:** NGK BR_EG / B_EG or DENSO W_ESZU / IW31 or Autolite AR50 / AR51 / AR52 / AR53

402.11.2 **KA100:** NGK B10EG / BR10EG / 6061-10 / R6061-10 / R6252E-105 / R6252K-105 / R6254E-105 / R6254K-105

402.11.3 **X30:** NGK 6061-10 / R6061-10 / R6252E-105 / R6252K-105 / R6254E-105 / R6254K-105
In the event of a rain race, NGK B10EG or BR10EG may be used.

402.11.4 **SSE:** NGK B10EG / BR10EG / 6061-10 / R6061-10 / R6252E-105 / R6252K-105 / R6254E-105 / R6254K-105

402.11.5 18.5mm minimum length - all plugs, all classes. Also see **Section 401.4**

402.12 **Spark Plug Caps/H.T. Lead:** Only the following caps are allowed: PVL/Selettra (IAME part# 10544), NGK (part# TB05EMA) and K+S (part# 10-3121MA). The addition of an hour meter and/or additional insulation on the H.T. lead (plug wire) is allowed.

402.13 **Ignition Timing - Swift:** Open

402.14 **Ignition Timing - KA100:** 0.120" BTBC Max

402.14.1 **Inspection Procedure:** Install a dial indicator into the spark plug hole and zero at top dead center -- Rotate the engine at least two turns of the indicator before TDC (approx. 0.200") -- Rotate the engine in the running direction until the needle just arrives at 0.106" BTDC (maximum) and stop -- at this point the thin scribed line on the aluminum flywheel must strike somewhere within the wider molded line on the stator, or anywhere after the line (with the running rotation).

402.15 **Ignition Timing - SSE:** 0.090" BTDC Max

402.16 **Ignition Timing - X30**:

- Key thickness open.
- Keyway slot width in the flywheel and the crankshaft is 0.103"
- Four holes in the stator are open.
- Four stator holding screws are 0.187" No-Go minimum diameter.
- **Procedure for inspection** using the top drawing on the factory fiche on page 7 is as follows:
    - Install a dial indicator into the spark plug hole and zero at top dead center -- Rotate the engine at least one turn of the indicator before TDC -- Rotate the engine until the needle just arrives at TDC -- The thin line on the flywheel must strike somewhere within the wider molded center line on the stator, or to the right side of this line

402.17 No external modifications of any type allowed including air scoops or heat retention additions.

402.18 All heads must conform to the IAME factory profile shape gauges. The IAME profile gauges must be able to enter the head or header area completely in order to verify the configuration/shape. It is the responsibility of the competitor to ensure the components are free of excess carbon buildup. In post race inspection, the competitor will be given the opportunity to clean the head or header with a rag (one

minute, no abrasives, chemical cleaners or scrapers allowed). If the gauge still will not properly enter to verify the shape, disqualification may occur.

402.19 **Bearings, Seals, O-rings, and Gaskets:** may be replaced with equivalent from aftermarket suppliers. No ceramic or exotic material bearing allowed. Changing cylinder base gasket thickness to adjust port duration is allowed. Changing head shim to adjust squish is allowed.

402.20 **Ports:** must remain as manufactured condition. No grinding or polishing of any kind.

ENGINE	EXHAUST (Lad Tool)	EXHAUST LIGHT TEST	INLET (Lad Tool)
Swift	1.230”	1.095”	0.585”
KA100	1.420”	1.295”	
X30	1.340”	1.215”	
SSE	1.200”		

402.21 **Fuel System:** No additional components are permitted. No external fuel pumps. Any fuel filter, if utilized, must be placed between the fuel tank and carburetor.

402.22 **Head Squish Minimums:** See **401.10** for solder specifications.

SWIFT	KA100	X30	SSE
0.025”	0.041”	0.035”	0.039”

402.23 **Max Bore:**

SWIFT	KA100	X30	SSE
1.663” No-Go	1.918” No-Go	2.140” No-Go	2.531” No-Go

403 KZ ENGINE SPECIFICATIONS

403.1 The intent of SKUSA is for KZ to run under the current CIK/FIA Regulations with minor deviations as posted for the event. ALL current CIK-FIA Rules and Regulations for KZ engines, standards and their components will be enforced, unless specified otherwise in this rulebook. The approved engines are those currently or formerly approved by CIK-FIA. All competitors using the KZ engines must be prepared to present the technical inspector a PRINTED COPY of the CIK engine paperwork for the engine, airbox, pipe and silencer in use. Inability to do so may result in disqualification. Two engines and one chassis may be sealed for use. Also refer to 102.1, 107.6 and 303.1 (chassis).

403.2 **Port measurement:** Method for measuring the opening angles of the inlet and exhaust ports. In order to make the measurement more accurate, a 0.20 mm thick and 5 mm wide wedge will be used to establish the start and finish of the measurement. This wedge will be gripped at the chord axis of each port, between the edge of the upper part of the piston ring or of the piston and its intersection with the edge of the inlet or exhaust port. The position by which the gripping of the wedge will permit measurement of the largest possible angle will be considered as the beginning and the end of the measurement of the angle. This wedge **must** be set in position through the duct of the exhaust port to be checked. The reading will be carried out using a graduated disc with a minimum diameter of 200 mm or a digital display measuring device operated by a coder.

404 SPEC HONDA SHIFTER SPECIFICATION

Honda Engine Specifications have been moved to a separate document.
https://www.superkartsusa.com/dmdocuments/2022-SKUSA-Spec-Honda.pdf

SUPERKARTS! USA
RULES AND REGULATIONS

600 EVENT OPERATIONS

601 RACE OFFICIALS

601.1 **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 Directors 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.

601.2 **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.

601.3 **Starter:** The starter oversees 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.

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

601.5 **Other Officials:** The Race Director and/or Technical 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.

601.6 **Penalty Steward:** The Penalty Steward handles Protest Submissions and the collection of Procedural fines. The Penalty Steward ensures Protests and Procedural fines have been submitted or paid per the protest window defined in 109.1.

601.7 **PBB Steward:** The PBB Steward handles PBB Protests and the reviewing of competitor's video evidence in accordance with 109.6.

602 RACE PROCEDURES

602.1 **Pre-Grid:** Holding area for the next class or group – the 'on-deck position.' 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. Kart stands and tools allowed.

602.2 **Grid:** Area for the final inspection and alignment of the class prior to releasing them to the racing surface. Once vehicles are released to the racing surface, all competitors are under "Race Conditions" and the direction and control of the Race Director. Kart stands are not allowed. No fuel, tools, liquids or solvents allowed on the grid. Air pressure gauges are allowed.

602.3 **Racing Surface:** Once released from the grid, the competitor is on the racing surface (track).

602.4 **On-track Assistance:** Once on the racing surface, 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. 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.

602.5 Qualifying

602.5.1 **107% Rule** on qualifying times may be enforced.

602.5.2 **101% Rule** (Split Group Qualifying): If, during qualifying, where a class is large enough to have been split into two groups AND there is inclement weather, the 101% rule shall be applied. The 101% rule is defined as follows: If the fastest time in Group A and the fastest time in Group B are separated by more than 101%, and there was an adverse course condition.

602.5.2.1 In such a case, the Qualifying group with the faster time will be lined up on the pole side of the grid and the Qualifying group with the slower time will be lined up on the off-pole side of the grid.

602.5.2.2 In such a case where Final Practice or Qualifying times are used to determine groups, 105% shall be applied.

602.6 **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.

602.7 **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, coming to a complete stop and waiting for the starter's signal to go. It is the driver's responsibility to know their proper position.

602.7.1 **Flag Start:** Once the field is set 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. The flagman will throw the green flag at any time within the five-second window. Any forward movement after the flagman raises his non-flag hand shall result in a jump start penalty.

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

602.7.3 **Grid Position:** Each grid position shall be defined by a hash mark or line. A driver is considered in their grid position when this hash mark or line falls between their front bumper and front tire. Starting from outside of your grid position shall result in a penalty.

602.8 Rolling Starts

602.8.1 Starting Grid

602.8.1.1 Karts that arrive to the grid, or are delayed on the grid, after the field has been released to the track may be allowed to join the field -- if the field has not passed the commitment line and if allowed to do so per the Race Director. However, they 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.

602.8.1.2 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.

602.8.1.3 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. In the event

the pole sitter drops out prior to the start, the off pole driver will control the start the race from their original position in accordance with **Section 602.8.2**.

602.8.2 Start Zone Procedure

602.8.2.1 **Formation:** The Pole Sitter shall lead the field, when directed, from the pre-grid onto the course and proceed at a reasonable speed to the Formation Cone. When the Pole Sitter reaches the Formation Cone, signified by a blue cone, they shall reduce their speed to normal pace speed. Pole Sitter will continue to pace the field until the Commitment Cone. Drivers may advance to their original starting position until they reach the Commitment Cone. Once the Commitment Cone is reached, they may not advance their position any further, and the pre-grid is closed. Once the field has reached the Commitment Cone, scrubbing of tires is no longer permitted and shall result in a penalty.

602.8.2.2 **Start Zone:** The Pole Sitter will lead the field towards the Start Zone at a consistent speed of approximately 20 MPH. The Start Zone is defined by two (2) sets of blue cones spaced 40-60 feet apart depending on the facility and Start or Start/Finish location, and may be adjusted as necessary by the Race Director. The Pole Sitter, once they have broken the plane of the first set of cones, may start the race at any time and at their discretion. Should the Pole Sitter not start the race by the time they break the plane of the second set of cones, the race will automatically start. When the Pole Sitter starts the race, or when the plane of the second set of cones is broken, the Head Flagman will use a green flag or light to signify the race has started. There are no aborted starts due to the Pole Sitter or outside Pole starting the race prior to the first set of cones. Should either driver in the front row jump, the race will start and a jump start penalty will be assessed.

602.8.2.3 **Manipulating the Start:** When a competitor's actions interrupt normal starting procedures, a manipulating the start penalty shall be issued. This includes but is not limited to any changes of pace during any of the starting procedures or creating large gaps to the competitors ahead of and behind you forcing yourself or other competitors out of their proper starting positions.

602.8.2.4 **Aborted Start:** Should an incident occur while the field is approaching the Start Zone, the Head Flagman may abort the start for safety reasons only. The field will complete an additional lap at pace speed and return for a second attempt. An aborted start will automatically result in the reduction of the race by one (1) lap in Pre-Finals/Heats or (2) Laps in Finals.

602.8.2.5 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. During the formation lap, a driver who is delayed or has lost his grid position may attempt to regain it only if it does not affect any other driver and must occur prior to reaching the commitment line. If a driver starts out of position, that driver may be penalized at the Race Director's discretion.

602.8.2.6 The pole position driver will control the pace of the warm up/formation lap(s). 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.

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

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

602.8.2.7.2 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.

602.8.2.7.3 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.

602.8.2.7.4 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.

602.8.3 Start

602.8.3.1 No further karts will be allowed out of the grid onto the track once the start signal has been given and the race has begun, even if the start is aborted.

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

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

602.8.3.2.2 Bumping or pushing.

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

602.9 **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.

602.10 **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.

602.11 **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 once all running, lead-lap karts have crossed the finish line to complete a uniform number of laps OR 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 are prohibited from working on their karts during a red flag condition. Drivers waiting for restart may not go to the pits. Crew members 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.

602.11.1 **Complete Restarts:** If at least one competition lap is not complete prior to a red flag, the Race Director shall require a complete restart. Any drivers that leave the racing surface may not restart. Drivers may work on their karts at this time, however no tools or mechanics are permitted and the Race Director is under no obligation to allow any time for repairs. Competitors shall be allowed to reset their push back bumpers. Only after instructions from the Race Director will mechanics only be allowed to start engines with an auxiliary starter.

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

602.12.1 **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 rule, conditions permitting.

602.12.2 **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.

602.13 **Race Completion**

602.13.1 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.

602.13.1.1 When inclement or unpredictable weather and/or track conditions exist, the race duration may be changed from laps to time +laps.

602.13.2 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 canceled 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.

602.13.3 **Weighing/Scales:** Competitors are required to scale at the end of each competition session. Scaling is optional during practice sessions, unless otherwise directed onsite.

602.13.3.1 The scale in use will be designated the “Official Event Scale.” All weights obtained on this scale will be considered “official.” If two scales are used at an event, you will be assigned an “odd” or “even” scale. At no time, practice or competition session, are you allowed to use the scale not assigned to you. Penalties may be assessed if the wrong scale is used.

602.13.3.2 In the event of a disputed weight, the competitor will be allowed one re-weighs, with the competitor in the seat in normal driving position. The scale will be zeroed prior to the re-weigh. Standing in various positions on the scale platform during re-weighs to attempt to obtain the highest weight is not allowed.

602.13.3.3 Driving onto the scale is subject to DQ for the session and/or the entire event. Additionally, damage caused by driving onto the scale may result in a monetary fine to the driver for repairs or replacement.

602.13.3.4 SKUSA officials may elect, for expediency purposes, to not weigh the entire field during some portion of the competition.

602.13.3.5 Competitors are not allowed to have contact with any other person prior to scaling (other than accepting the allowed water). Any passing of items, such as a tire pressure gauge, is not allowed and may result in penalties.

602.13.3.6 Competitors are expected to remain with their karts until scaled.

602.13.4 **Technical Inspection:** The top five (5) competitors in each official session shall report to the tech area and not leave until released by a tech official. It is the competitor’s responsibility to determine if they are to proceed to the Tech Inspection area. The tech officials may check more or fewer karts as they deem necessary.

602.13.4.1 **Tech Inspection Area:** Only the driver and one tuner/ mechanic are allowed in the tech area unless cleared by one of the tech officials.

602.13.4.2 **Tech Tools:** It is expected that each entrant reporting to tech has enough tools to perform disassembly under the direction of the tech officials. Failure to have the required tools may result in penalties.

602.13.4.3 **Failure to Report to Tech:** A competitor's failure to report to the tech area immediately after the conclusion of a race event may lead to disqualification and/or suspension.

602.13.4.4 **Refusing to Tech:** A competitor's refusal of tech will result in disqualification and/or suspension.

602.13.4.5 Any item removed from the tech area will result in disqualification or may no longer be considered for inspection.

602.14 Paddock/Grid Rules

602.14.1 **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.

602.14.2 **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 driver's responsibility.

602.14.3 **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 severe penalties.

602.14.4 **Generators:** Effective 3/31/17, SKUSA will enforce the decibel levels set by the UL Industries regarding generator noise limits. Generators for use in the paddock area may not exceed 65db (under full load). For clarification, generators sold as camping/recreation are rated with a certification of 60db under load and 52db at idle. Other generators do exist as "construction grade", which are not covered by this standard. Any generator operating at a SKUSA-sanctioned event will be held to the UL rating of 65db under max load. All others will be considered non-compliant and will be asked to cease operation. Penalties will be levied against the competitor of the event for non-compliance.

602.14.5 **Crew in Grid:** The grid 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/Tech Director.

602.14.6 **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.

602.14.7 **Warming of Tires:** It is non-conforming to warm or heat tires, in any manner, in the pits, pre-grid or grid.

602.15 **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.

602.15.1 **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.

602.15.2 **Lapped Drivers at National Events:** Drivers about to go down a lap on the leaders will be given the removal flag (Black Flag) and must exit the track the next time by the pit-in lane. Removed drivers will be scored based on laps finished up to the point of removal. Failure to heed the removal flag may result in a penalty, up to and including disqualification for that session.

602.15.3 **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.

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

602.15.4.1 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.

602.15.4.2 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 per section 30.3.6 below.

602.15.4.3 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."

602.15.4.4 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.

602.15.5 **Rough Driving:** Rough driving is a term commonly applied to knocking (punting) another competitor from the line or the course, nerfing, or other incident responsibility 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.

602.15.5.1 Contact that results in a position change may result in a penalty.

602.15.6 **Blocking:** Blocking is considered when a driver makes more than 1 move on a given straight-away.

602.15.7 **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 about the violated competitor(s). All actions in such situations will be taken toward the violator.

602.15.8 **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. All such calls, with the utmost consideration of the officials, will be final. Some contact results from missed shifts and will be judged by the official.

602.15.9 **Repeated Violations:** Competitors exhibiting tendencies toward repeated conduct violations will become susceptible to suspension penalties.

602.15.10 **'Euro-Swerve':** A 'Euro-swerve' is considered when a driver makes an abrupt/aggressive lateral move in the direction of a competitor(s), which may or may not result in contact or adverse reaction, and may result in exclusion for the day, round or event.

603 EVENT FORMAT

603.1 **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.

603.2 **Tires**

603.2.1 **Marking:** Tires will be marked, scanned 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. Likewise, some classes may require the same tires to be used for more than one competition day. Unmarked or improperly marked tires at the end of any race session will result in a disqualification.

603.2.2 **Replacement:** A "one-for-one" tire replacement of a tire that has been damaged during racing may be approved by the Tech Director. Tire(s) replaced without the proper approval will result in a disqualification. Replacement tire(s) will have a measured tread depth equal to or less than the measured tread depth of the tire being replaced.

603.2.3 **Rain Tires**: The amount of rain tires allowed per day of competition will equal the number of dry tires allowed. At the SuperNats, one set is allowed per competition day.

603.2.4 **Rain Race**

603.2.4.1 At all times, it is at the discretion of the competitor to determine what authorized tires to utilize depending on track conditions, which is generally a decision between a specified slick tire and specified rain tire.

603.2.4.2 If the competitor chooses to mount authorized rain tires for use in the session, they are allowed to enable rules for airbox shielding and spark plug type for wet weather conditions as documented herein. Additional rules may be posted on event regulations.

603.3 **Points System:** Points are based on finishing order in the Heats/Pre-Finals and Main Events as detailed below.

Multi-Heat Grid Points (For determining Main Event Starting Grids)

1st	0	6th	6	11th	11	16th	16	21st	21	26th	26	31st	31	36th	36
2nd	2	7th	7	12th	12	17th	17	22nd	22	27th	27	32nd	32	37th	37
3rd	3	8th	8	13th	13	18th	18	23rd	23	28th	28	33rd	33	38th	38
4th	4	9th	9	14th	14	19th	19	24th	24	29th	39	34th	34	39th	39
5th	5	10th	10	15th	15	20th	20	25th	25	30th	30	35th	35	40th	40

Heat/Pre-Final Finish Points

1st	100	6th	65	11th	52	16th	42	21st	32	26th	22	31st	14	36th	9
2nd	90	7th	60	12th	50	17th	40	22nd	30	27th	20	32nd	13	37th	8
3rd	80	8th	58	13th	48	18th	38	23rd	28	28th	18	33rd	12	38th	7
4th	75	9th	56	14th	46	19th	36	24th	26	29th	16	34th	11	39th	6
5th	70	10th	54	15th	44	20th	34	25th	24	30th	15	35th	10	40th	5

Main Event Finish Points

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

603.3.1 **Bonus Points:** The Top Qualifier may earn an additional 10 points. The Fastest Lap in Main may earn an additional 10 points. See each event website for additional details or event- specific points/prizes.

603.3.1.1 Ties for Top Qualifier and Fastest Lap in Main bonus points will be broken with the 2nd fastest, 3rd fastest and so on, lap times.

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

603.3.3 All rounds are 'droppable' when championship points are calculated. Additional penalties may be issued when warranted.

603.4 **Disqualification:**

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

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

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

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

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

603.4.6 Engine related DQ's shall result in a loss of points for all prior sessions of the round or multi-day event when under the same seal.

603.5 **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. It should be noted that some flags are 'courtesy flags' and not compulsory. This includes but is not limited to the Half-Way, Two-to-Go or White flags.

603.5.1 **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.

603.5.2 **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.

603.5.3 **Standing Yellow Flag (not waving):** Continue at racing speed. Minimal danger ahead requiring driver's attention at next corner.

603.5.4 **Double Yellow Flags:** Signifies a full course yellow when double yellow flags are displayed at the start/finish line and all corners are displaying double yellow flags. All competitors will line up behind the leader at a constant reduced pace and follow the restart procedure. Failure to comply with the double yellow flags will result in a black flag removal.

603.5.5 **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 will restart in accordance with Section 602.10.

603.5.6 **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.

603.5.7 **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.

603.5.8 **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.

603.5.9 **Black Flag with Orange Disc:** Also called a 'meatball' flag, this flag indicates a mechanical issue or failure on the driver's kart, making it hazardous to stay on track. The driver must immediately report to the pits.

603.5.10 **Yellow Flag with Red Stripes (debris flag):** This flag may be displayed as a courtesy flag and is not always available. It signifies a significant reduction in traction or grip on the racing surface due to the presence of foreign materials. It usually is displayed until the entire field has been made aware of the hazard. It is permissible to overtake another driver when this flag is being displayed.

603.5.11 **White Flag:** Indicates that the race has one more lap.

603.5.12 **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.

603.5.13 **Crossed Flags:** A set of crossed flags (Green & White) is displayed to indicate that the race is at the halfway point.

603.5.14 **Two Vertical Flags, Side by Side:** Represents two laps remaining in the race.

603.5.15 **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.

603.5.16 **Investigation Flag:** A black and white flag shown by the Head Flagman may be displayed motionless with a number board to inform a driver that they are under investigation for potential unsportsmanlike conduct on track. The Investigation flag, called by those officials approved by

the Race Director, is for information purposes only and does not guarantee a penalty will be assessed. Should unsportsmanlike conduct continue by a driver under investigation, SKUSA retains the right to issue the black flag if it deems necessary.

603.6 **Penalties:** The updated list of penalties in 604 will be a general guideline for all SKUSA racing on both the regional and national levels. The Race Director on site will always have the right to adjust as needed, depending on the severity of the offense and its impact on the event.

603.7 **Procedural Fines:** Some infractions may be classified as 'procedural'. Drivers with procedural infractions may opt to pay a monetary fine of **$300** or accept the standard penalty. Procedural Fines must be paid within the protest window per **Section 109** but are not considered protests.

603.8 **SuperNats Penalty Adjustments:** The non-progressive nature of SuperNats heat racing requires the following adjustments.

603.8.1 "**Loss of fast lap**" shall be replaced with a 4 position grid spot penalty for Heat 1 only. If the infraction was procedural, **603.7** still applies.

603.9 **Leaving the Racing Surface During Practice:** When a competitor leaves the racing surface for any reason, their session has ended. Any driver who returns to the track will be subject to removal or other penalties including, but not limited to, the loss of their next practice session.

603.10 Mechanics are not allowed to work on karts for any reason during a practice session. Any driver found to be in violation shall be subject to removal or other penalties including, but not limited to, the loss of their next practice session.

603.11 **Final Practice:** Sometimes referred to as 'happy hour', this session determines grid spots and/or groups for Qualifying. As such it's an official session and subject to the same penalties as Qualifying, unless otherwise noted.

604 PENALTY LIST

604.1 GENERAL

INFRACTION	SPECIFICS	MINIMUM PENALTY
Conduct, Behavior and Sportsmanship	Anytime	Disqualification/Removal from Event and may be subject to additional sanctions.
Consuming Alcoholic Beverages & Inebriation during racing		
Under influence of Illegal Substances		
Late Race Tire Pick Up	Applies to Sat	Qual Loss of Fast Lap or Procedural Fine
Incorrect Race Tires	Racing	See 306.7 and 306.7.3
Enter Race Control	Anytime	Exclusion
Verbal or Physical Attack Towards Official or Competitor		
Disregarding Official's Instructions	Practice or Qualifying	Loss of Fast Lap in Qualifying
	Racing	10 Seconds
Improper Engine, Pipe and Carb Sealing or Chassis Tag	Qualifying	Loss of Fast Lap or Procedural Fine
Improper Engine Shield or Coverings	Qualifying	Loss of Fast Lap or Procedural Fine
	Racing	Disqualification from Session or Procedural Fine
Approved Engine or Chassis Change	Driver retains their starting spot	10 Sec Penalty in Next Race
Unapproved/Unsupervised Engine, Pipe, Carb or, Chassis Change. Unapproved/Unsupervised Engine, Pipe, Carb or, Chassisseal/tag removal. Missing Engine, Pipe, Carb Seal or Chassis tag.	Anytime	Disqualification from all previous sessions and 10 Sec Penalty in Next Race
Tampering of the Engine/Pipe Seal	Anytime	DQ for Competition Day
Incorrect or Modified Exhaust Header/Restrictor	'Final Practice'	DQ from Next Competition Day
	Qualifying/Racing	DQ for Competition Day
Did Not Weigh, Underweight	Anytime	Disqualification from Session
Did Not Weigh - Medical	Anytime	Back of class
Missing, Incorrect or Non-Compliant Number Panels	Practice or Qualifying	Loss of Next Session or Loss of Fast Lap or Procedural Fine
	Racing	3 Seconds or Procedural Fine
Failure to have tech tools as described in 602.12.14.2	Anytime	1 Warning then Procedural Fine
'Euro-Swerve'	Anytime	DQ for Day, Round or Event

604.2 SAFETY

INFRACTION	SPECIFICS	MINIMUM PENALTY
Loss of: Battery, Weight, Tire/Wheel, Chain Guard, Timing Cover, Clutch Cover, Camera Improper Camera Mounting, Improperly Secured weights	Practice	Loss of Fast Lap in Qualifying
	Session before Race	Start in Rear
	'Final Practice', Qual/Race	Disqualification from Session
Missing: Auxiliary Carb Return Spring, Extra Battery Strap, Brake Safety Cable, Fuel Capture or Radiator Overflow Bottle, Double-Nut on Weight	Practice	Loss of Fast Lap in Qualifying
	Session before Race	Start in Rear
	'Final Practice', Qual/Race	Disqualification from Session
Battery or Weight not marked with appropriate kart number	Practice/Qualifying	Loss of Fast Lap in Qualifying or Procedural Fine
	Session before Race	Start in Rear or Procedural Fine
	'Final Practice', Qual/Race	10 Seconds or Procedural Fine
Non-compliant Safety Equipment (Section 106)	Practice/Qualifying	Loss of Fast Lap in Qualifying
	Session before Race	Start in Rear
	Racing	Disqualification from Session
Loss of or broken Bodywork	Nose/Sides/Rear/Fairing	Removal from session or Back of class
Pipe, silencer or connector tube not properly attached	Anytime	
Passing Under Yellow	Practice	Loss of Fast Lap in Qualifying
	Qualifying	Loss of Fast Lap
	Racing	15 Seconds
Unsafe Re-Entry	Practice	Loss of Fast Lap in Qualifying
	Qualifying	Loss of Fast Lap
	Racing	15 Seconds
Leaving/Abandoning Kart on Track (except medical)	Anytime	Disqualification from Session and delayed kart recovery

604.3 QUALIFYING

INFRACTION	SPECIFICS	MINIMUM PENALTY
Push-back Bumper	Per Incident	Loss of Fast Lap
Incident Responsibility	Per Incident	
Incident Responsibility & PBB	One penalty for initial IR call & PBB	
Track Limits	Qualifying	

604.4 RACE STARTS

INFRACTION	SPECIFICS	MINIMUM PENALTY
Jump Start		6 Seconds
Pushing at Start		6 Seconds
Scrubbing Tires	After Commitment Cone	3 Seconds
Out of Line at Start	2 Wheels	3 Seconds
	4 Wheels	5 Seconds
Advancing after Commitment Cone		10 Seconds
Manipulating the Start		15 Seconds

604.5 COMPETITION

INFRACTION	SPECIFICS	MINIMUM PENALTY
Push-back bumper	One side	3 Seconds
	Two sides	6 Seconds
Incident Responsibility & PBB	One penalty for initial IR call & PBB	6 Seconds
Incident Responsibility	Careless	5 Seconds
	Reckless	10 Seconds
	Dangerous	Disqualification from Session
"Driving Down"		10 Seconds
Blocking		5 Seconds
Track Limits (where specified)		3 Seconds
Cut Track	if advantage gained	MINIMUM 5 Seconds
Working on Kart under RED Flag		Disqualification from Session
Touching engaged PBB		Disqualification for Competition Day
Unsportsmanlike Conduct		Disqualification from Session

800 PHOTOS AND ILLUSTRATIONS

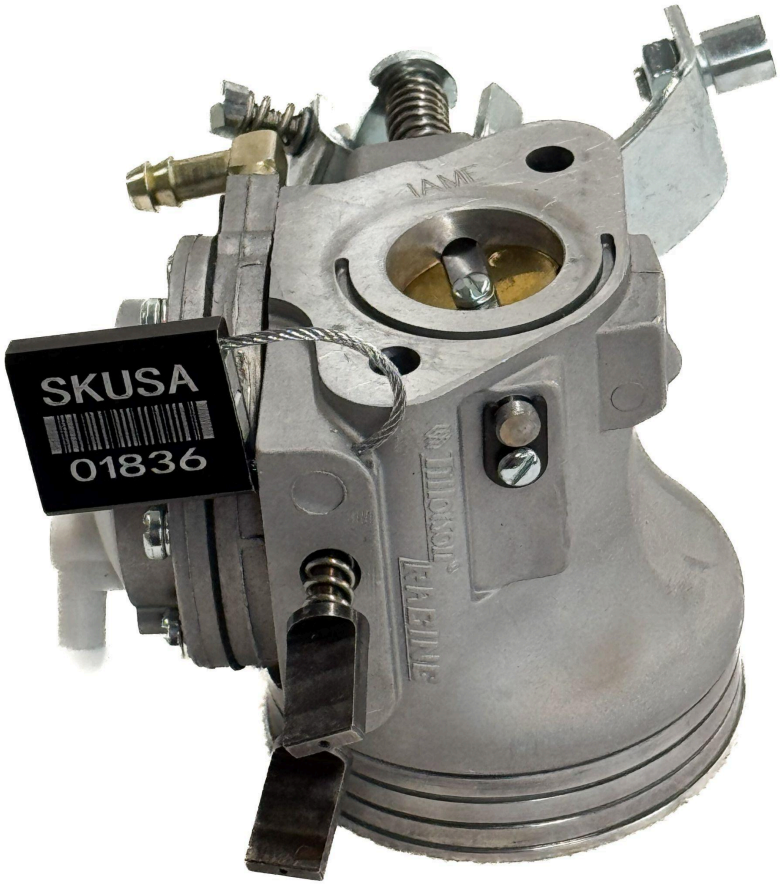
801 CHASSIS TAG INSTALLED

Refer to **Section 252** for specifics.

802 MINI, KA100, X30 ENGINE SEALING

Refer to **Section 253** for specifics.

Engine Seal Installation

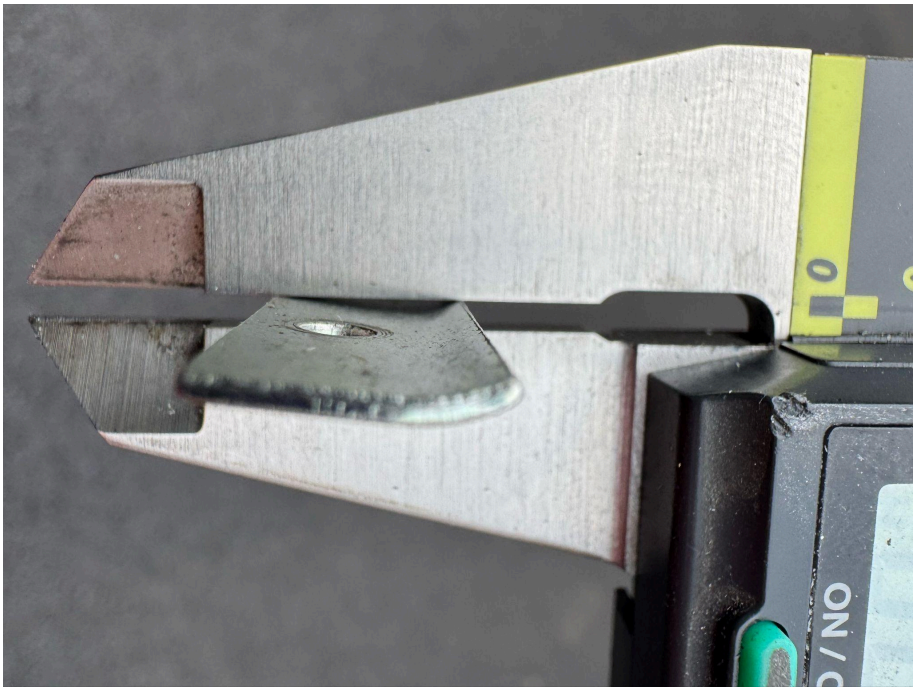


Carburetor Seal Installation

Pipe Seal Installation

803 MISCELLANEOUS ENGINE PHOTOS

803.1 Reed Bar Measurement. Refer to [402.2.4.2] for specifics.



Reed bar measurement

SUPERKARTS! USA
RULES AND REGULATIONS

1000 LATEST UPDATES (ARCHIVE)

2/21/2026

106.2 *(revised)*	***Updated the CMS/CMR 2016 (youth) expiration to 10 years from date of manufacture. Updated expired specs.***
106.11 *(revised)*	**Long hair:** No hair may be outside the helmet. A head sock or some other method must be used to restrain hair. Any exposed hair ~~will~~ may result in a black flag.
106.12 *(added)*	**Hoodies:** Jackets or sweatshirts with hoods are not allowed under or over your racing suit.
108.7.4 *(revised)*	**Interaction between Competitor, Attendee and Officials:**
109.4 *(revised)*	**Protest Fees** shall be paid in the form of U.S. Currency (Cash). For Regional (i.e., ProKart Challenge) events the fee shall be **$300.00**; at National events (i.e., Pro Tour, SuperNationals) the fee shall be **$500.00**. The fee must accompany any written protest….
109.6 *(revised)*	**Push Back Bumper Protest:** PBB Protests are allowed after any competition session. ~~Compelling~~ On-Board video, 'ready to play' on the competitor's laptop shall accompany the protest form and fee within the standard protest window. Competitors shall provide on-board video of the entire race, which may be reviewed in conjunction with SKUSA's own video. Video should be queued to play at the moment of inadvertent contact. Any frontal contact after an inadvertent bumper deployment, either partial or full, ~~will~~ may result in the protest being denied.
SEC 110 *(revised)*	***The entire National Appeals section was revised. For the sake of clarity, all of the individual changes are not noted.***
251.1 *(revised)*	…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~~. Incorrect or missing information subject to penalty or disqualification.
252.1 *(revised)*	**Chassis tag** to be attached on drivers right, behind the spindle yoke around the tubing. Only one revolution or wrap around the tubing is permitted. …..
302.1.4 *(revised)*	**Weights:** ….If mounted to the seat, **aluminum or steel backing washers with a ~~1.5"~~ 30 mm minimum diameter ….**
303.1.1 *(revised)*	Chassis includes the frame, primary seat mount/supports and rear cassettes and hangers. Auxiliary seat struts are not considered part of the frame or chassis.
401.1.5 *(added)*	If a competitor or their assigned representative is not available for the technical inspection of their engine in post race tech, the competitor shall be disqualified once the technical inspection of the engines of the next class commences.
401.10.1 *(revised)*	***Squish Check Procedure has been revised.***

402.2.1.1 *(added)*	The thermal carb spacers on the Mini Swift and Micro Swift must be installed as shown in the factory fiche document on page 5.
402.2.4 *(revised)*	**Reed Cage Assembly:** Only OEM fiberglass reeds are allowed with a minimum thickness of 0.012". ~~Reeds must be OEM~~. Sanding is permitted ONLY on the side opposite of the IAME identification marking….
402.2.4.1 *(revised)*	….Any measurement under zero will be illegal. The ~~factory~~ IAME marking must be present. ~~Petals may be compared to a known stock part.~~
402.3 *(revised)*	**Starter/Auxillary Batteries:** Must be of a sealed or dry cell design. All batteries used must be of enough capacity to start the engine.
402.12 *(revised)*	**Spark Plug Caps/H.T. Lead:** Only the following caps are allowed: PVL/Selettra (IAME part# 10544), NGK (part# TB05EMA) and K+S (part# 10-3121MA). The addition of an hour meter and/or additional insulation on the H.T. lead (plug wire) is allowed.
SEC 405 *(removed)*	***The entire engine claiming section has been removed.***
602.2 *(revised)*	**Grid:** ….No fuel, tools, liquids or solvents allowed on the grid. Air pressure gauges are allowed.
602.15.10 *(revised)*	**'Euro-Swerve':** A 'Euro-swerve' is considered when a driver makes an abrupt/aggressive lateral move in the direction of a competitor(s), which may or may not result in contact or adverse reaction, and may result in exclusion for the day, round or event . ~~An abrupt move with your kart in an attempt to startle, intimidate, slow or cause an adverse reaction to another competitor, which may or may not result in contact, shall result in an exclusion for the day, round or event.~~
603.3.1 *(revised)*	**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.~~ See each event website for additional details or event- specific points/prizes.
603.7 *(revised)*	**Procedural Fines:** Some infractions may be classified as 'procedural'. Drivers with procedural infractions may opt to pay a monetary fine ~~equal to the series' protest fee~~ of **$300** or accept the standard penalty. Procedural Fines must be paid within the protest window per **Section 109** but are not considered protests.
SEC 604 *(revised)*	***Numerous updates to penalties in 604.1, 604.2 and 604.3.***

12/4/2025

201.1 *(revised)*	*Pro X30 kart# changed to **300-399***
303.4 *(revised)*	**Chassis Repair or Replacement:** Replacement of damaged chassis requires advance approval by the event Technical Director. The replacement chassis must be of the same brand ~~manufacturer and model~~. The event Technical Director may appoint a chassis repair specialist for inspection. The final approval rests with the event Technical Director. If approved, the competitor shall receive a penalty in the next competition

	session. Unauthorized chassis replacement shall result in a penalty. Only one chassis change per round (including the Super Nationals) is allowed.
402.1 *(revised)*	All engine specifications shall be per the SKUSA website PDF links and rules below. The basic intent of the class is to run the engines as supplied by the manufacturer without modification or substitution of components. All factory supplied equipment must be **fully functional** unless otherwise specified. All engines used in SKUSA competition except KZ, must be USA models originally sold in the USA. Links to Engine Spec PDFs: **superkartsusa.com/rulebook.html**
402.2.1 *(revised)*	**Carburetors:** .....The addition of a tie wrap on the tuning needles to reduce movement is permitted.
402.2.3 *(revised)*	**Air Box/Inlet Silencer:** ..... The factory screen over the inlet tubes may be removed.
402.3.1 *(revised)*	**Mounting:** They are to be affixed in one of the following manners: (1) Factory IAME box and velcro strap with one 175-lb tie wrap, or (2) Aftermarket battery box with minimum of two 175-lb tie wraps, ~~at least one of which is installed around the chassis~~.....
402.3.2 *(added)*	**Start/Stop Buttons:** The starting and safety stop buttons must be present and working. Factory supplied mounting and security brackets must be in place.
402.14 *(revised)*	**Ignition Timing - KA100:** ~~0.106"~~ 0.120" BTBC Max