



**2024**  
**RULEBOOK**

**May 1, 2024**  
**(Mexico May 1, 2024)**

**COPYRIGHT NOTICE**

Copyright © 2006-2024 TPK Promotions, Inc. All rights reserved.  
Republication or redistribution of any Superkarts USA rulebook  
content, in any form, is expressly prohibited without the prior  
written consent of Superkarts USA.



Superkarts! USA Inc. is a sanctioning body 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 motorsport that does everything possible to meet the needs of kart racers in North America.

**Tom Kutscher**  
CEO/President

**Patti Kutscher**  
Vice President/Director of  
Administration & Registration

**Alexis Kutscher**  
CFO/Event Director

**Beaux Barfield**  
National Race Director

**John Motley**  
National Tech Director Emeritus

**Lynn Haddock**  
National Technical Director

**Carolyn Adams**  
Regional Technical Director

**Neal Strickland**  
Regional Race Director  
Brand Development

**Tony Leone**  
Technology  
Product Development

## REGIONAL DIRECTORS

California ProKart Challenge

Tom Kutscher

[info@superkartsusa.com](mailto:info@superkartsusa.com)

(951) 491-0808

Texas Sprint Racing Series

Brittany Lobaugh

[info@texassprintseries.com](mailto:info@texassprintseries.com)

(805) 304-6003

Maui ProKart Challenge

Art Gumpfer

[art.gumpfer@gmail.com](mailto:art.gumpfer@gmail.com)

(808) 283-7839

# 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 Registrations
- 103 Participants
- 104 [Security Page 7](#)
- 105 Driver Eligibility
  - 105.3 Age criteria
- 106 [Pilot Safety Equipment - Page 10](#)
  - 106.2 Helmets
  - 106.9 Chest Protector
- 107 Accidents
- 108 Disciplinary Action
- 109 [Protests- Page 14](#)
  - 109.2 Protest Period
  - 109.4 Protest Rate
  - 109.6 PBB protests
- 110 Appeal in National Event

### 200 OFFICIAL CATEGORIES AND SPECIFICATIONS

- 201 [Category Summary - Page 16](#)
- 202 Specifications

### 250 TECHNICAL PROCEDURE PRIOR TO THE CAREER

- 251 [Pre-Tech Inspection Format - Page 17](#)
- 252 Chassis Labeling
- 253 Engine Seal
- 254 Race Tire Collection

### 300 RULES FOR VEHICLES RACING

- 301 [General - Page 18](#)
- 302 Security
- 303 Chassis and chassis components
- 304 [Push Back Bumper \(PBB\) - Page 20](#)
- 305 Brakes

### 300 RULES FOR VEHICLES RACING

- 306 Tires / Wheels
- 307 Various

### 400 ENGINE RULES

- 401 [All Categories - Page 24](#)
  - 401.7 Engine repair or replacement
  - 401.9 CCV measurement procedure
  - 401.10 Squish Measurement
- 402 [SWIFT, KA100, X30, SSE Engine Specifications - Page 26](#)
- 403 KZ Engine Specifications
- 404 Honda Shifter Specifications
- 405 Engine Complaint

### 600 EVENT OPERATION

- 601 [Career Officers - Page 31](#)
- 602 Race Procedure
  - 602.8.2 Starting zone procedure
  - 602.11.1 Hard Reset
- 603 Event format
  - 603.5 Flags
  - 603.7 Procedural Fines
- 604 [Penalty List - Page 41](#)
  - 604.1 General
  - 604.2 Security
  - 604.3 Rating
  - 604.4 Start of Career
  - 604.5 Competition

### 800 PHOTOS AND ILLUSTRATIONS

- 801 [Installing the chassis seals - Page 44](#)
- 802 Mini Engine Seal, KA100/X30 SR
- 803 Micro Motor Seal, KA100/X30 JR

### 1000 LATEST UPDATES (ARCHIVE)

# SUPERKARTS! USA RULES AND REGULATIONS 000 LATEST UPDATES

4/26/2024 If a

(aggregate)	competitor refuses transport to the hospital after having been treated by the doctors at 105.4.1 place, you will not be allowed to continue competing that day until you are given medical clearance by a doctor.
202.2 (revised)	Fuel specification changed to Sunoco 112 Supreme
202.3 (aggregate)	Official Practice: All competitors must use the designated fuel, oil, and tire specifications appropriate for the series and their class. Any practice days conducted by SKUSA will be considered "official."
202.4 (aggregate)	Unofficial Practice: Any practice day conducted at the track or facility is considered "unofficial." It will be up to the track to specify whether fuel, oil and/or tire specifications will be required.
302.1.4 (revised)	Weights: All weight mounting bolts must have double nuts (two nuts jammed together) or a nut with a safety wire or pin through a drilled bolt. If mounting to the seat, large washers with a minimum diameter of 1.5" must be used to prevent fasteners from pulling through the seat. All weights MUST be painted or plastic coated white and marked with the appropriate kart number...  .....Weights not painted or marked with the appropriate kart number will result in a procedural penalty.
306.8.1 (revised)	.....For classes that are allocated two sets of race tyres, these must be new in Qualifying for both Rounds of the Event, unless class parameters specify otherwise.
306.8.3 (aggregate)	When, and only when, tyres suitable for Sunday are used in Saturday qualifying, a procedural fine will be imposed on the competitor instead of a disqualification. Those tyres will become Saturday tyres and the other set will become Sunday tyres.
307.1 (revised)	Data Acquisition: Data acquisition devices are permitted in all classes with the following restrictions. Systems that can modify, control or monitor ignition timing, air and/or fuel ratios, traction control, brake and/or throttle position are prohibited....
307.2.1 (revised)	Identification: ....Loss of the camera on the racing surface may result in a penalty, including loss of position, loss of points and/or monetary fines.
402.2.4 (revised)	Petal Box Assembly: .....Petals must be OEM. Sanding is allowed ONLY on the side opposite the IAME identification mark. The IAME logo must not be modified and must be visible. Sanding, cutting or removing any material is illegal.....
402.2.4.1 (aggregate)	Petals shall be measured across the entire petal surface using a vernier caliper. The caliper must be checked using a .012" feeler gauge blade. The caliper must be zeroed using a .012" feeler gauge blade. Any measurement below zero is illegal. The IAME factory mark must be present.

403.2 (revised)	Port measurement: .....This shim must be placed in position through the inside of the cylinder or through the exhaust port duct to be checked. It will not be mandatory in any case to place the shim in a horizontal or vertical position.....
601.6 (added)	Sanctions Officer: The Sanctions Officer is responsible for filing protests and collecting procedural fines. The Sanctions Officer ensures that protests and procedural fines have been filed or paid within the protest period defined in 109.1.
601.7 (aggregate)	PBB Delegate: The PBB Delegate handles PBB protests and review of competition video evidence in accordance with 109.6.
602.8.2.4	Aborted Start: ..... An aborted start will automatically result in the race being shortened by two (2) (1) laps.
602.13.1.1 (aggregate)	When inclement or unpredictable weather and/or track conditions exist, the race length may be changed from laps to time + laps.
603.9 (aggregate)	Leaving the racing surface during practice: When a competitor leaves the racing surface for any reason, their session is over. Any rider who returns to the track will be subject to ejection or other penalties including, but not limited to, loss of their next practice session.
603.10 (aggregate)	Mechanics are not allowed to work on karts for any reason during a practice session. Any driver who commits an infraction will be subject to ejection or other penalties including, but not limited to, loss of their next practice session.
604.1 604.5 Added	Added "MINIMUM" to the PENALTY column.
604.1 Added	Added specific penalty for incorrect or modified header/restrictor
604.2 Added	Added loss of clutch cover, camera, missing brake safety cable and incorrectly secured weights. Modified penalty table for "Loss of" and "Missing" details and penalties to make them clearer. Revised penalty for Battery/Weight not marked with kart number during a DQ race to 10 seconds.

# SUPERKARTS! USA RULES AND REGULATIONS 100 OPERATING POLICIES

## 101 GENERAL

**101.1** Spirit and Intent: "If this book doesn't say you can, you can't!" The 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 the actions of drivers and team members. In this book, "shall" is mandatory and "may" is permissive. All participants are expected to abide by the "Spirit and Intent" of these rules. These are guidelines for fair and equitable competition. They are not a basis for "reading between the lines" in order to circumvent intent. Superkarts! USA (hereinafter SKUSA) has no intention of being bogged down by internal litigation. The final interpretation of these rules rests with SKUSA, not the competitor. If you are the type of person who tries to find loopholes, then it is imperative that you re-evaluate your involvement with SKUSA. The "Spirit and Intent" clause allows the Race Director, at his sole discretion, to make timely decisions and resolve disputes.

If you are considering a technical task that is not directly addressed in these rules, please contact the National Technical Director to ensure it is legal and permitted.

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

**101.3 Rule Revisions:** Revisions after this printing will be highlighted and posted on the website [www.superkartsusa.com](http://www.superkartsusa.com). Such revisions supersede the related sections of this document. While every effort will be made to provide 30 days notice of a rule change, it may be necessary to implement changes more quickly. 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 prior to attending a SKUSA sanctioned event.

**101.4 101.4 Disclaimer of Consumables:** SKUSA reserves the right to make changes to products provided to the competitor (e.g. tires, fuel, etc.). SKUSA will make every effort to provide reasonable notice of such changes.

**101.5 101.5 Liability Waiver:** All drivers must sign a liability waiver.

liability prior to participation in any SKUSA event. Participant and/or driver, by submitting the registration form for any SKUSA event, agrees to hold SKUSA, along with its owners, heirs, assigns, officers, representatives, agents, employees and members, harmless from all liability. This includes, but is not limited to: injuries to persons, property, employees and/or reputation which may be sustained by such participant or driver; from all claims for such injuries to the parties listed above arising out of or resulting from the event contemplated by the registration form; or caused by any construction or conditions of the venue in which the event is held.

**101.6** **101.6 Parental Consent Form:** It is mandatory that the parent or legal guardian of any minor who will be in any restricted area complete the "Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnification Agreement" before he or she will be allowed to participate in or attend a SKUSA event.

## 102 REGISTRATIONS

- 102.1 **102.1 Official Entry:** The driver is the official entry at a SKUSA racing event. That driver may enter and compete only one chassis per class at an event, and there shall be no chassis substitutions without permission from the Technical Director. The kart chassis is official once the first competitive green flag (qualifying, first heat, etc.) is thrown on that kart chassis.
- 102.2 **Chassis Registration:** A kart chassis may only have one participant 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 requirements for all entered classes.
- 102.3 **102.3 Substitute drivers:** No substitute drivers are allowed once the first session has started. timed competition.

## 103 PARTICIPANTS

- 103.1 **103.1 Drivers and Crew Members:** Any person entering the pit area at a SKUSA-sanctioned, affiliated or insured race, including pit crew, track officials, technical staff 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 participating in race preparation. Failure by anyone to do so may result in disqualification, suspension or other action deemed appropriate by the Race Director or other SKUSA officials. SKUSA is, at all times, empowered to determine the number of persons per entry who may be permitted access to the pit area.
- 103.2 **Conduct of Drivers and Crew Members:** Each participant shall conduct himself or herself with the highest standards of behavior and sportsmanship. The actions of participants shall not be detrimental to the reputation of SKUSA. SKUSA may revoke the permission, granted to any individual, for misconduct or failure to comply with these competition regulations, or for disobedience to the orders of a race official. Such revocation of privileges may result in ejection from the pit area and/or track property. The driver is responsible for the actions of his or her pit crew at all times. Disciplinary actions taken against the pit crew may be imposed on both the pit crew and the registered participant/driver. No person other than the registered and licensed driver may operate a kart on the track for any reason. Failure to comply may result in penalties or disqualification from the event in question or future events.

## 104 SECURITY

- 104.1 **Intent:** Safety is SKUSA's primary concern at all of its sanctioned or affiliated events. Methods of operation, vehicle construction, course facilities, and competition practices are under constant review to protect all participants and reinforce the safety standards of the sport.
- 104.2 **Disclaimer of Liability:** Kart racing has certain inherent risks. Each competitor assumes those risks when participating in an event. While everyone involved, including drivers, team members, officials, promoters, and SKUSA, have taken steps to reduce the risk of serious injury or death, 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 falls to the various participants in the event(s) as follows:
- 104.2.1 **Promoter Responsibility:** The event promoter is directly and ultimately responsible for all of the event's activities and activities.
- ensuring that race facilities are suitable, including event safety personnel and equipment, both to prevent injuries where reasonably possible and to respond to injuries when they occur. The event promoter is further responsible for ensuring that conditions at race facilities are maintained in a manner that

reasonable manner to reduce the risk of injury.

**104.2.2 SKUSA Responsibility:** SKUSA employees and representatives, when present at an event, shall report to the promoter any deficiencies in facilities, safety personnel and equipment, or other track conditions that they (a) observe and (b) believe, in their best judgment, to be inconsistent with the interest of safety. However, in general, SKUSA employees and representatives are not present at events frequently enough to make any representations or assurances of safety to any competitor or other person. As a result, SKUSA cannot and does not assume responsibility for ensuring the adequacy, for safety purposes, of racing facilities, safety personnel or equipment, or track conditions. The promoter and 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, team members or staff members is at risk for any reason.

**104.2.3 Responsibility of Competitors:** Competitors are closer to the race facilities, track conditions, personnel, and safety equipment than SKUSA officials or the Promoter and are therefore better able to monitor track conditions on an ongoing basis. Competitors are therefore obligated to promptly inspect, observe, and report to the Race Director any deficiencies in facilities, personnel, equipment, or conditions on the track before, during, and after each event. All competitors have the right to withdraw from an event for safety reasons, whether real or perceived. Competitors are also solely and directly responsible for the safety of their karts and race equipment and are obligated to perform their duties (whether as vehicle owner, driver, or team member) 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 shall assume any responsibility for the safety or technical compliance of a competitor's race kart and/or race equipment.

**104.2.4 Failure by competitors, mechanics, team members or other attendants to follow the instructions of SKUSA officials may result in penalties for the affiliated driver as outlined in Section 604.1, as well as possible ejection from the event for the offender.**

**104.3 104.3 ALCOHOLIC BEVERAGES:** No driver, participant or crew member may consume alcohol until all practice, qualifying or racing for the day has been completed. The consumption of intoxicating beverages in the pits, venue or surrounding facilities by any participant during competition on race day is prohibited. No official may consume alcohol until he or she has completed his or her duties for the day. Any person found to have consumed alcohol on the day of an event, except after the conclusion of his or her activities, shall be ineligible to participate for that day, may be excluded from the event balance and may be penalized as specified. Alcohol may not be consumed in the pits until all activities on the track for the day 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 is prohibited at a SKUSA-sanctioned event. This includes any Federal Schedule 1 controlled substance (including marijuana) or other drugs that impair a participant's ability to safely participate in the event or that 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 will 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, member of the [Back to Top](#) will be permitted to participate in the event.



crew or other related persons within the confines of a SKUSA sanctioned event while under the influence of any substance commonly considered to be of a mind- or mood-altering nature and not prescribed by a licensed physician. Any licensed competitor or member of SKUSA who is deemed to be under such influence is also subject to an immediate and permanent ban by the organization. Certain prescription and non-prescription medications may also impair performance, so the appropriate medical authority should be consulted prior to using such medications and participating in the event. As a condition of continued participation and/or retaining any SKUSA license, the participant may be required to submit to such testing procedures as SKUSA may establish in its sole discretion. Failure or refusal to submit to such testing will be considered a violation of the foregoing prohibitions. However, SKUSA assumes no obligation or duty to establish such testing procedures and/or to test participants on a random or case-specific basis. All drivers are responsible for the conduct of their crew and family. SKUSA will not bear any burden of proof in its determination. In no event will prescription constitute a defense for misuse or misconduct. This is a "zero tolerance" policy.

## 105 DRIVER ELIGIBILITY

**105.1 SKILL:** All drivers shall demonstrate their driving ability to the satisfaction of race officials during the mandatory practice period before being permitted to fully compete. The race director has the authority to remove an entrant from competing in an event. Any driver who is unable to maintain a speed within 107% of the fastest time recorded in each of the mandatory timed practice sessions may be subject to exclusion. In such cases, the entry fee may be refunded in whole or in part at the sole discretion of track officials. The intent is not to ban a driver but to ensure the safety of all drivers.

**105.2 LICENSE:** All competitive drivers must have a current year SKUSA competition license or temporary/single event license. Only SKUSA licensed drivers will accrue competition points. All points will be contingent upon the driver being licensed in the current year as well as being in "good standing" for the current year with both SKUSA and their national/local kart racing sanctioning body prior to 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 wishes to compete. In no case may a driver be younger than 4 years old without at least one year of proven racing experience. A driver's "racing age" is his or her age on January 1st. If they will be 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 part of the driver applicant requirements. A certified copy of the driver's birth certificate, driver's license, or passport showing the driver's date of birth is required to verify class eligibility.

**105.3.1 Moving Up:** Once a rider competes in the next higher age class at any SKUSA sanctioned event at any level, he or she will continue to compete in that age class at SKUSA sanctioned events and may no longer compete in the lower class. 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 without the use of excessive ballast.

**105.3.2 Age Exemptions:** Occasionally, SKUSA may consider an exemption to allow a competitor to race in an age class that does not fit within the published rule. These exceptions will be granted on an individual basis and may take into account: driver size, driver experience, and local class conditions. An additional condition will be the amount of ballast required 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 in class when safety or fairness is a 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 both practice and competition sessions. Medical conditions include persons taking medications that may impair their physical or mental acuity, persons with debilitating physical conditions, persons under medical care for physical or mental illness, or persons with any physical condition or disability that may jeopardize their safety and the safety of others, including but not limited to pregnancy, cardiac or neurological problems, heart attack, cardiac surgery, stroke, loss of consciousness, seizures, major surgery, or cancer diagnosis.

SKUSA is not responsible for injuries, death or other problems suffered by drivers with any medical condition. If a driver experiences a change in his or her medical condition, or seeks medical attention at or during an event, that may affect his or her fitness to participate, he or she must notify SKUSA of the change in his or her medical status and suspend until his or her physician examines him or her and approves his or her return. Failure to do so could result in disqualification from the event.

105.4.1 If a competitor refuses transport to the hospital after having been treated by the doctors on site, you will not be allowed to continue competing that day until you are given medical clearance by a doctor.

## 106 DRIVER SAFETY EQUIPMENT

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

106.1.1 Random checks may be conducted at any time during an event. At the sole discretion of SKUSA Race Officials, safety violations may result in a correction requirement and/or a penalty.

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

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

SNELL FOUNDATION SPECIFICATIONS	EXPIRATION
K, M, SA 2020	12/13/2030
K, M or SA 2015	12/20/2026
CMS or CRM 2016 (youth)	12/20/2026
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
31.1/2015 or 41.1/2015	12/31/2025
24.1/2013 (youth)	12/20/2024

31.1/2013 or 41.1/2013	12/20/2024
41.1/2013	12/31/2023
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, helmets are intended for children; adult riders should select a helmet that meets one of the other standards.

- 106.3** Gloves: Should be built for racing and have racing-related grip enhancement as well as offering a degree of abrasion resistance.
- 106.4** Driving suits: Must be manufactured for kart racing and comply with current CIK Level 2. Suits must be of sufficient length to cover the entire leg and ankle when seated in the driving position. No part of the leg or ankle may be exposed while in the driving position. Jackets and jeans are not permitted.
- 106.5** Footwear: Shoes must be manufactured for racing. No part of the leg or ankle may be exposed while in the driving position.
- 106.6** Neck Brace: As of January 1, 2011, neck braces are only mandatory for SKUSA junior categories (including S5, Micro Swift, Mini Swift, X30 Junior, and KA100 Junior), and are now optional for senior categories (including Pro Shifter, Master Shifter, X30 Senior, X30 Master, KA100 Senior, and KA100 Master). Must be constructed for racing, must include a foam insert as originally designed and produced, and is mandatory for all "on track" activities. The Leatt neck brace and Valhalla 360 are acceptable as alternatives to standard neck braces. Modified neck braces, including removal or modification of the foam insert, are listed as "Not Compliant." NOTE: When SFI-approved neck braces are approved, they will become mandatory on a date announced on the SKUSA website.
- 106.7** Lost or missing collar: Lost or missing collar on the course (in required compulsory classes) will result in a BLACK flag.
- 106.8** Rib Protectors: These protective items are highly recommended but are NOT considered mandatory. 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 Micro and Mini Swift riders aged 12 and under must wear an SFI approved chest protector. In addition, the Bengio AB-7, OMP KS-1 Pro and all other FIA 8870-2018 approved chest/rib protectors are also approved.
- SFI Chest Protector Standards: Ages 8-12: 20.1/1.
- 106.10** Drinking water before weigh-in: If authorized in advance by the Race Director, drinking water from a clear plastic bottle (maximum 500 ml/16.9 oz) is permitted in the scale area before weigh-in.
- 106.11** Long Hair: No hair may extend outside the helmet. A head sock or other method of securing the hair must be used. Any exposed hair will result in a black flag.

## 107 ACCIDENTS

- 107.1** Race officials and emergency medical personnel are the only people allowed on the track after an accident has occurred. Exceptions to this are at the discretion of the race director. If a minor is involved in an incident and appears injured, the [Back to Top](#)

SKUSA officials will request the presence of a parent or legal guardian.

107.2 Karts involved in an accident may be subject to inspection by officials. 107.3

Any driver who suffers an injury will be examined by medical personnel.

107.4 Any kart and driver involved in an accident will only continue with the approval of the Director of Career.

107.5 The Technical Director will approve any repairs to a damaged kart.

107.6 Major damage resulting in the need to change the kart chassis will **ONLY** be carried out with the approval of the Chief Technical Director.

## 108 DISCIPLINARY ACTION

108.1

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

108.2 **Definitions:** Although there may be confusion between the following descriptions of driving and

Personal conduct at a SKUSA event, the following definitions are a guideline for driver conduct and participant conduct (for anyone attending a SKUSA event).

SKUSA):

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

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

108.2.3 **Dangerous:** Performing an act or omission that creates an obvious and serious risk to others and without taking into account deliberately counts the consequences.

108.3

**Penalty Notification:** If a driver is assessed a penalty, it will be posted on the SKUSA app, viewable from mobile devices. It can be viewed after the session is over and before the next grid session. 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 asked to sign acknowledging the penalty; however, signing does not signify agreement with the penalty. If a driver disagrees with a penalty, he or she has the right to file a protest (subject to the protest rules set forth herein). Even if a driver is not presented with a written notice of a penalty, it does NOT mean there are no penalties for that session.

108.4 **List of Penalties:** Specific penalties for infractions or violations of the rules are listed in section 604.

108.5 **Penalty Definitions:**

108.5.1 **"At the back of the pack"** – including but not limited to minor technical violations and egregious track cuts. If multiple in a session, sorted in the order they finished on the track. Assessed after penalties have already been applied. In the case of multiple causes for moving to the back of the class, the Race Director and Technical Director will determine the correct application of penalties.

108.5.2 **Disqualified from the session:** including, but not limited to, flagrant technical violations, Tire violations, conduct problems, failure to weigh in after the race or qualifying, etc. No points are awarded.

108.5.3 **Excluded:** flagrant technical violations/seal tampering, flagrant attempts to tamper with

cheating/gaining advantage, flagrant misconduct toward other competitors/officials.

Excluded from all sessions of a round or event, no points. Additional penalties or probation may apply.

**108.5.4 Warning:** A formal warning that a participant's action or behavior is unacceptable to SKUSA.

**108.5.5 Test:** A penalty against specific participant privileges that would result in a probation.

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

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

#### **108.7 Off-Court Conduct**

**108.7.1** If the race director or SKUSA official determines that the act or omission of a participant poses a threat to the orderly conduct of the event, that SKUSA official may take temporary emergency action against the participant. Such emergency action may include ejection from the premises, suspension of the competition, or other action deemed necessary to eliminate 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, team members and guests of competitors will always be responsible for their own conduct. Any infringement committed by a team member or guest may also be imputable to the driver.

**108.7.3 Interaction between Competitor and Officials:** All concerns or disputes between Competitors and Officials Drivers and/or crew members, mechanics or kart owners will be brought to the attention of the Race Director. Whether other officials are to be a party to the resolution of disputes will be at the sole discretion of the Race Director. Any inappropriate action 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 comply with the rules will not be tolerated.** instructions from any SKUSA Representative. This particularly applies during the running of an event while the driver is away from his or her pits. Liability also extends to the running of an event or related function (e.g. banquets, seminars, televised events, etc.) in the local area, including motels, hotels, restaurants, or any public or private area. Such conduct will be treated with "ZERO TOLERANCE."

**108.7.5** Any such incident may result in the loss of series points by the Associate Driver. Flagrant incidents will result in the disqualification of the Associate Driver and ejection of the offender. Any such conduct directed specifically at an official will result in the immediate disqualification of the Associate Driver. An additional deduction of series points may be assessed, depending on the severity. Any physical threat directed at an official WILL result in a minimum ONE YEAR SUSPENSION from any SKUSA event. The Associate Participant's SKUSA license will be revoked and no renewal application will be considered for at least 12 months.

**108.7.6 Social Media:** Occasionally differences of opinion may arise regarding SKUSA rules and regulations, decisions of event officials, or event policies. However, communication and discussion of these differences should be handled directly between the parties involved. Broadcasting these differences on social media sites (such as Facebook or Twitter) may result in disciplinary action, including suspension.

loss of ability to participate in SKUSA events.

**108.7.7 Threat of Legal Action:** Any competitor, parent, legal guardian, or general participant of an event who threatens or takes legal action against SKUSA or any of its agents or personnel will be expelled from the event and suspended from future participation in SKUSA-sanctioned Events.

#### **108.8 Various Infractions**

**108.8.1** Any driver, in the opinion of the Race Director and/or Technician, who competes with non-compliant equipment in order to defraud officials or other competitors by such modification is subject to suspension and forfeiture of all points and prizes for the entire season. Such penalty will be enforced at the event and is subject to SKUSA's protest and appeal rules. This applies to any person who acts or permits a person or kart that is known or reasonably believed to be ineligible, not properly entered, or not credentialed to participate in an event. Acting fraudulently or in a manner detrimental to the interests of SKUSA or the sport of karting will not be tolerated.

**108.8.2** Any participant who races in a SKUSA-sanctioned or affiliated event without being the driver registered will be subject to disciplinary action.

**108.8.3** Any driver who falsifies his or her age on his or her SKUSA membership application in order to meet age requirements is subject to suspension.

**108.8.4** The consumption of alcoholic beverages is prohibited in the pits, on the circuit or in the surrounding facilities by any participant during competition on race day. After the track is closed for the day, track/facility rules and local laws governing the use of alcohol will apply. The use of narcotics and all illegal substances is prohibited. Any participant at the event who shows evidence of being under the influence of any of the aforementioned will be disqualified, subject to suspension and expelled from the premises immediately. **108.8.5** Any driver whose kart, or relevant

associated 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 competition.

## **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 elements of non-compliance. Protest forms are available through a designated SKUSA official. Only official videos will be considered as part of the protest process. Participants will be limited to a maximum of (1) Protest submitted per day of competition.

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

**109.2** Protest period: Protests involving specifications or driver conduct must be submitted by a participant of the same class and must be submitted to the appropriate official (penalty marshal, race director or technical director) in writing within 30 minutes of the official results being posted on the SKUSA app.

**109.3** Protests involving another competitor's equipment must be lodged in writing by a class participant within 10 minutes of the completion of the weigh-in procedure. Protesting drivers 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 register protests against karts in their own class.

**109.4** Protest fees will be paid in US currency (cash). For regional events

(i.e. ProKart Challenge) the fee will be \$200.00; at national events (i.e. Pro Tour, SuperNationals) the fee will be \$300.00, for events such as SKUSA Mexico the fee will be \$2,500.00 MXN. The fee must accompany any written protest. The protest fee will be refunded should the protest be deemed valid and the initial decision is overturned.

**109.5 Technical Protests:** Any protest involving technical elements must be submitted before that the component involved is removed from the Technical Inspection area.

**109.6 PBB Protest:** PBB protests are permitted after any competition session. A compelling, “ready to play” video on the competitor’s laptop must accompany the protest form and fee within the standard protest window. Competitors must provide video of the entire race, which may be reviewed along with SKUSA’s own video. The video must be queued for playback at the time of the inadvertent contact.

Any frontal contact after an inadvertent bumper deployment, whether partial or full, will result in the protest being denied.

**109.6.1 PBB protests** are considered normal protests and will count towards your (1) protest per day of competition.

**109.7 Errors and Omissions:** During a protest, the discovery of an administrative error or misidentification of a kart may result in a penalty being waived. In these cases, it will not count towards the protest allowed per day.

## 110 APPEAL IN NATIONAL EVENT

**110.1** Any appeal must be submitted in writing on an official SKUSA appeal form and include a cash fee of \$500 USD, which is non-refundable regardless of the decision. The fee for this service is to cover administrative costs and to provide the parties with a prompt, fair, and concise resolution. Appeal forms are available through a designated SKUSA official. Only official videos will be considered as part of the appeal process.

**110.2 Appeals at Pro Tour events, SuperNationals or other SKUSA-sanctioned national events** affecting the final classification will be resolved before the presentation on the podium.

**110.3** An appeal affecting the final results/classification must be submitted prior to the presentation of the podium. The results for that class will be considered unofficial and all awards will be provisional until the appeal is decided.

**110.4** No appeal may be made regarding the decision of a race unless a competitor first filed a protest, which was officially denied.

**110.5** No appeal may be filed regarding a disciplinary action for conduct not taking place on the track unless the National Appeals Board receives the information supporting the appeal and the appeal fee no later than five (5) business days after the disciplinary action was taken. If the appeal requests action regarding someone other than or in addition to the person filing the appeal, such other person must also receive from the SKUSA National Office the information supporting the appeal within five (5) business days after the SKUSA National Office receives that information.

**110.6** All information supporting the appeal of a race event decision and the fee. Any appeal made to SKUSA must be received by the National Appeals Board, in charge of the SKUSA National Office, no later than five (5) business days after the last day of the event on which the appeal took place. If the appeal requests action with respect to someone other than or in addition to the person filing the appeal, such other person must also receive from the SKUSA National Office information supporting the appeal within five (5) business days after the appeal is filed. SKUSA National Office receives that information.

**110.7** If the appeal requests action only with respect to the person filing the appeal, the Board

The National Appeals Office will make a final decision and notify that person within thirty (30) business days after receiving the appeal documentation and appeal fee.

110.8 The National Appeals Board will make its final decision and notify the person filing the appeal and all other persons involved in the appeal within thirty (30) business days of receiving the information from the third person.

110.9 If the person seeking to appeal fails to provide a properly completed appeal form, the appeal fee, and supporting information within the time period specified in this section, the appeal will be denied. If the requested third party information is not received within five (5) business days, the appeal will be considered without it.

110.10 All appeal information and fees must be submitted by a method by which the provider can document the date of that disposition. Email and fax may be used.

110.11 Any of the deadlines established in this rule may be modified by prior agreement of all parties, people involved in the appeal, including the National Appeals Board.

110.12 The decision of the National Appeals Board shall be final. Once the final decision has been made, the results shall be mailed or electronically sent to the relevant parties.



# SUPERKARTS! USA RULES AND REGULATIONS

## 200 OFFICIAL CATEGORIES AND SPECIFICATIONS.

### 201 CATEGORY SUMMARY

201.1 National Categories: All SKUSA-sanctioned or affiliated events will consist of classes selected primarily from the descriptions below. Please contact your Regional Director or check the series web pages for class details specific to your event. \*Factory exhaust/restrictor required.

CATEGORY	ENGINE	TIRE	AGE	WEIGHT (LBS)	NUMBER ACTION#
Pro Shifter	KZ	Med	15+	390	10-99
Pro X30	IAME X30 125cc	Med	15+	360	10-99
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 to offer additional/ alternate classes based on local circumstances, but only if those classes have been approved by the SKUSA National Office. Regions also have the option to eliminate any SKUSA National classes described in this document, with the same requirement. \*Factory exhaust/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 (Non KZ) Med		15+	395
Open Shifter M125 (S4)	125cc Shifters (Non KZ) Med		30+	405
X30 Master	IAME X30 125cc	Med	30+	395

SKUSA Mexico will be governed by the following structure of categories and weights:

CATEGORY	ENGINE	TIRE	AGE	WEIGHT (KG)	NUMBER ACTION#
Baby	IAME M1	Hard	4-7	70	10-99
Micro Swift	IAME Swift 60cc*	Hard	7-10	100	10-99
Mini Swift	IAME Swift 60cc	Hard	9-13	106	100-199
X30 Junior	IAME X30 125cc*	Hard	12-15	145	700-799
X30 Senior	IAME X30 125cc	Med	15+	160	300-399

X30 Master	IAME X30 125cc	Med	30+	170	500-599
KZ1	KZ / IAME SSE 175cc / HONDA CR125 99-02	Med	15+	180	400-499
KZ4		Med	30+	180	900-999

## 202 SPECIFICATIONS

### 202.1 Tire Specifications:

HARD TIRE	MEDIUM TIRE	WET TIRE
Evinco SK-H "Blue"	Evinco SK-M "Red"	MG-SW

### 202.2 Fuel/Oil Specifications (Superkartsusa/SKUSA Mexico):

FUEL	OIL	MIXTURE
Sunoco 112 Supreme	Elf HTX 909 SAE 50	1L Oil to 5G Fuel (6.76oz per gallon)
Targa Racing Fuel (SKUSA Mexico)	Elf HTX 909 SAE 50	1L of oil to 19 Lts of gasoline (SKUSA Mexico)

**202.3 Official Practice:** All competitors must use the designated fuel, oil, and tire specifications appropriate for the series and their class. Any practice days conducted by SKUSA will be considered "official."

**202.4 Unofficial Practice:** Any practice day conducted at the track or facility is considered "unofficial." It will be up to the track to specify whether fuel, oil and/or tire specifications will be required.

# SUPERKARTS! USA RULES AND REGULATIONS

## 250 PRE-RACE TECHNICAL PROCEDURES

### 251 PRE-TEC INSPECTION FORMAT

251.1 All drivers must use the approved Pre-Tec inspection form included in the registration packet. The driver must complete and sign one Pre-Tec form per round. Forms must be turned in at the pre-grid to qualify. A driver is not eligible to qualify if he or she does not submit a completed Pre-Tec form. Incorrect or missing information is subject to penalty or disqualification.

### 252 CHASSIS LABELING OR STAMPING

252.1 Chassis label or seal shall be placed on the driver's right, behind the axle yoke, around the tube. All other labels must be removed from the chassis. See Section 801 for illustration. An incorrectly installed chassis label may result in a penalty procedure.

### 253 ENGINE SEAL

253.1 In the event that engine sealing is declared for the event, at qualifying each registered driver must have his or her engine sealed and registered. Seals will be available in advance to facilitate the process. SKUSA seals are unique and are bar-coded to allow the use of a scanning system. It is important to install the seal so that the bar code faces outwards so that it can be read by the scanner. An incorrectly installed engine seal may result in a penalty.

253.1.1 Additional seals: In some cases, additional seals may be applied to other components. 253.1.2 (pipes--mufflers--ignition components, etc.). Once installed and registered, these They become part of the "package" and cannot be deleted.

253.1.3 If engine sealing is not declared for the event/class, marking will be performed (conventional painting) of the engines and the registration in the classification of each driver.

253.1.4 SKUSA has pre-drilled cylinder head nuts available for purchase on most events to facilitate the sealing of motors

253.1.5 Manipulation: Any manipulation of the motor seals or pipes will result in immediate disqualification for the day of competition.

253.2 Swift, KA100 and X30 Engines: Two carburetor and head nuts must be sealed. The carburetor can be sealed through the two upper carburetor nuts or through the factory drilled hole in the carburetor body. See Section 802 for photographs.

253.2.1 Micro Swift, KA100 Jr and X30 Jr engines: The exhaust restrictor must also include a cylinder head nut. See Section 803 for photographs.

253.3 SSE and KZ: SKUSA barcode sealing sticker.

253.4 Genuine Honda 253.4 Engines: One cylinder bolt/nut and one cylinder head bolt/nut must be drilled out for sealing.

### 254 COLLECTION OF RACING TYRES

254.1 The race tire collection schedule will be declared in the printed event program and This will usually be the day before the first day of competition. Failure to collect your race tyres during this time will result in a penalty.

# SUPERKARTS! USA RULES AND REGULATIONS 300 RULES FOR RACING VEHICLES

## 301 GENERAL

301.1 Inspections: Random inspections of a competitor's kart may be conducted at any time during a SKUSA event. Dimensional or technical violations will result in a DQ unless otherwise posted in these rules.

301.2 Number Plates: Numbers must be correctly displayed for all track sessions, including practice and warm-ups. Failure to do so will result in penalties including loss of track time.

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

301.3 Panel Numbers and Colours: Numbers shall be black on a yellow background, at least 5.5" (5.0" for Micro and Mini Swift) high and have a 2cm (.787") wide stroke displayed in Arial font. Shaded or outlined numbers are not permitted. The race number shall be bordered by a minimum 1cm (.393") yellow background. They must be in place prior to any official session on both the front and rear panels and on both sides towards the rear of the bodywork. It is the driver's responsibility to ensure that the required numbers are always clearly visible to timekeepers and officials.

## 302 SECURITY

302.1 The following items must be secured with a nylock nut with at least one full bolt thread protruding, a drilled bolt with lock wire, a drilled bolt with cotter pin, or secured with a circlip or snap ring if the bolt has a circlip groove (installation on threads is not approved).

302.1.1 Steering •  
3 steering wheel hub bolts. • Steering  
hub to steering shaft bolt. • Steering shaft to frame bolt. •  
Tie rod bolts (on steering shaft and spindle  
arm). • King pin bolts. • Wheel spindle nut attachment.

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

302.1.3 Accelerator: Accelerator pedal to the chassis.

302.1.4 Weights: All weight mounting bolts must have double nuts (two nuts jammed together) or a nut with a safety wire or pin through a drilled bolt. If mounting to the seat, large washers with a minimum diameter of 1.5" must be used to prevent fasteners from pulling through the seat. All weights **MUST be painted or plastic coated white** and marked with the kart number.

appropriate. This must 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 a solid color. Weights under 7 pounds may be secured with one 5/16" (8 mm) bolt. Weights weighing 7 pounds or more must be secured with two 5/16" (8 mm) bolts. Stacked weight pieces totaling more than 7 pounds require two 5/16" (8 mm) bolts. Loss of weight or improper securing during any track session will result in a penalty. Weights not marked with the proper kart number will result in a penalty.

## 303 CHASSIS AND CHASSIS COMPONENTS

**303.1 Construction:** Must be CIK or SKUSA approved and constructed of carbon steel alloy using traditional tubular construction with a maximum pipe diameter of 32

mm. The SKUSA National Technical Director must approve any non-traditional chassis materials or designs and components before the kart can be approved for competition. 303.1.1

The chassis includes the frame, main seat support/mount, and rear cassettes. The auxiliary seat struts are not considered part of the frame or chassis.

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

**303.3 Overall Dimensions:**

DIMENSION	CADETS	ALL OTHER CLASSES
Wheelbase	889mm Minimum	1010mm Minimum
Maximum width	50" (1270mm)	55" (1400mm)
Maximum length	84" for All Classes	
Minimum overall rear width	41"	53"
Maximum shaft diameter	30mm	50mm

**303.3.1** No part of the driver's head may extend beyond 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 shall not be less than sixteen (16) inches.

**303.3.3** The maximum height of the driver's fairing/number panel must not exceed one inch above the steering wheel in racing.

**303.4 Chassis Repair or Replacement:** Replacement of damaged chassis requires prior approval from the Event Technical Director. Replacement chassis must be of the same manufacturer and model. The Event Technical Director may designate a chassis repair specialist for inspection. Final approval rests with the Event Technical Director. If a chassis change is approved, the competitor will start from the back at the next competition session. Unauthorized or late chassis replacement requests will result in a penalty.

**303.4.1** Permission for a chassis change must be requested no later than the start of the fourth track session after the last track session of the requesting competitor. In SuperNats it will be no later than the start of the 3rd.

**303.5 Bumpers and body:** Please note that in 2018, CIK started approving the Cadet body.

**303.5.1** All karts competing in an SKUSA event must have as a minimum: (a) Two CIK or CIK style side modules with side bars; (b) CIK, IKF, WKA or SKUSA approved front and rear bumpers; (c) Driver's fairing - CIK style (d) CIK or SKUSA approved nose; and (e) Rear protection. Rear protection shall extend at least to the centre of the rear tyres. Cables or restraint straps may be used, however they may not compromise the original design or homologation of the kart.

bumper and mounting hardware.

- 303.5.2** All bodywork must remain installed and intact throughout all competition sessions until technical inspection. Detached bodywork is grounds for disqualification. However, if the competitor goes off track or becomes lost during a competition session, he or she may be black-flagged and/or disqualified. If a mechanical black flag is displayed 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 will receive no points or time for that session and may be subject to additional penalties. The absence of a black flag does not negate the competitor's responsibility to have bodywork installed and intact at technical inspection. No bodywork may be re-installed until after post-race technical inspection.
- 303.5.3** No bodywork may extend beyond the rear tires. Side bodywork may extend beyond the rear tires in wet conditions.
- 303.5.4** A small hole is allowed in the side stand to facilitate the use of a jump starter to start a "loaded" engine.

**303.6 Seat:** All mounting of seat components to the main chassis shall be done in a manner that does not endanger the safety of the driver.

**303.7 Seat struts**

- 303.7.1** Struts with washers at the midpoint are permitted if the far ends of such struts are rigidly mounted at each end.
- 303.7.2** In no case shall the use of any strut prevent the use of seat supports provided by the chassis.
- 303.7.3** In no case may the strut become more complex and include the use of metal springs of any type, gas shock absorbers or any other mechanical device that expands in the bending associated with the bending washers.
- 303.7.4** The "appearance" of a through bolt's existence by attaching bolt heads and nuts to mounting areas with no real, physical connection is nonconforming.
- 303.7.5** The seat struts must be connected at both ends.

**303.8 Seat Washers:** Any attachment point from the frame to the seat or the seat strut to a seat shall require a minimum of one 35mm diameter aluminum or steel backup washer per fastener to eliminate possible breakage.

**303.9 Composite Parts:** All parts made from composite material are prohibited on the kart except the seat, floor, chain guard and stock Honda muffler.

## **304 PUSH BACK BUMPER (PBB)**

**304.1** Where necessary, PBB installation is required from the first official track session and for the remainder of the event. Penalties may not be applied in practice as this time is for the purpose of working with all teams and drivers to ensure the installation is correct and everyone is in full compliance prior to competition.

**304.2 Competition and Sanction Procedure:** Applies to qualifying, pre-finals and finals. Drivers must access the official grid with the PBB properly attached to the kart. The PBB may be inspected for modifications or excessive wear and officials determine compliance. As set out in the regulations, the minimum distance of 27mm between the fairing and the metal bumper must be respected. Cable ties may be used to secure the clamps to the bumper, but will not prevent 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 from the 2015-2023 bodywork homologation period. (3)

The use of KG mounting clamps is not required (for example, OTK clamps are acceptable). KG mounting clamps are highly recommended for their additional strength. 304.3.1

The PBB system must perform as approved. No modifications or alterations are permitted. It can be compared to a known stock item to ensure compliance.

304.4 Mandatory installation: The PBB must be in the correct position at all times during a session competition, according to the CIK 2c and 2d technical drawings 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 3 second time penalty will be imposed.

304.6 If the PBB is no longer in the correct position after the race with both sides pushed forward, inside, a 6 second time penalty will be imposed.

## 305 BRAKES

### 305.1 2 and 4 Wheel Brake Systems 305.1.1 Shift

Levers: All shift 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 only rear brakes are stipulated, karts with 4-wheel brakes are eligible to run as long as the link to the front brakes is disconnected (i.e. the front brakes must be inoperable).

305.2 If sufficient force is applied to the brake pedal, all corresponding wheels will not be able to turn.

305.3 Flexible conduit pipes for brake cooling are permitted.

305.4 All hydraulic connections shall be tight and leak-free. 305.5 "Carbon/carbon" brake systems are prohibited. Carbon brake pads are permitted.

NOTE: As of January 1, 2015, the CIK requires that both current and new CIK homologated chassis have brake discs made of steel, stainless steel, or cast iron. SKUSA has decided not to enforce the rule at this time.

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

## 306 TIRES/WHEELS

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

306.2 Tires are specifications for all classes and such specifications will be announced a minimum of 30 days prior to an event (check [superkartsusa.com](http://superkartsusa.com) for up to date information).

306.3 Bar codes may not be defaced or removed. Defacement may result in disqualification or other penalties.

306.4 The loss of a wheel during any track session will result in a penalty.

The determination of the cause of the loss by the technical officials is final and not subject to appeal.

306.5 If the event schedule specifies required times for tire pick-up, any driver who fails to pick up his tires according to the posted schedule will incur a penalty in the event.

next competition session.

306.6 Any dispute regarding the circumference or other measurement of tires must be resolved before leaving the tire counter after picking up your event competition tires. No exchanges or replacements will be permitted after tires leave the pick-up area. It is recommended that you bring a tape measure and a marker to the tire counter when picking up tires.

306.7 In the event of a damaged rim, technical officials may authorize a one-for-one replacement of a similarly worn rim. In no case will a new tyre be authorised.

306.8 Tyres must be used on the correct day of competition. Example: Saturday tyres cannot be used on Sunday in any session. Incorrect use will result in disqualification.

**306.8.1** Winter Series and Pro Tour SKUSAMéxico Events: For classes that are assigned one set of race tires for the Event, the race tires must be new at Qualifying for Round 1. For classes that are assigned two sets of race tires, they must be new at Qualifying for both Rounds of the Event, unless class parameters specify otherwise.

**306.8.2** Regional Events: Tires do not need to be new for Qualifying, but must be race tires with the series seal.

**306.8.3** When, and only when, tyres suitable for Sunday are used in Saturday qualifying, a procedural fine will be imposed on the competitor instead of a disqualification. These tyres will become Saturday tyres and the other set will become Sunday tyres.

## 307 MISCELLANEOUS

**307.1** Data Acquisition: Data acquisition devices are permitted in all classes with the following restrictions. Systems that can modify, control or monitor ignition timing, air and/or fuel ratios, traction control, brake and/or throttle position are prohibited. Lambda probes may be used. The connector, if present, must be plugged without leaks. Exhaust gas temperature sensors (EGT) must have an insert welded in place; no leaks or clamp-type fittings are permitted.

307.2 Cameras: The following rules and regulations regarding the use of onboard cameras will apply at all SKUSA sanctioned events. Additional questions regarding cameras should be directed to the event technical director or [info@superkartsusa.com](mailto:info@superkartsusa.com). A maximum of 2 cameras per kart are permitted.

**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 retained in technology for the owner to claim. 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, including loss of positions, loss of points, and/or monetary fines.

**307.2.2** Mounting Procedures: The following mounting procedures must always be followed: All cameras will be subject to inspection and removal at any time by Technical Staff. Under no circumstances are cameras permitted on the rider's person or helmet. This includes any form of mounting to the helmet shell, or mounting any type of camera or video system inside the helmet, such as in the viewport. Use of a GoPro mount is recommended. Manufactured mounts are subject to Technical Staff approval.

**307.2.2.1** Cameras must be firmly mounted with bolt and nut. Mounting using any type of adhesive is prohibited.



307.2.2.2 Cameras may be mounted on the front panel (if the license plate is not obscured), main frame rails, welded seat strut, chassis, or major chassis components. Camera mounts welded directly to the radiator are also permitted.

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

307.3 Radio/Telemetry: Communication with a driver or to/from instruments is not permitted while on the circuit during qualifying or the race. The race director and/or technical officials may require that all such devices be removed.

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

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

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

307.6 Cooling Fluid: Water Wetting and anti-corrosion solutions are permitted in the cooling system. cooling. Products containing glycol are NOT permitted.

307.7 Fluid Catch: A functional catch tank/container is required on the radiator for overflow.

307.8 Fuel Pumps: A single pulse type feed system is permitted. Any additional pumps must be for the evacuation pump around the system. Single feed. Electric fuel pumps are not permitted.

307.9 Fuel tanks: Must be mounted securely without using cooling methods additional.

#### 307.10 Aerodynamics

307.10.1 Floor Panel: Floor panels are not permitted to extend rearward beyond the front seat support/crossbar and must be inside the frame rails and bolted securely in place.

307.10.2 Seat: The seat angle should remain consistent with the angle used for sprinting.

307.10.3 Skirts: No skirts or vertical aerodynamic sealing devices may extend below the main frame rails from the leading edge of the front tires to the rear of the kart.

307.10.4 Wings: No wings allowed.

307.10.5 Aerodynamic effects: No adhesive or packaging tape shall be allowed to create aerodynamic effects. Side modules may be open or closed. Closing them with adhesive tape is permitted.

307.11 Functional Transponder: Must be mounted in the correct location at each official track session, including timed practice. The transponder will be mounted according to the CIK position: on the seat back at a height of 25 cm +/- 5 cm. 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: The primary must be mounted to the left or right of the driver. Radiators Supplementary radiators, if permitted, may be mounted on the left, right or directly behind the driver. All radiators must be positioned above the chassis frame. The Technical Director may require the mounting to be modified or removed for safety reasons. The maximum height is 100 cm.

50 cm from the ground (excluding lid and fitting). Please note special rules for X30.

**307.13 Air Box or Air Filter:** The air box or air filter must remain installed and intact during all competition sessions until technical inspection. A dislodged air box or air filter will result in a penalty. However, if the race goes off track, a mechanical black flag may be displayed. If a mechanical black flag is displayed and obeyed, the competitor will receive points or qualifying time up to the lap where the flag was displayed. If not obeyed, the competitor will receive no points or time for that session and may be subject to additional penalties. The absence of a mechanical black flag does not negate the competitor's responsibility to have the air box installed and intact at technical inspection. 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 to exceed 7mm in diameter. When installing rain tires, it is permitted to remove the air filter from the air box and install a water diversion device in 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 muffler. No coating, plating, painting or other treatment is permitted. Exhausts requiring repair may be permitted at the discretion of the Technical Director for a specific event provided advance approval is requested and the repair is not performed in the area directly adjacent to a cone or tube. Crack repair may be approved, but welding is not permitted in areas that may affect the design features of the exhaust.

**307.15 Chain Guards:** A full chain cover such as OTK, KG or Tillett is required in conjunction with the factory supplied clutch cover for Swift, KA100 and X30 classes. All shifter classes require a belt that completely covers the top of the chain from the engine sprocket to the rear axle sprocket.

**307.16 Electric water pumps:** Not permitted in any SKUSA class.

# **SUPERKARTS! USA RULES AND REGULATIONS 400 MOTOR RULES**

## **401 ALL CATEGORIES**

- 401.1** The technical inspector may employ any recognized method to determine legality, even if the specific test or procedure is not contained in this document. Parts may be compared to known stock parts to determine compliance. Technical violations will result in disqualification unless otherwise published in this rule book.
- 401.1.1** Factory sheets and supplementary rules may also be used to determine the compliance. In the event of a conflict between the factory sheet and SKUSA rules, SKUSA rules take precedence.
- 401.1.2** Inspections shall be performed at room temperature.
- 401.2 Non-Conforming Equipment:** As many components in the SKUSA racing program are “specified” or controlled, must always comply with the regulation in each competition session. Examples of these components include ignition modules, carburetors, exhaust systems and exhaust restrictors/manifolds, as well as all engine components. If a component is found to be non-compliant, it will be grounds for disqualification and may incur additional penalties. The item may be confiscated by the technician and not returned. In addition to the disqualification of the competitor, the engine manufacturer may also be penalized. In the event of a dispute over the legality of the component, an appeal may be filed.
- 401.2.1** If the non-conforming component is found under the seal (or paint), the disqualification applies to all previous competition sessions of the event.
- 401.3** Graphics, Paint, Coatings: No attempt to alter cooling or airflow is permitted. Limited to one decal on the left and right side of the cylinder head or cylinder. No additional covers, shields or heat retention devices are permitted. Final determination rests with the Technical Director.
- 401.4 Spark plug:** Must be original, unmodified, commercially available spark plugs. Note the following: Special rules for X30, Swift, KA100 and SSE. Can be compared to a known original plug to determine any modifications. Must have original or indexing washer or CHT wire in place. Maximum length 18.5mm (including washer or temp wire). Can be checked with a spark plug gauge, with the plug torqued to no more than 180 in/lb.
- 401.5 Aftermarket Availability:** All aftermarket products used in competition must be standard production, commercially available in North America, and must have been so for at least thirty days prior to the SKUSA event.
- 401.6 Fuel:** No additives or alterations to the specified fuel are permitted. Fuel testing may be administered at any time during or after an event. Drivers must have a minimum of 500ml of fuel available at the end of each competition session for testing. Insufficient fuel level will result in disqualification.  
SKUSA reserves the right to administer any fuel testing procedures. Failure to pass a fuel test will result in disqualification from the driver's previous track session.  
The fuel test results are considered final.
- 401.6.1 Non-compliant fuel is divided into two categories:**
- 401.6.1.1 Minor:** Failure to pass the Digatron test (or specific gravity test) indicating the use of pump gas, incorrect oil, contaminated fuel tank or container. The technical inspector may apply this penalty at his discretion.

**Major: Failing the Digatron or Specific Gravity test by a wide margin and/or failing the Germaine (NHRA) test. This may indicate the presence of performance-enhancing chemical additives, many of which are known to cause cancer or are harmful to human health. The technical inspector has discretion to determine the extent of the non-compliance and the penalty imposed. The technical inspector may choose to retain samples for further laboratory testing. 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: Approval may be granted to repair damage only, not for maintenance. Approval must be received before tampering with the seal/paint. The burden of proving damage is on the competitor. If the competitor is unable to prove damage, the event Technical Director may approve an additional engine (total of 2). If an engine change is approved, the competitor will start at the rear of the next competition session. Unauthorized or late engine replacement requests will result in a penalty.**

**401.7.1 Permission for an engine change must be requested no later than the start of the fourth track session after the requesting competitor's last track session. In SuperNats it must not be later than the start of the 3rd.**

**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 technical official. Refusal to submit to inspection will result in immediate disqualification for the day of the race and all points accumulated up to the time of inspection will be forfeited for that day. SKUSA also reserves the right to have competitors exchange homologated parts (carburetor, pipe, ignition components, etc.) for an identical part supplied by SKUSA. SKUSA may retain the original component.**

**401.8.1 Engines or engine parts may be confiscated for further inspection, evaluation or testing. Failure to cooperate will result in disqualification.**

**401.8.2 Seizure of parts or equipment: SKUSA has the right at any time to seize any part 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 retain them 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**  
This can be done with the LAD Specialties #CCMP Gauge Plug Tool. (For shift-type engines, the CIK tool is used) • **Allow the engine to reach room temperature.** • **Remove the spark plug and measure the thread length. The measurement from the tip of the threaded portion of the spark plug to the body of the plug to the bottom of the factory-installed washer cannot exceed 18.5 mm.**
- **Screw on the designated class CC tool. Rotate the piston to TDC. Then back off approximately 20° BTDC.** • **Screw on the designated class CC tool.** • **Using a Class A graduated burette, mechanical or electronic, fill to the proper level using the top or bottom (recommended) of the meniscus as a starting point. Dispense approximately 90% of the specified amount of Marvel Mystery Oil.**
- **Wait 15 seconds and dispense the remainder of the specified amount before reading the burette at the same point as the initial reading. (This allows any liquid adhering to the inside of the burette to settle for a more accurate reading.)**
- **Turn the piston to TDC. No liquid must overflow from the CC tool.**

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

**401.10.1 Squish Check Procedure:** • Position the piston just before top dead center and insert the weld through the spark plug hole pointing toward the cylinder wall (must contact the cylinder wall).

- Revised May 12: Roll the piston through top dead center and Measure along the crushed area. Repeat the process on the other side using a separate piece of weld.
- Both sides must meet the specifications defined for the particular engine being used. is being reviewed (not an average). • If the measurement is found to be non-compliant, two other technicians may verify it (maximum three tests).

## **402 SWIFT, KA100, X30 and SSE ENGINE SPECIFICATIONS**

**402.1 All engine specifications will conform to the PDF links and rules on the SKUSA website below. The basic intent of this class is to run engines as supplied by the manufacturer without modification or substitution of components. All engines used in SKUSA competition, except the KZ, must be US models originally sold in the US. Links to engine specification PDFs: [superkartsusa.com/rulebook.html](http://superkartsusa.com/rulebook.html)**

---

### **402.2 Carburetors, air boxes (intake silencers) and adapters**

**402.2.1 Carburetors: OEM supplied by the engine manufacturer. The throttle shaft, the butterfly valve and the thumb screw must remain original. The surface finish of the venturi and the bore must remain as manufactured. All dimensions shown in the PDF apply, no additional machining is permitted. The colour of the diaphragms and gaskets is non-technical as long as the dimensions defined in the PDF sheet are respected. An auxiliary return spring is required for all butterfly type carburetors. The carburettor can be operated with the pumping stack at the top or bottom.**

#### **402.2.2 Carburetors- SSE:**

**402.2.2.1 Tillotson HB15A: The Venturi diameter is maximum 34 mm (1.339"). The diameter Maximum throttle bore is 36mm (1.417"). Must operate in position shown on .pdf sheet. Auxiliary return spring is required.**

**402.2.2.2 Dellorto VSH30: Approved for use on SSE. All jet, tube and slide sizes are legal as long as they are genuine Dellorto items. Otherwise the carburettor must operate as supplied, with no additional work on the machine or changes permitted.**

**Two mounting systems are approved:**

**402.2.2.2.1 A - The IAME Z2NB41000 conveyor, the flange of the rubber carburetor IZB-41551 and flange IZB-41350N.**

**402.2.2.2.2 B - IAME IZB-41040 Carrier and IFG-30900 Rubber Carburetor Mounting Flange Any external fuel pump can be used**

**402.2.3 Air Box/Intake Silencer: The position of the air box is not technical. (Please note: (Note the special requirements for IAME Micro/Mini Swift, IAME X30, KA100 and SSE as published on the data sheet/PDF). Large or full cover wraps/graphics/coatings are not permitted. Final determination of compliance rests with the Technical Inspector. If compliance is in doubt, ask before use. Decals may be removed at the discretion of the Technical Inspector at any time to verify compliance (without**

Additional holes). No additional holes are permitted other than for the air intake tubes and a .200" water drain hole. A strip of tape may be used at the connection of the rubber mounting flange and the muffler body. A strip of tape may be used to secure the inlet tubes. Silicone or other sealant may be used to secure the inlet tubes. A foam filter is required as noted in the factory literature. If the rubber adapter is reversible, it may only be cut on one side, and the other modified side must be located inside the muffler body (rain conditions where no foam filter is required).

402.2.4 Petal Box Assembly: Only OEM fiberglass petals with a minimum thickness of .012" are permitted. Petals must be OEM. Sanding is permitted ONLY on the side opposite the IAME identification mark. The IAME marking must not be modified and must be visible. Sanding, cutting, or removing any material is illegal. The shape and design of the collector shall remain as manufactured. It is illegal to grind, polish, trim, or reshape the reed cage or collector. Resurfacing of the flat rubber contact surface with the reeds and the gasket surface and deburring and lightly grinding the reed set screw holes is permitted. Reed cage plates shall remain as manufactured and shall not be modified in any way. Tab screws are non-technological.

402.2.4.1 Petals shall be measured across the entire petal surface using a vernier caliper. The caliper shall be checked using a 0.012" feeler gauge blade. The caliper shall be zeroed using a 0.012" feeler gauge blade. Any measurement below zero will be illegal. The IAME factory mark must be present.

402.2.5 Petal Box Assembly - SSE: Single Petal Box (no two-box systems) stages). Minimum petal thickness: 0.012". The stops and reinforcements are open. No modifications are made to the petal box or the manifold.

402.3 Starting batteries: Must be dry cell or sealed cell design. All batteries used must have sufficient capacity to start the engine.

402.4 Mounting: Must be secured in one of the following manners: (1) Factory IAME box and velcro strap with one 175 lb zip tie, or (2) Aftermarket battery box with a minimum of two 175 lb zip ties one of which is mounted around the , at least chassis. All batteries must be labeled with the appropriate kart number. This must be the only number and must be legible, visible for inspection, and in contrasting colors that are easy to read. Batteries not marked with the appropriate kart number will result in a procedural penalty.

402.5 Starts: The competitor is expected to be able to demonstrate the start on board when requested by a technician official.

402.5.1 In the event of failure of a component of the starting system, a starter motor may be used. Auxiliary starter without penalty. The intent of this rule update is to allow temporary auxiliary starting of 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 applied. A small hole in the side is permitted to facilitate the use of an auxiliary starter in the event of starting a 'loaded' engine. The use of universal joints to clear an undrilled side module is discouraged.

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

402.5.3 Any competitor using a jump starter may be subject to additional technical review to verify complete installation of the starting system and legitimate component failure at the discretion of the Race Director.

402.6 Clutch: OEM according to PDF from engine manufacturer. Clutch engagement must not be 01/05/202

exceed 6000 RPM (Swift 5000 RPM). Slip must not be adjustable. Clutch components may not contain significant amounts of oil or grease. Saturated friction surfaces are grounds for exclusion. Drive sprocket and drum will be supplied from the OEM factory; non-original items are not permitted. Only OEM drums without holes per factory data sheet are permitted.

**402.6.1 Optional Test Procedure:** Place the kart on a stand in a safe location with the axle free to turn and no obstructions. Start the engine. Apply throttle several times to ensure response. Holding throttle and brake at the same time, apply full throttle against full braking without the tires rotating. It may take a few attempts to get a clean pull. Read the competitor's gauge or have a clip-on tech gauge to read the RPM at the highest reading. RPMs exceeding 6000 for X30 and KA100 (5000 for SWIFT) are non-compliant. Specific carburetor settings may be required.

**402.7 Exhaust:** All exhaust components, including the header, must remain intact throughout the race and until technical inspection. Intact is defined as complete, manufactured without cracks, modifications or missing components. Leaks at the header joint or end cap may result in penalties. It is highly recommended that these areas be sealed with silicone sealant. No repairs are permitted without prior approval from the Technical Director.

**402.7.1** All mufflers and exhaust pipes must operate as supplied from the factory, without modification. Details of each individual engine are shown in the factory sheet documents.

**402.7.1.1** The following factory sheet muffler dimensions have been revised

Factory sheet	Page	New dimension
Mini Swift	9	T: 600 +/-3
KA100	11	T: 692 +/- 3
X30	11	T: 690 +/- 3

**402.7.2** All engines/all classes: No spacers allowed between the exhaust and the cylinder; only one factory OEM gasket; minimum thickness 1.3 mm

**402.7.3** Any means to bypass an exhaust restrictor is grounds for disqualification. This includes, among others, leaks in exhaust manifolds, gaskets or connection joints.

**402.7.4** Exhaust manifolds for restricted classes:

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

**402.7.5** SSE pipe and silencer: Supplied ex works with the kit (pipe 21/M/18 - Elto silencer - 28 mm straight pipe U-bend). Up to 20 mm thick aluminium spacer with 1 mm gasket on both sides is permitted. Can be operated without aluminium spacer with 1 mm gasket.

**402.8 Cylinder Damage:** Cylinders that have internal damage may not be acceptable for SKUSA competition. Minor nicks in the ports caused by debris such as broken snap rings, ring segments, and the like on any edge of the port are acceptable. Major damage to 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 that causes gouges in 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 discretion of the Technical Director for a specific event.

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

**402.10 Piston/Pins/Ring:** As supplied by the manufacturer; must conform to specifications.  
Dimensions in PDF. Modifications are not permitted. The elastic rings are not technical.

**402.11 Radiator (X30 and SSE):** A non-original radiator is permitted to replace the IAME radiator, subject to the following:  
next: No auxiliary fans; No air intakes, air dams or other additional aerodynamic additions.  
Water pump is not technically required but must be powered from the axle. Electric pumps are not permitted. Thermostat optional. Maximum height of 50cm from the ground (excluding filler cap). Maximum dimension: Height: 19.5" Width: 12" Depth: 3.250" (496mm x 305mm x 83mm).  
A shield is permitted at the rear to prevent damage from track debris.

402.11.1 SSE may use multiple radiators.

**402.12 Spark plugs:** Only the following spark plugs may be used:

**402.12.1 Swift:** NGK B9EG, NGK B10EG or NGK BR9EG, NGK BR10EG or NGK BR9EIX, NGK BR10EIX, DENSO W\_ESZU or Autolite AR50, AR51, AR52 and AR53.

**402.11.2 KA100:** NGK B10EG, NGK BR10EG, NGK 6252K-105, NGK R6254-105

**402.11.3** R6252K-105 or NGK R6254E-105. In case of rain, NGK BR10EG is allowed.

**402.11.4 175 SSE:** NGK B9EG, NGK B10EG or NGK BR9EG, NGK BR10EG or NGK BR9EIX, NGK BR10EIX, NGK R6252K-105, NGK R6254E-105, NGK BR10EG, NGK B10EG.

**402.11.5** Minimum length of 18.5mm – all plugs, all classes. See also [Section 401.4](#)

**402.13 Spark plug caps:** Only the following are permitted: PVL (IAME part no. 10544) or NGK (part no. TB05EMA) and K+S (part no. 10-3121MA).

**402.14 Ignition Timing - Swift:** Open

**402.15 Ignition Timing - KA100:** 0.106" BTBC Max // 0.080" BTDC Min

**402.15.1 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 pointer before TDC (approx. 0.200") - Rotate the engine in the running direction until the needle reaches 0.106" BTDC (maximum) and stop - at this point the thin line drawn on the aluminum flywheel should hit somewhere inside the wider molded line on the stator, or anywhere after the line (with rotation running).

**402.16 Ignition Timing - SSE:** 0.090" BTDC max.

**402.17 Ignition timing - X30:**

- Open key.
- The keyway width in the flywheel and crankshaft is 0.103" • Four holes in the stator are open.
- The four stator retaining bolts have a minimum No-Go diameter of 0.187". • The inspection procedure using the top drawing on the factory sheet on page 7 is the same as next: •

Install a dial indicator into the spark plug hole and zero at top dead center - Turn the engine at least one turn of the indicator before TDC - Turn the engine until the needle just reaches TDC - The thin line on the flywheel should hit somewhere inside the wider molded center line on the stator, or to the right side of this line

**402.18** Petal cage screws are non-technical.

**402.19** No external modifications of any kind are permitted, including air intakes or water retention additions.



heat.

402.20 All heads must be fit to IAME factory profile form gauges. IAME profile gauges must be able to fully enter the head or header area to check configuration/form. It is the competitor's responsibility to ensure components are free of excessive carbon buildup. At 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 does not properly enter to check form, disqualification may occur.

402.21 Bearings, seals, O-rings and packing: may be replaced with equivalents of aftermarket suppliers. Ceramic or exotic material mounts are not permitted. The thickness of the cylinder base gasket is allowed to be changed to adjust the port duration. The head shim is allowed to be changed to adjust the crushing.

402.22 Ports: Must remain in the manufactured condition. No grinding or polishing of any kind.

ENGINE	EXHAUST	LIGHT TEST OF EXHAUST	ENTRANCE
Swift	1.230"	1.095"	0.585"
KA100	1.420"	1.295"	
X30	1.340"	1.215"	
SSE	1.200"		

402.23 Fuel system: No additional components allowed. No fuel pumps external. Any fuel filter, if used, must be placed between the fuel tank and the carburettor.

402.24 Minimum Head Squish: See 401.10 for specifications. welding.

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

402.25 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** SKUSA's intention is for KZ to be run under current CIK/FIA regulations with minor deviations as published for the event. ALL current CIK-FIA rules and regulations for KZ engines, stock and their components will apply unless otherwise specified in this rulebook. Approved engines are those currently or previously approved by the CIK-FIA.

All competitors using KZ engines must be prepared to present to the technical inspector a PRINTED COPY of the CIK engine documentation for the engine, airbox, pipe and silencer in use. Failure to do so may result in disqualification. Only one engine and one chassis may be stamped for use. See also 401.7 (engine) and 102.1, 107.6 and 303.1 (chassis).

**403.2 Port Gauging:** Method of measuring the opening angles of inlet and exhaust ports.

For more accurate measurement, a 0.20 mm thick and 5 mm wide shim will be used to establish the start and end of the measurement. This shim will be held by the chord axis of each port, between the edge of the top of the ring or piston and its intersection with the edge of the inlet or exhaust port. The position in which the grip of the shim will allow the largest possible angle to be measured will be considered as the start and end of the angle measurement. This shim can be placed in position through the inside of the cylinder or through the duct of the exhaust port to be checked. In no case shall it be mandatory for the wedge to be placed in a horizontal or vertical position. The reading shall be taken using a graduated disk with a minimum diameter of 200 mm or a measuring device with a digital display activated by an encoder.

## 404 HONDA SHIFTER SPECIFICATIONS

Honda engine specifications have been moved to a separate document. <https://www.superkartsusa.com/dmdocuments/2022-SKUSA-Spec-Honda.pdf>

## 405 ENGINE CLAIM Only SKUSA, IAME

**405.1** or the Importer (or their representative) may claim an engine. Such claim will provide the engine owner with a new, complete engine package with all components including: engine, clutch, carburetor, air box, exhaust system, radiator (if supplied in the kit) and electrical system. In addition, a payment of \$500 in certified funds or cash will be made to the engine owner.

# SUPERKARTS! USA RULES AND REGULATIONS 600 EVENT OPERATION

## 601 CAREER OFFICERS

- 601.1** Race Director: The Race Director is the principal official at all SKUSA-sanctioned events. The Race Director's responsibilities include all decisions on competition matters, rules interpretation, and disciplinary action. It is the Race Directors' obligation to certify the legality of all aspects of competition, including timing and scoring, vehicle compliance, fuel, and engine legality. The Race Director's decisions are final. Only the Appeals Board may overrule the Race Director.
- 601.2** Grid Steward: The Grid Steward directs all grid operations including dispatching karts to the grid, overseeing the grid line-up, overseeing the entry of karts onto the track and ensuring all karts comply with published technical and safety guidelines.
- 601.3** Starter: The starter supervises all course personnel and has control of the racing surface during all competitive activities. The starter's responsibilities include maintaining a safe and competitive environment on the track and displaying the appropriate competition flags. The Black Flag will only be issued with the approval of the Clerk of the Course.
- 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 technical and safety guidelines. The Technical Director supervises all technical staff and reports any and all technical and safety-related infractions to the Race Director.
- 601.5** Other Officials: The Race Director and/or Technical Director will designate other officials as deemed necessary for race operations. These officials may include, but are not limited to, registration, timing and scoring, pit area, etc.
- 601.6** Sanctions Officer: The Sanctions Officer is responsible for filing protests and collecting procedural fines. The Sanctions Officer ensures that protests and procedural fines have been filed or paid within the protest period defined in 109.1.
- 601.7** PBB Delegate: The PBB Delegate handles PBB protests and review of competition video evidence in accordance with 109.6.

## 602 RACE PROCEDURE Pre-Grid: A waiting area

- 602.1** for the next class or group - the 'deck position'. The pre-grid serves the following functions: (1) to allow race officials to set up the next event, (2) to inspect for safety violations, and (3) to allow for last minute adjustments by mechanics or crew. Kart stalls are permitted.
- 602.2** Grid: Area for final inspection and class alignment prior to release onto the racing surface. Once vehicles are released onto the racing surface, all competitors are under "Race Conditions" and under the direction and control of the Race Director. No kart stalls are permitted. No fuels, liquids or solvents are permitted on the grid.
- 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, up to the point where the competitor receives post-race technical clearance, no person may assist the competitor unless directed to do so by the race director. It is not necessary for a track worker to assist in restarting the kart. Karts that stop in warm-up laps or have difficulty maintaining pace

The driver who is not in the correct position when approaching the grid is subject to being placed at the back of the line-up. Any such vacancy on the grid will be left OPEN. Any driver who stops whilst in position on the grid must immediately raise his hand. An effort may be made by the grid staff to restart the kart once only. Should this not occur, the driver is obliged to immediately remove his kart from the racing surface. If a stall occurs after the 5 second warning, the driver must immediately raise his hand and REMAIN IN THE KART until the field has cleared the grid.

## 602.5 Rating

602.5.1 The 107% rule may be applied to qualifying times.

602.5.2 101% Rule (split group classification): If, during classification, a class is large enough to have been divided into two groups AND there is inclement weather, the 101% rule applies. 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 fastest time shall line up on the pole side of the grid and the Qualifying group with the slowest time shall line up on the off-pole side of the grid.

602.5.2.2 In the event that final practice or qualifying times are used for determine the groups, 105% will be applied.

## 602.6

Delays at the start: Any action, or lack thereof, that results in delaying the event will result in penalties for the associated driver. A driver who stops on the grid must first and foremost raise both hands to signal a problem. When possible, a grid official may assist in the restart effort. Failure to restart will result in officials ordering the kart and driver to a safe position off the track.

## 602.7

Standing Start: One or more warm-up laps are provided with the field remaining in line-up position. Under the direction of the officials, the field will slow down and proceed to their designated position on the grid in a two-abreast format, coming to a complete stop and awaiting the starter's signal. It is the driver's responsibility to know his or her proper position.

602.7.1 Flag Start: Once the grid is ready, the flagman will raise his unflagged hand vertically, with the green flag pointing down and to the side of his leg, to signal a five-second "window" count. The flagman will toss the green flag at any time within the five-second window.

602.7.2 Starting with lights: In some specific events, a starting system may be implemented. start with lights. Details will be explained at the drivers' meeting.

## 602.8 Starting in motion Starting

### 602.8.1 grid

602.8.1.1 Karts arriving on the grid, or delayed on the grid, after the  
Once the field has been released onto the track, they may be allowed to join the field, if the field has not passed the commitment line and if they are permitted to do so, according to the Clerk of the Course. They must, however, take up a position at the back of the pack, provided the race has not started. If the race has started, or if for safety reasons the Clerk of the Course considers it unsafe to enter the race circuit, the competitor will be excluded from that particular race.

602.8.1.2 Empty positions before the grid closes will be filled by rearranging the field.

Example: The kart in P6 (outside row 3) is not on the previous grid "A". 7R would move to the outside row 3, 8R to the inside row 4, 9R to the outside row 4 and so on.

602.8.1.3 Once the peloton is released on the track, if a driver leaves the formation before

After the start, the karts directly behind the absent driver will move forward to fill the gap. In the event the pole winner retires before the start, the non-pole driver will control the start of the race from his original position in accordance with Section 602.8.2.

#### 602.8.2 Procedure in the starting area

**602.8.2.1 Formation:** The Pole Sitter shall lead the group, when directed, from the grid before the course and proceed at a reasonable speed to the Formation Cone.

When the Pole Sitter reaches the formation cone, indicated by a blue cone, they will slow down to a normal pace. The Pole Sitter will continue down the field to the Compromise Cone. Drivers will be allowed to move forward to their original starting position until they reach the Compromise Cone. Once the Compromise Cone has been reached, they will not be allowed to move forward any further in their position and the formation will close up. Once the field has reached the Compromise Cone, tyre warm-ups are no longer permitted and will result in a penalty.

**602.8.2.2 Starting Zone:** The Pole Sitter will lead the field into the starting zone at a speed constant of approximately 20 MPH. The start zone is defined by two (2) sets of blue cones spaced 40 to 60 feet apart depending on the facility and start or start/finish location, and may be adjusted as needed by the Race Director. The Pole Sitter, once the plane of the first set of cones is broken, may start the race at any time at his or her discretion. If the Pole Sitter does not start the race by the time he or she breaks 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 primary flagman will use a green flag or light system to indicate that the race has started. No starts will be interrupted due to the Pole Sitter or Outside Pole Sitter starting the race before the first set of cones. If any of the front row drivers steal the start, the race will start and a stolen start penalty will be assessed.

**602.8.2.3 Start manipulation:** When a competitor's actions disrupt the start of the race. Under normal starting procedures, a penalty will be imposed for start manipulation. This includes, but is not limited to, gaps to competitors in front of and behind you, forcing yourself or other competitors out of their proper starting positions.

**602.8.2.4 Aborted start:** If an incident occurs while the group is approaching the start area, The primary flagman may abort the start for safety reasons only. The field will complete one additional lap at speed and return for a second attempt. An aborted start will automatically result in the race being shortened by two (2) (1) laps.

**602.8.2.5 During the warm-up/training lap(s),** the karts will maintain their grid positions. It is the driver's responsibility to maintain the correct grid position, and the start official is not obliged to allow any additional formation laps to enable a driver who has lost his position to regain it. During the formation lap, a driver who is behind or has lost his grid position may attempt to regain it only if it does not affect any other driver and it must happen before reaching the commitment line. If a driver starts out of position, that driver may be penalised at the discretion of the Race Director.

**602.8.2.6 The pole position driver shall control the pace of the warm-up/formation lap(s).** The P1 driver must modulate the pace so that it is possible for the field to maintain good order as it enters the straight where the race will begin.

find the starting line.

**602.8.2.7** If a kart stops during any warm-up/formation lap: The driver may not attempt to restart

**602.8.2.7.1** until the entire group has passed.

**602.8.2.7.2** The driver must push the kart to a safe place before attempting to work on it. No assistance can be given to the driver (apart from trackside personnel). Working on the kart in an unsafe place causing a delay to the start of a race may result in a disqualification.

**602.8.2.7.3** The driver may rejoin at the back of the line-up, but must not attempt to regain his position on the grid. If a driver attempts to move through the pack, or attempts to start at the front of the pack in the hope that the leader will catch up, he will be black flagged and disqualified from the race.

**602.8.2.7.4** Similarly, if a driver, without stopping, falls behind the entire field, must stay back during the start and not attempt to regain his position. Any violation will result in a black flag penalty.

**602.8.3** Home / Startup

**602.8.3.1** No more karts will be allowed to leave the grid onto the track once the race has been completed. the starting signal has been given and the race has begun, even if the start is aborted.

**602.8.3.2** At the discretion of the Race Director, penalties may be imposed at the end of the race. for the following infractions:

**602.8.3.2.1** Leaving the line before the green flag for reasons other than avoiding the contact.

**602.8.3.2.2** Hit or push.

**602.8.3.2.3** Aggressive maneuvers leading to contact between karts that race officials consider avoidable.

**602.9** Rejoining the track after the start: A driver may make an effort to rejoin the race after the green flag has been given, unless otherwise directed by a race official. However, if he does not safely restart before the field completes the lap, he will be ordered to safely withdraw from the circuit for the duration of that race.

**602.10** DNS, DNF: Any driver who does not cross the starting line after the green flag (start of the race) will receive a DNS score. 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 single file, beginning in the same order as the last fully completed and scored green flag lap prior to the full yellow or red flag condition. A lap is considered complete once all running lead lap karts have crossed the finish line to complete an even number of laps OR when the leader crosses the finish line to begin the next lap. The karts that caused or were involved in the incident that resulted 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 instructed, must proceed to the start/finish line and await lineup instructions to restart. If the track is blocked due to a red flag incident and one or more competitors stop in full control of their kart and are not involved in the incident, the Race Director has the discretion, when the track is clear and safe, to allow the competitors to continue to the start/finish line and they will be placed in the grid position determined by the last completed and scored lap. NO crews or other persons will be allowed onto the track without SPECIFIC authorization from the Race Director. Drivers are prohibited from working on their karts during a red flag condition. Drivers awaiting a restart will not be allowed to pit.

Crew members will not be allowed to approach the kart or driver to restart or work until, and

only if the race director so indicates. Overtaking may begin once the green flag/light is shown.

**602.11.1 Full restarts:** If at least one competition lap is not completed before a red flag, the Race Director will require a complete restart. Drivers who leave the track will not be allowed to 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 time for repairs. Competitors will be permitted to reset their recoil bumpers. Only after instructions from the Race Director will mechanics be permitted to start engines with a jump starter.

**602.12 Red Flag Events:** In cases where a race is stopped due to a red flag,  
There are two methods regarding reboots:

**602.12.1 Method #1:** The red flag was shown before half of the scheduled total laps or distance had been completed. In this situation, the race will be restarted normally if conditions permit.

**602.12.2 Method #2:** The red flag was shown after the halfway point of the Race. In this situation,  
At the discretion of the Race Director, the race may be declared complete and results will be based on the last completed and scored lap. Any overtaking that occurs on the incomplete (red flag) lap will be disallowed. Drivers involved in the red flag incident will be scored behind the last running kart in the line-up and not in the position they were in on the last completed green flag lap. Restart rules apply for scoring.

**602.13 Completion of Career**

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

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

**602.13.2** When an event is stopped due to adverse conditions, the event may be rescheduled.

The rescheduled event will start with the uncompleted portion of the previous race and all entered drivers will start in the same position as when the race was stopped. If the race cannot be rescheduled and is cancelled before the end of all the heat races, all entered competitors will receive 25 points. If the starting order for a race has already been published or a Main Race has not completed half of the Race, points must be allocated according to the starting position or the last completed lap or the last lap that awarded points in the session.

**602.13.3 Weighing/Scales:** Competitors must step onto the scales at the end of each competition session.  
Weighing is optional during practice sessions unless otherwise noted on site.

**602.13.3.1** The scale in use shall be referred to as the "Official Event Scale". All weights shall be The scores obtained on this scale will be considered "official". If two scales are used at an event, you will be assigned either an "even" or an "odd" scale. At no time, training session or competition, will you be permitted to use the scale not assigned to you. Penalties may be imposed if an incorrect scale is used.

**602.13.3.2** In the event of a weight dispute, the competitor will be allowed to weigh himself again, with the competitor in the seat in the normal riding position. The scales will be reset to zero before re-weighing. It is not permitted to remain in various positions on the scale platform during re-weighings in an attempt to obtain the highest weight.

**602.13.3.3** Driving to the scale is subject to DQ for the session and/or the entire event. In addition, [Back to Top](#)

Damage caused by stepping on the scale may result in a monetary fine to the driver for repairs or replacement.

602.13.3.4 SKUSA officials may choose, for convenience, not to weigh the entire group during a portion of the competition.

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

602.13.3.6 Competitors are expected to remain with their karts until weigh-in.

602.13.4 Technical Inspection: The five (5) best competitors in each official session must report to the technical area and not leave until released by a technical officer. It is the competitor's responsibility to determine whether to proceed to the Technical Inspection area. Technicians may inspect more or fewer karts as they deem necessary.

602.13.4.1 Technical Inspection Area: Only the driver and one crew chief/mechanic may enter the technical area unless authorized by one of the technical officials.

602.13.4.2 Technological tools: Each participant who appears before the conference is expected to have: technician has sufficient tools to carry out the dismantling under the direction of the technical officers. Not having the necessary tools may result in sanctions.

602.13.4.3 Failure to report to technical area: A competitor's failure to report to the technical area immediately after finishing the race may result in disqualification and/or suspension.

602.13.4.4 Refusal to TEC: A competitor's refusal to appear for TEC will result in disqualification and/or suspension.

602.13.4.5 Any item removed from the tec area will result in disqualification or no longer being allowed. 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 may enter the general pit areas. SKUSA has the authority to determine the number of persons per entry who may be permitted access to the pit area and to revoke permission granted to any individual for misconduct, failure to comply with competition regulations, or disobedience to the orders of a race official.

602.14.2 Fluid Disposal: Fuel, gear oil, and coolant may not be disposed of at a SKUSA event. If no officially designated container is provided for the disposal of specific fluids, all such fluids and their disposal remain the responsibility of the driver.

602.14.3 Tire Disposal: All competitors are required to take care of their tires. used or scrap tires responsibly, and must initiate such responsible action by taking their used and scrap tires with them when leaving the race facility. Teams or individuals caught in violation of this rule are subject to severe penalties.

602.14.4 Generators: Beginning March 31, 2017, SKUSA will enforce decibel levels set by UL Industries regarding generator noise limits. Generators for use in the paddock area cannot exceed 65 dB (at full operation). To clarify, generators sold for camping/recreation are rated at 60 dB when operating and 52 dB when idle. Other generators exist as "construction grade" which are not covered by this standard. Any generator operating at a SKUSA sanctioned event will be required to meet the UL rating of 65 dB under maximum load. All others will be considered non-compliant and will be required to be



to cease operations. Penalties will be imposed on the competitor in the event of non-compliance.

**602.14.5 Grid Crew:** The grid is reserved for the exclusive use of the competing karts and their support crew. The number of such support crew may be limited and is subject to the control of the Race Director/ Technical Director.

**602.14.6 Signals:** Unless a kart is actually in the pit, only one crew member shall be in front of the pit to signal and only for the time necessary to perform the actual signaling operation.

**602.14.7 Tire Heating:** Rubbing, heating or warming tires is not permitted, any way, in the pits, pre-grid or grid.

**602.15 Conduct on the track:** There are rules of conduct for drivers to protect competitors from unreasonable interference from other competitors. This unreasonable and unacceptable interference could generally be classified as harsh driving and/or blocking.

**602.15.1 Signaling Procedure:** A driver shall raise one arm above his or her head to signal to drivers behind him when they slow down abnormally or veer off course. The driver who slows down will hold his line and signal to approaching karts to the safest side for passing.

**602.15.2 Drivers who are behind in National Events:** Drivers who are about to lose a lap to the leaders will be flagged for elimination (Black Flag) and will be required to exit the track at the next time via the pit lane. Eliminated drivers will be scored based on the laps completed up to the time of elimination. Failure to heed the elimination 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 kart to pass. faster than the lapping kart. The driver must not block or race the lapping kart. The overtaking vehicle may or may not be directly behind the lapping kart. Furthermore, the overtaking process may or may not take place in the next turn. In the opinion of the official, the kart being overtaken will be overtaken before the driver completes the current lap. This may well be by more than one vehicle, often indicated by the fingers of the flagging official. Failure to respond to this signal and give way properly may result in a penalty.

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

**602.15.4.1** A kart that intentionally or inadvertently cuts the track, a curve and/or has 4 wheels off the racing surface must give way to competitors at racing speed. When re-entering the racing surface during practice or a race, the driver must remain off the racing line until the kart has reached racing speed and can safely merge into traffic.

**602.15.4.2** If an accident or unsafe situation occurs upon reentry, a fine may be imposed. a penalty for “reckless or dangerous” driving. Cutting the course during qualifying or the race, regardless of whether positions were gained or lost, may also be subject to penalty. This judgment is at the sole discretion of the Clerk of the Course and may be based on reports from the flag posts or the chief flagman. Any driver who commits a driving procedure violation is subject to penalties under section 30.3.6.

**602.15.4.3** Karts leaving the track or stopping on the track must first and foremost carry themselves themselves and their kart to a safe position and out of the way of others. Only after any safety issues have been resolved may they attempt to restart. All such attempts must be made in a safe manner and under the driver's own means. At ALL times, the driver's privilege to attempt to restart is subject to instructions from the driver.

from the track officer and the interpretation of "it is safe to do so".

**602.15.4.4 A driver must not expect track officials to assist him in his**

**Re-entry/Restart.** If the kart cannot be restarted, the driver must assist the track officials in bringing the kart to a safe position. Once the kart has been secured, the driver must remain in a safe place near his kart until the end of the race.

**602.15.5 Rough Driving:** Rough driving is a term commonly applied to knocking (spotting) another competitor off the line or course, nerfing, or other avoidable contact with another kart. It must be understood that there is a fine line between malicious intent and unintentional contact. The basic rule is "no contact." Good competitive racing sometimes sees contact between competitors. This type of contact may still be considered a violation of the rules, depending on the incident in question. Officials will detect such violations and take prescribed action. SKUSA will employ the assistance of all race officials to identify rough driving.

**602.15.6 Blocking:** Blocking is considered when a driver makes more than 1 movement on a given straight line.

**602.15.7 Inadvertent or unintentional participants:** Violations for rough driving can involve unintended victims. Every effort will be made to minimise or eliminate rough riding, but it must be understood that when you enter the course you could become a victim of poor judgement or malicious intent. As a general rule, no compensatory action can or will be taken in respect of the affected competitor. All action in such situations will be taken towards the offender.

**602.15.8 Prescribed Action:** Marginal violations will be met with a warning of Rolled Black Flag. Rough and flagrant driving is NOT subject to a rolled black warning flag, but rather a fully waved black flag. Ignoring a black flag is grounds for disqualification from the event. All such calls, with the highest consideration of the officials, will be final. Some calls are the result of missed shifts and will be judged by the official.

**602.15.9 Repeated Violations:** Competitors who show a tendency toward repeated violations Repeated conduct will be subject to suspension sanctions.

## **603 EVENT FORMAT**

**603.1 Race Sessions:** The number of race sessions (heats, qualifiers, LCQs, mains) will be determined by the Race Director based on entry count, venue constraints, and/or weather conditions. In the case of qualifying heats, ties in aggregate points will be resolved by qualifying time.

### **603.2 Tires/Wheels**

**603.2.1 Marking:** Tires will be marked, scanned, or stored after qualifying. At regional events, competitors must compete in all heats, LCQs, prefinals, and finals on the same tires used to qualify. At national events, additional sets of tires may be permitted at the discretion of the race director. Additionally, some classes may require the same tires to be used for more than one day of competition. Unmarked or mismarked tires at the end of any race session will result in a disqualification.

**603.2.2 Replacement:** The Technical Director may approve the "one for one" replacement of a tire that has been damaged during the race. Tires replaced without proper approval will result in a disqualification. Replacement tires will have a measured tread depth equal to or less than the measured tread depth of the tire being replaced.

**603.2.3 Wet Tires:** The number of wet tires allowed per race day will be equal to the number of dry tires allowed. In SuperNats, one set is allowed per race day.

**603.2.4 Race in the rain**

**603.2.4.1** At all times, it is at the discretion of the competitor to determine which authorized tires to use depending on the track conditions, which is generally a decision between a slick (dry) tire and a rain tire.

**603.2.4.2** If the competitor chooses to fit rain tires authorized for use in the session, you are permitted to enable rules for airbox shielding and spark plug type for wet weather conditions as documented in these regulations. Additional rules may be published in the event regulations.

**603.3 Points System:** Points are based on finishing order in the Playoffs/Pre-Finals and Main Events of US Regionals, Winter Tour, Protour and Supernats as detailed below.

**Multi-series grid points (to determine 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 29	34th 34	39th 39
5th 5	10th 10	15th 15	20th 20	25th 25	30th 30	35th 35	40th 40

**Heat/Pre-Final Points**

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

**Main Event Points**

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

Skusa Mexico will award points as detailed below:

**Heat/Pre-Final Points**

1st 25	11th 13	21st 3		
2nd 23	12th 12	22nd 2		
3rd 21	13th 11	23rd 1		
4th 20	14th 10			
5th 19	15th 9			

**Main Event Points 1st**

46	11th 30	21st 20	31st 10		
2nd 42	12th 29	22nd 19	32nd 9		
3rd 39	13th 28	23rd 18	33rd 8		
4th 37	14th 27	24th 17	34th 7		
5th 36	15th 26	25th 16	35th 6		

6th 18 16th 8			
7th 17 17th 7			
8th 16 18th 6			
9th 15 19th 5			
10th 14 20th 4			

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

In case of having qualifying heats in SKUSA Mexico, the grid points of multiple series will be taken

603.3.1 **Bonus Points:** Top finisher may earn 10 additional points. Fastest lap in Main may earn 10 additional points. A 100 point rain bonus may be offered to all drivers who complete at least one full lap after the race has been declared a rain race by the race director. Please see each event website for additional details or event-specific points/prizes. (Skusa Mexico does not award additional points)

603.3.1.1 Ties for best placed and fastest lap in points

Main bonuses will be broken down to 2nd fastest, 3rd fastest, etc. lap times.

603.3.2 **Championship Ties:** Will be split by the number of times one driver has beaten the other in all main events of the season. Eliminator/Pre-Final races will also be considered, if necessary.

603.4 Disqualification:

603.4.1 Drivers disqualified from qualifying will start at the back of the next heat. career.

603.4.2 Drivers disqualified from the first qualifying race will be placed at the end of the next knockout.

603.4.3 Drivers disqualified from an LCQ are not eligible to advance to the next race.

603.4.4 Drivers disqualified from the main event do not receive points or other prizes.

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

603.4.6 Engine related DQs will result in a loss of points for all previous sessions of the round or multi-day event when under the same engine label.

603.5 **Flags:** Each competitor is responsible for compliance with the following flag signals. Any driver who commits a violation of the signaling procedure is subject to penalties at the discretion of the Clerk of the Course. It should be noted that some flags are "courtesy flags" and not mandatory. This includes, but is not limited to, the mid-race, two-lap or final-lap white flags.

603.5.1 **Green Flag:** Displayed at the start of practice or competition. If the starter, after giving the green flag, decides to restart, he will throw a yellow and red flag or yellow and red lights. If this happens, all track officials will wave a yellow flag.

603.5.2 **Yellow flag:** A yellow flag indicates that there is a problem on the course ahead. The driver must proceed with caution and raise his hand to signal drivers following him. A driver must not pass another driver from the time the yellow flag is displayed until the incident is cleared. Passing under a yellow flag will result in penalties.

603.5.3 **Static yellow flag:** Continue at racing speed. Minimal danger ahead that requires driver attention on the next curve.

603.5.4 **Double Yellow Flags:** This means that the entire track is yellow when double yellow flags are displayed at the start/finish line and all corners are displayed 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 flags

yellow will result in a black flag.

- 603.5.5 Red Flag:** Indicates that the race is stopped due to an emergency, weather, or darkness. The driver must slow down and be prepared to stop where directed by officials, preferably at the start/finish line. A driver may not enter the pits or work on the kart unless otherwise directed by the race director. The race will be restarted in accordance with [Section 602.10](#).
- 603.5.6 Blue Flag:** Indicates that the driver is being overtaken by a faster kart. The driver shown the flag must make room for the faster kart and point to the safest side for overtaking. The driver must not race the overtaking kart.
- 603.5.7 Black Flag:** A Black Flag indicates that the driver has committed an infraction. If available, a sign with the driver's number will be displayed to indicate the offending kart. The driver must immediately report to the pits and stop when 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 violation. If the driver does not heed the rolled Black Flag warning, the Black Flag will be displayed.
- 603.5.9 Black flag with orange disc:** This flag indicates a mechanical problem or fault with the driver's kart, making it dangerous to remain on the 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 courtesy flag and is not always available. It means a significant reduction in grip on the track due to the presence of foreign materials. It is usually shown until the entire field has been informed of the danger. Overtaking another driver is permitted when this flag is shown.
- 603.5.11 White Flag:** Indicates that the race has one more lap or signals the last lap.
- 603.5.12 Checkered Flag:** A checkered flag is displayed at the end of competition or practice. A driver must race to the checkered flag regardless of lap number.
- 603.5.13 Crossed Flags:** A set of crossed flags (green and white) is displayed to indicate that the race is halfway through.
- 603.5.14 Two vertical flags, side by side:** Represents two laps remaining in the race.
- 603.5.15 Checkered flag flying with a black flag:** A checkered flag displayed at the end of a race. A black flag race indicates that the results of that session are under protest and the final result is pending the decision of the Race Director.
- 603.5.16 Investigation Flag:** A black and white flag displayed by the primary flagman may be displayed stationary with a number board to inform a driver that he or she is under investigation for possible unsportsmanlike conduct on the track. The Investigation flag, called by those officials approved by the Clerk of the Course, is for informational purposes only and does not guarantee that a penalty will be assessed. If unsportsmanlike conduct continues on the part of a driver under investigation, SKUSA reserves the right to issue the black flag if deemed necessary.
- 603.6 Penalties:** The updated list of penalties in 604 will be a general guideline for all SKUSA races at both the regional and national level. The on-site race director will always have the right to make adjustments as needed depending on the severity of the infraction and its impact on the event.
- 603.7 Procedural Fines:** Some violations may be classified as “procedural.” Drivers with procedural violations may choose to pay a monetary fine equal to the series protest fee or accept the standard penalty. Procedural fines must be paid within the time limit.

of protest under Section 109, but are not considered protests.

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

**603.8.1** “Loss of Fastest Lap” will be replaced with a 4-place grid penalty for Series 1 only. If the infringement 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 is over. Any rider who returns to the track will be subject to ejection or other penalties including, but not limited to, loss of their next practice session.

**603.10** Mechanics may not work on karts for any reason during a racing session. training. Any driver found to be in violation will be subject to ejection or other penalties including, but not limited to, the loss of their next practice session.

# 604 LIST OF PENALTIES

## 604.1 GENERAL

INFRINGEMENT	SPECIFICATION	MINIMUM PENALTY
Conduct, behavior and sportsmanship	Whenever	Disqualification/Expulsion from the Event and may be subject to additional sanctions.
Consuming alcoholic beverages and drunkenness during the racing		
Driving under the influence of illegal substances		
Late tire collection	Applies for Saturday	Loss of fastest lap in Qualifying or Procedural fine
Not attending the pilots' meeting		Calif: Loss of fastest lap
Enter Race Control	Whenever	Exclusion from the event
Verbal or physical attack towards an official or competitor		
Ignoring the officer's instructions	Qualification	Loss of fastest lap
	Racing	10 seconds
Improper engine seal or chassis label/seal	Qualification	Loss of Fast Track or Procedural Fine
Improper engine shield or covers	Qualification	Loss of Fast Track or Procedural Fine
	Racing	Disqualification of Session or Procedural Fine
Approved engine or chassis change		Start late at the next competition session
Late/approved engine or chassis change	The driver retains his starting position	20 second penalty after the race Loss of fastest lap in qualifying
Unapproved engine or chassis change Unattended removal of chassis tag		Disqualification from the session or starting over in the next session
Unattended/unapproved removal of engine/exhaust seal	Whenever	Disqualification from all previous sessions and starting from the back of the next one.
Engine/exhaust seal tampering	At any time	DQ for the day of the competition
Incorrect or modified exhaust manifold/restrictor Final practice (happy Hour)		DQ of the next day of competition
		Qualification/DQ Race for the day of competition
I don't weigh myself, I weigh less than established	At any time	Disqualification of the session
The doctor did not weigh him	At any time	Loss of position in the Race
Missing, incorrect or non-conforming number panels	Practice or Qualification	Loss of Next Session or Loss of Fast Track or Procedural Fine
	Racing	3 seconds or procedural fine
Not having necessary tools in tec as described in 602.12.14.2	At any time	1 Warning and then procedural fine

## 604.2 SECURITY

INFRINGEMENT	SPECIFICATION	MINIMUM PENALTY
Loss of: battery, weight, tire/wheel, chain guard, timing cover, clutch cover, camera  Improper camera mounting, weights poorly secured	Practice 1-4 (Friday)	Loss of next session
	Practice 5 Happy Hours (Friday)	Start at the back
	Warm up	Lost fastest qualifying lap
	Classification and races	Disqualification from the session
Loss of: auxiliary carburettor return spring, extra battery strap, brake safety cable, radiator overflow bottle, double nut on weight	Practice 1-4 (Friday)	Loss of next session
	Practice 5 Happy Hours (Friday)	Start at the back
	Warm up	Lost fastest qualifying lap
	Classification and races	Disqualification from the session
Battery or weight not marked with proper kart number	Practice/Warm Up/Classification	Loss of the next session or loss of the fastest lap or Procedural fine
	Practice 5 Happy Hours	Start at the back
	Racing	Session Disqualification, 10 seconds or Procedural Fine
Non-compliant safety equipment ( <a href="#">Section 106</a> )	Practice/Classification	Loss of the next session or loss of the fastest lap
	Pre-race session	Start at the back
	Racing	Disqualification from the session
Loss or breakage of bodywork	Nose/Sides/Rear	Withdrawal from the session or moving to the end of the class
Missing or broken fairing	Except bottom connection only	
Pipe, silencer or connecting tube not properly attached	At any time	
Passing under yellow	Practice	Deletion or loss of the next session
	Qualification	Loss of fastest lap
	Racing	10 seconds
Unsafe reentry	Practice	Deleting the session
	Qualification	Loss of fastest lap
	Racing	10 seconds
Leaving/Abandoning Kart on Track (except medical)		Disqualification from the session and delay in the recovery of the kart



### 604.3 RATING

INFRINGEMENT	SPECIFICATION	MINIMUM PENALTY
Push-back Bumper	By Incident	Loss of fastest lap
Avoidable Contact	By Incident	
Track limits	Qualification	

### 604.4 START OF RACE

INFRINGEMENT	SPECIFICATION	MINIMUM PENALTY
Starter theft		3 Seconds
Push start		3 Seconds
Scrubbing tires/rims	After the cone of compromise	3 Seconds
Off the rail / starting box	2 wheels	3 Seconds
	4 wheels	5 Seconds
Moving forward after the cone of commitment		10 Seconds
Manipulate the start		10 Seconds

### 604.5 COMPETENCE

INFRINGEMENT	SPECIFICATION	MINIMUM PENALTY
Push-back bumper	One side	3 Seconds
	Two sides	6 Seconds
Incident liability and PBB A RI and PBB	penalty	6 Seconds
Incident Responsibility	Careless	5 Seconds
	Reckless	10 Seconds
	Dangerous	Disqualification from the session
Prevent "driving down"		3 Seconds
Blockade		3 Seconds
Runway limits (where specified)		3 Seconds
Cut track	if advantage is gained	5 Seconds
Working in Kart under Flag RED		Disqualification from the session
Playing PBB engaged		Disqualification for the day of the competition
Unsportsmanlike conduct		Disqualification from the session

# SUPERKARTS! USA RULES AND REGULATIONS 800 PHOTOS AND ILLUSTRATIONS

## 801 INSTALLING THE CHASSIS SEAL

See [Section 252](#) for specific details.



## 802 ENGINE SEALING FOR MINI, KA100 SR, X30 SR/MS

See [Section 253](#) for specific details.



## 803 MOTOR SEALING FOR MICRO, KA100 JR and X30 JR

See [Section 253](#) for specific details.



# SUPERKARTS! USA RULES AND REGULATIONS 1000 LATEST

## UPDATES (ARCHIVE)

12/6/23

101.1 (revised)	Spirit and Intent: The following sentence was added. Final interpretation of these rules rests with SKUSA, not the competitor.								
109.7 (added)	Errors and omissions: During a protest, the event of an administrative error or misidentification of a kart may result in a penalty being waived. In these cases, this protest will not count towards the competitor(s)'s protest allowed per day.								
201.1 (revised)	National Classes: Updated to reflect name change from X30 Sr to Pro X30 and revised kart numbers for Micro, Pro X30 and Pro Shifter (Does not apply to Mexico)								
302.1.4 (revised)	Weights: All weight mounting bolts must have double nuts (two nuts tightened together) or a nut with a safety wire or pin through a drilled bolt. If mounted to the seat, large washers must be used to prevent the fasteners from pulling through the seat. Weights MUST be painted or laminated white and marked with the appropriate kart number. This must 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 a solid color. Weights under 7 lbs (3.18 kg) may be secured with one 5/16" (8 mm) screw. Weights weighing 7 lbs (3.18 kg) or more must be secured with two 5/16" (8 mm) screws. Stacked weight pieces totaling more than 7 lbs (3.18 kg) require two 5/16" (8 mm) screws. Loss of lead or improper restraint during any track session will result in a penalty.  Leads not marked with the appropriate kart number will result in a procedural penalty.								
305.6 (aggregate)	This portion of 305.5 was moved to create 305.6 and then revised as follows. The connection between the brake pedal and the master cylinders must consist of a solid rod and a safety cable with a minimum diameter of 1.8 mm. Failure to use a safety cable will result in a fine.								
308.7 (revised)	Fluid Capture: A functional catch tank/container is required on the radiator for fluid recovery.								
402.3.1 (revised)	Mounting: Must be secured in one of the following manners: (1) Factory IAME box and velcro strap with a 175 lb zip tie, or (2) Aftermarket battery box with a minimum of two 175 lb zip ties, at least one of which is mounted around the chassis. All batteries must be labeled with the appropriate kart number. This must be the only number and must be legible, visible for inspection, and in contrasting colors that are easy to read. Batteries not marked with the appropriate kart number will result in a procedural penalty.								
402.4 (added)	Max Bore: <table border="1" style="width: 100%; text-align: center;"> <tr> <td>SWIFT</td> <td>KA100</td> <td>X30</td> <td>SSE</td> </tr> <tr> <td>1.663" No-Go</td> <td>1.918" No-Go</td> <td>2.140" No-Go</td> <td>2.531" No-Go</td> </tr> </table>	SWIFT	KA100	X30	SSE	1.663" No-Go	1.918" No-Go	2.140" No-Go	2.531" No-Go
SWIFT	KA100	X30	SSE						
1.663" No-Go	1.918" No-Go	2.140" No-Go	2.531" No-Go						
602.7 (renumbered)	The '602.7 Race Starts' section has been removed and is now 602.7 Standing Start and 602.8 Rolling Start, etc. This was done to reduce the number of rules in these sections.								
602.8.2.1	Training: The following sentence was added.								

(revised)	Once the contingent has reached the Cone of Compromise, tyre timing is no longer permitted and will result in a penalty.
602.8.2.3 (added)	Start manipulation: When a competitor's actions disrupt normal starting procedures, a penalty for start manipulation will be assessed. This includes, but is not limited to, any change of pace or the creation of large gaps with competitors in front of and behind the driver causing it, forcing yourself or other competitors out of their proper positions.
602.8.2 (renumbered)	After "Exit Handling" was added in 602.8.2.3, subsequent rules are retained as appropriate, starting with 602.8.2.4 Aborted Start.
603.5 (revised)	Flags: The following sentence was added. It should be noted that some flags are "courtesy flags" and not mandatory. This includes, but is not limited to, the mid-race, 2-lap or white last lap flags.
603.7 (revised)	Procedural Fines: The following sentence was revised. Procedural fines must be paid within the protest period under Section 109, but are not considered protests.
604.2 (updated)	SAFETY: Updated penalties for liquid recovery and batteries or leads not marked with the kart number.
604.4 (updated)	START OF RACE: 10 seconds penalty added for manipulating the start.
1000 (updated)	PREVIOUS UPDATES MOVED TO END OF RULE

10/2/2023

301.3 (revised)	Panel Numbers and Colors: Numbers will be black on a yellow background, at least 5.5" (5.0" for Micro and Mini Swift) high and shall have a 2cm (.787") wide stroke rendered in Arial font. Shaded or outlined numbers are not permitted. The competition number shall be bordered by a minimum 1cm (.393") yellow background. They must be in place prior to any official session, on both the front and rear panels, as well as on both sides towards the rear of the bodywork. It is the driver's responsibility to ensure that the required numbers are always clearly visible to the timekeepers and officials.
302.1.4 (revised)	Weights: Weight mounting bolts, double nuts, or locking wire nut. If mounted to the seat, large washers must be used to prevent fasteners from pulling through the seat. Weights MUST be painted white and marked with the appropriate kart number. Weights under 7 pounds may be secured with one 5/16" (8mm) bolt. Weights weighing 7 pounds or more must be secured with two 5/16" (8mm) bolts. Loss of weight or improper securing during any track session will result in a penalty. Loss of a weight will result in a penalty. Weights not marked with the appropriate kart number will result in a penalty.
402.12 (revised)	Spark plug caps: Only the following are permitted: PVL (IAME part no. 10544) or NGK (part no. TB05EMA) and K+S (part no. 10-3121MA).
603.4.6 (aggregate)	Engine-related DQs will result in a loss of points for all previous sessions of the round or multi-day event when under the same label.

604.1 (revised)	Penalty added (1 warning and then procedural fine) for not having necessary tools in TEC according to 602.12.14.2
604.2 (revised)	Battery leak, missing extra battery strap, battery or weight not marked with proper kart number.
1000 (updated)	PREVIOUS UPDATES MOVED TO END OF RULE

**6/15/2023**

201.1 (revised)	SSE removed from Pro Shifter
301.3 (revised)	<b>Panel Numbers and Colours:</b> Numbers shall be black on a yellow background, at least 15cm (5.9") // minimum 5" for Micro/ Mini Swift) high and have a 2cm (0.787") wide stroke rendered in Arial font. Shaded or outlined numbers are not permitted. The race number shall be bordered by a minimum 1cm (.393") yellow background. They must be in place prior to any official session on both the front and rear panels and 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.

303.1.1 (added)	The chassis includes the frame, main seat support/mount, and rear cassettes. The auxiliary seat struts are not considered part of the frame or chassis.
307.2.2.2 (revised)	Cameras can be mounted on the front panel (if the license plate is not hidden), main frame rails, welded seat strut, chassis, or major chassis components. Camera mounts welded directly to the radiator are also permitted.
Various SSE	402.15 Ignition Timing - SSE: Open 0.090" BTDC Max 402.21 [Exhaust Port] - SSE 1.200" 402.23 [Min. head crush] - Open 0.039"
602.14.6 (revised)	Blocking: Blocking is considered when a driver makes more than one move outside the preferred racing line on a given straight.
604.1 (updated)	Penalties have been added for missing, incorrect, or non-compliant number panels.
604.4 (revised)	Tire Scrubbing: After the formation of the engagement cone
1000 (updated)	PREVIOUS UPDATES MOVED TO END OF RULE

## 5/9/2023

The following procedure was originally added with the 5/1 update, but has since been revised (highlighted in orange)

402.14.1 (added and REVISED)	<p>Inspection Procedure: Install a dial indicator into the spark plug hole and zero it at top dead center. - Rotate the engine at least two turns of the indicator before TDC (approx. 0.200") - Turn the motor in the running direction until the needle just reaches 0.106" BTDC (maximum) and stops; at this point the thin line drawn on the aluminum flywheel should hit somewhere inside the wider molded line on the stator, or anywhere after the line (with rotation running).</p>
---------------------------------	---

## 5/1/2023

253.1.4 (added)	Tampering: Any tampering with the engine seals or pipes will result in immediate disqualification for the day of competition.
303.3 (updated)	Added maximum shaft diameter for Swift (30mm) // All Others (50mm) to the Overall Dimensions table.
402.6.1.1 (updated)	Table updated to reflect latest factory sheet documents except Mini Swift which is T:600 +4/-3



402.14 (revised)	Ignition Timing - KA100: 0.106" BTBC Max // 0.080" BTDC Min
602.7.2.2.2 (revised)	The Pole Sitter will lead the field toward the starting area at a constant speed of approximately 20 MPH.
604.1 (updated)	Revised penalty for unapproved or unattended removal of engine/pipe seal. Penalty added for tampering with engine/pipe seal.

## 2/28/2023

105.3.3 (aggregate)	SKUSA reserves the right to move any competitor up or down in class when safety or fairness is a concern.
108.5.1 (added)	The previously removed definition of "Start at the back" has been restored.
201.1 (aggregate)	The KA100 Master 21+/400 lb age group has been added to the national classes when the driver weighs at least 200 lbs.
303.4 (added)	Chassis repair or replacement procedures have been added and follow the same procedures as engine changes.
401.7 (updated)	...Unauthorized or late engine replacement requests will result in a penalty.
401.7.1 (updated)	Permission for an engine change must be requested no later than the start of the fourth track session after the last track session of the requesting competitor. In SuperNats it must not be later than the start of the 3rd.
604.1 (added)	Penalty added for late/approved chassis or engine changes. Re-added previously removed rule "Did not weigh - Medical - Start at the rear"
604.2 (updated)	Bodywork, fairing and pipes loss: changed from DQ to " Start at the back "