

2010 USSK Championship Rules & Regulations

1. Classes:

S1: any single cylinder or twin cylinder or 4 stroke single cylinder with max of 500cc or twin 4 stroke with max of 550cc.

Min age 18 years old, max age 54

**** S1 driver will NOT have the option to signup with S2 class.

S2: any single cylinder or twin cylinder or 4 stroke single cylinder with max of 500cc or twin 4 stroke with max of 550cc.

Min age 55 and older (you must turn 55 during the calendar year)

***** S2 driver will have the option to signup with S1 class .

F125 : F125 Super Karts (Final basis for 2010 race season, if supported it will be permanent class in 2011.) No Awards will be given , unless more than three karts in the race, yearend awards based upon entry fees from this class only) All chassis and bodywork must meet Super Kart dimensions listed below **Spirit and intent is to have chassis and body work look like traditional Super Karts. As an example no enduros or CIK sprinters with wings.**

S1 and S2 Legal Engines : Any single or Twin cylinder 2-cycle engines w/ a maximum of 250cc, water or air cooled. Single cylinder 4 stroke w/max of 500cc . Twin cylinder 4-stroke engines w/ a maximum of 550cc, water or air cooled. Parts must be readily available to all competitors. Approved examples are, Gas Gas, Rotax 257, Rotax 244, Honda CR 250, Honda CRF 450, Yamaha YZ 250, and Yamaha YZF 450, Kawasaki KXF450, KTM 544/545/546, Moto TM Cross 250, Suzuki RM250, Honda RS250, Yamaha TZ 250, Aprilia RXV/SXV 450/550, Rotax 256, and BRC 250, FPE 250, SGM 250, DEA, VM and PVP 250. Intent is to have similar performance between brands. If a new type of engine is deemed to be “too” competitive, weight may be added to even the playing field- to be evaluated on a case-by-case basis throughout the season.

F125 : Production engines up to 125cc max for 2-stroke and up to 250cc, max for 4-stroke engines. Modifications open.

Additional engines by request but must meet above criteria for respective classes.

2. **Induction** (S1,S2, F125 ,): Engine induction may be by carburetor or fuel injection only. Maximum one carburetor per cylinder. Inlet size not controlled.

No turbo/super charging or nitrous oxide systems allowed in any Division at this time.

(all classes) Engine Induction by carburetor only.

NOTE: If approved engines come from the factory already equipped with fuel injection, they are legal for use in their respective class with fuel injection as received from the manufacturer.

EXPEREMENTAL KART OR ENGINE: These are the karts or engines which does not fall under rules and competition guide line of USSK., however these kart will be allowed to enter the track in USSK track time slot during practice times only. These kart need to be pre-teched and have written approval and authorization from race director of the event before they can enter the track in USSK practice time slot only.

3. Cylinders: (All classes): Cylinder manufacturer is open, modifications are open, however the swept volume for the motor may not exceed 250cc per cylinder, or a maximum of 125cc per cylinder for twin cylinder F/E class engines.

F125 engines max cc's 125cc single cylinder.

4. Cylinder Heads: Open all classes. O-ring sealing is permitted all classes.

5. Ignition: Open all classes. BUT the electronic unit box and the coil must receive only one feeding energy source from the rotor/stator or from a battery and one crankshaft pick-up signal in order to set the ignition signal.

6. Transmission: Open all classes, but maximum of six speeds, any ratio.

7. Class Weights.

Div. S1: SINGLE 465lbs. TWIN 485 lbs. Combined weight driver and chassis.

Div. S2: SINGLE 465lbs. TWIN 485lbs Combined weight driver and chassis.

Formula 125 Super Kart 420 lbs. Combined weight driver and chassis.

8. Exhaust: Silencer may extend a maximum of 5" beyond rear bumper. Sound levels must not exceed maximums set by local jurisdictions and or track operators.

9. Fuel: Gas and oil only. Legal fuels are:

- Track Fuel
- VP C11
- VP C12
- VP MR8
- VP MRX01 (4-stroke)
- VP Motorsport 109 (unleaded)
- Phillips T-111 or B32

Fuels will be sampled from the carburetor and sent to a lab to determine legality. Any competitor found running illegal fuel will be banned from the series for 1-year. Absolutely no Performance Enhancing Additives Allowed, Fuel as barreled and oil only. Any competitor found running illegal fuel will be banned immediately and will forfeit any and all prizes owed and will be asked to leave the premises IMMEDIATELY.

10. Chassis Construction: Traditional welded steel tube construction only. Minimum tube diameter is 25mm (1.181") and minimum wall thickness to be 2mm (.0787").

Formula 125 minimum tube diameter is one inch (1") with .078 minimum wall thickness. Maximum tube diameter is 1.4". On 1.125" & larger tubing, minimum wall thickness is .060" No 250cc engines allowed on Frame tubing less than 1.125" diameter with .060 wall thickness.

11. **Wheel base:** 50" maximum, 42" minimum

12. **Width:** 55" maximum

13. **Height:** 30" maximum (Does not include head rest.)

14. **Length:** 96" maximum, including all bodywork.

15. **Rear axle:** Open (No Carbon Axles Approved.)

16. **Brakes:** Brake systems in all classes must provide four-wheel braking and include two independent master cylinders to control front and rear brakes. No carbon rotors are approved. (Unproven part = safety issue).

BRAKE TETHER MUST BE ADDED FOR 2010 SEASON. What is a brake tether?? A cable must go around the brake pedal and the master cylinders both activating arm. Both end of the cable must be secured together by a cable lock.

17. **Suspension:** No types of suspension or shock absorber systems are allowed.

18. **Wheels:** 5" diameter minimum, 6" diameter maximum. (3) Outer bead locks are required on each rear wheel in all classes. Inner bead locks are recommended on rear wheels. (Carbon and Magnesium Wheels are not allowed.) Max tire width 8".

19. **Required Safety Wiring:** Where exposed to excessive heat, brake component fasteners must be metal interference type lock nuts or fasteners must be safety wired. No nyloc type fasteners may be used in high heat applications. Brake rod "quick clips" must be safety wired or zip-tied. The fastener at the lower end of the steering shaft must be safety wired. All ballast weights must be retained with bolt hardware sufficient for the weight load must be painted white and must have kart number written on it. Fasteners must be safety wired, cotter keyed, or double nutted. All steering or brake related items must be drilled and wired to include all castor and camber joints, tie rods and clevises.

20. **Hub Retention:** Nuts on the front stub axles must be retained with safety wire, cotter keys, or snap rings. Rear Hub retention must include a strap through the axle, drilling the hub and screwing the key or snap ring.

21. **Cooling System:** Coolant must not contain any oil based or ethyl glycol based additives. Water Wetter is allowed. Catch cans are required if your system has a nipple to allow it.

22. **Bodywork:** Bodywork is to consist of a front nose, driver bubble, left/right side pod and rear wing all material to be non-metallic. No tattered karts allowed. Note- 125 shifter, CIK style bodywork w/ a wing does not constitute legal bodywork.

23. **Nose:** Minimum width: 38", Maximum width: 50", Minimum height: 10".

24. **Side Pods:** Two required. Minimum height: 10", Minimum width: 8", Minimum length: 24".

25. **Driver Bubble:** Minimum width: 14".

26. **Rear Wing:** Minimum width: 42”, Maximum width: 49”. Height must be similar to known Super Kart Chassis dimensions, (Anderson, PVP, MSR, Stockman etc.)

27. **Floor Pans:** Floor pans are open; however no aerodynamic sealing devices may extend below the frame rails from the front edge of the front tires to the rear of the vehicle.

28. **Pre-Race Tech:** All vehicles must pass a pre event technical inspection prior to entering the racing surface. If racer enter the track with out race pre-tech they will forgo the remainder of the practice session. Please note it is the responsibility of the racer to have their karts pre-teched.

A pre-race tech sheet will be posted on the USSK web site and must be filed out and re turned to the tech director at the pre-race tech for each event.

29. **Radios:** Two-way communication systems are allowed.

30. **Numbers:** Required on front, rear, and sides. Must be legible for scoring purposes.
white backgrounds with Black numbers for div S1,
yellow backgrounds with Black Numbers for Div S2,
Red background with white numbers For formula 125.

***** A REAR NUMBER HAS TO DISPALYED ON THE BACK OF THE KART. *****

31. **National Number:** The winners of the USSK Championship are allowed to run the “US” plate the following year, on appropriate colored background based upon class per #35 above.

32. **Competition Format:** Qualifying will typically be held on the Friday of the event to set the grid for Race #1 on Saturday regardless of class. If qualifying cannot be held, a pea-pick will set the grid. Race #1 will be a timed event of 30 minutes time slot and will be a point’s race. The finish order of Race #1 will set the grid for Race #2. Race #2 will be a timed event of 30 minutes time slot and the only award race.

33. **Starts:** Two by two rolling starts after a minimum of one rolling lap. The starts will be watched by the Race Director any jumping will result in a loss of one lap. Discretion goes to the Race Director.

34. **Post Race Tech:** At a minimum, tech shall consist of scaling the kart, driver, and equipment immediately after the race event. No fuel or weight may be added prior to scaling after qualifying or racing. Further mechanical compliance checks are at the discretion of the Race Steward and or Race Director or USSK board. **All drivers must weigh and sign weigh in sheet to receive USSK race points for Qualifying, Pre-Feature and Feature.** Roll through box will be utilized to determine bodywork/dimension rules infractions. If a superkart is damaged and could not go across scales. The competitor may request waver only from a board member and receive a last place point.

35. **Transponders** must be working and should be in place for Friday practice so that USSK timing officials can determine if they are getting a signal from each competitor. Times will be posted and it is the competitor’s responsibility to determine that lap times are being captured for their kart. Failure to do so will result in a last place finish unless competitors in the same class can agree where the individual in question finished. During qualifying if transponder does not register a signal. The driver will start in last starting position ahead of rookie drivers.

Transponder location must be placed so that it is in a vertical position and does not have to shoot through carbon fiber material. (Carbon fiber will result in your transponder not being picked up.) Competitors with carbon fiber belly pans and nose fairings should consider an alternate location for the transponder if they

have no location inside bodywork, then mounting to the outside of the vertical rear wing support is suggested. The normal location for transponder mounting would be on the front bumper.

36. **Sponsors:** Competitors will be required to run sponsor decals on kart, unless direct competitor to individual sponsorship already on a kart.

37. **Rain:** In the event of rain, WE WILL RACE IN THE RAIN. Be prepared, if you choose not to race, you can grid and push directly to the scale after the grid leaves for last place points. RAIN TIRES will be Mandatory. If in the event that Qualifying has occurred and we are unable to race due to downpour or track safety concerns, points will be awarded per Qualifying for Race #1 and then RAIN Points for Second Race. (Rain points result in 30 points awarded for each competitor entered in the race.)

38. **USSK membership** will run on the 12 month Calendar year, all members must have dues paid by February 1st of each year to keep assigned numbers.

EXCEPTION: if a racer join the USSK during the race season their membership fee will be PRORATED.

39. **Points:** In order to compete for the USSK Series Points and year end awards, it is required to join the USSK for \$250.00 per year. Event points will be given to all Series competitors based upon finishing position. Points are issued for both Saturday and Sunday races. Awards on Sunday finishing order only. The First time racer with USSK may enter a race event without joining the series, but will pay an extra \$50.00 entry fee per race weekend. If the same non member chooses to race another event with USSK they must pay \$100 extra to race for that weekend and are considered members for that weekend only. Non Members paying the \$100 per race weekend fee can count these monies towards payment of their annual Membership.

40. First time Non members who fail to pay the \$50 weekend membership fee and do not pay to the USSK within two weeks following event will be barred from further completion with the USSK as determined by the USSK Steering Committee.

41. **Series Participation:** For any competitor that attends all scheduled races they will be awarded 10-BONUS points for that achievement. Series will consist of 10 Races with 2 Race Drops.

USSK Steering committee may select an event as a bonus race.

42. Only members in good standing with the USSK will be eligible for yearend awards.

43. **Race Points Breakdown:**

Race #1 & #2

Position—Points + Entries

1st---30

2nd---24

3rd---20

4th---16

5th---12

6th---10

7th---8

8th---6

9th---4

10th---2

Points are issued only for the final finishing order for the Saturday Race and the Sunday Race per schedule to all competitors. For year end awards tie breaks will be determined by which competitor has more 1st place finishes then if need be the most seconds etc.

44. Entrants, who are entered in the race and at the track but cannot compete due to mechanical or other reasons, will be awarded points for number of entrants only for that day's race. **Entrant must scale to receive race points or awards.**

45. **Race results** will be posted for 30 minutes following the race and all protests to the finish must be presented to scoring within this time frame. Races will become official after the 30 minute time frame.

46. **Red Flags:** Races stopped during the first five minutes of the official clock will be restarted with the karts in their original grid position. *(This as an incentive to avoid red flag's during first part of race when karts are closely grouped together)*

When the race is restarted the race must be run for at least half of the scheduled race length (15 minutes total) Races stopped after the first five minutes have elapsed and prior to the half way time of the race will be restarted in the most current race order as determined by the race scorers. A race stopped after half of the race time has elapsed is final.

Drivers causing the red flag may be moved to last finishing position of the lap they were on or disqualified at the race directors discretion.

Finish order will be determined by reverting to the last completed lap. Restarts revert to the most current order of the last finished lap with the involved parties moved to the rear of the lap they were currently running unless disqualified by the race director.

If a kart is knocked off the track and was not the cause of the red flag that kart will not be moved to the rear of the pack. Time of race continues to run during the time the karts are in pit lane and race will be over at the 30 minute mark if race is not stopped at race director's discretion. If the leader causes the red flag and the race is red flagged. The leader in question will receive last pace points.

47. RACE PROGRAM

- | | |
|-------------|--|
| A- FRIDAY | 4- 10 minutes practice session (time slot) |
| | 1- 20 minutes time trial session (time slot) |
| B- SATURDAY | 3- 10 minute practice session (time slot) |
| | 1- 30 minute pre final race session (time slot) |
| C- SUNDAY | 3- 10 minutes practice session (time slot) |
| | 1- 30 minutes final race session (time slot) podium/awards |

Note: TIME SLOT: The session's starts when the karts enter the track. And last kart has to be off the track within the dedicated time slot.

48- All karts MUST be in their pre designated position on the grid 20 minutes before the start of the event.

49- All NEW drivers must be start the first event on the back of the superkart start line up with an X only on a back number panel. The X will be removed after the new driver meet with the board members.

50- RAIN light is mandatory for 2010 season since USSK will race rain or shine. The FLASHING red light units should mounted on the rear section of the kart. It could be activated by a switch while driver is in the kart or could be activated by the driver from the unit.

The driver has the option for using the flashing red light during dry conditions ONLY when they are under the following conditions.

A. Pace laps (warm up laps) before the start of the race.

B. When the kart is off the race pace.

This is a great safety feature which cautions other drivers of slower moving kart.

51-Karts that have/are qualified must be used in the race; if a qualified kart is not able to compete then the entrant must start at the back of the pack.

52- The double rail side nerf bar is recommended for SAFTY REASONS for 2010 season however it will be required as part of the 2011 season USSK rules.

53- A professional appearance and proper personal conduct is a must for all USSK members.

Thanks you.

USSK COMMITTEE