



2020 USPKS Rule Book Changes

102.1 Helmet: (Added M to the Snell helmets)

Full face helmets with shields attached are mandatory and shall meet one of the following requirements:

Snell Foundation Specifications	Expiration Date
K, M or SA 2010	12/31/2020
K, M or SA 2015	12/31/2025
CMR or CMS 2016 (Youth)	12/31/2026
K, M or SA 2020	12/31/2030
SFI Specifications	Expiration Date
24.1/2010 (Youth)	12/31/2020
31.1 or 41.1/2010	12/31/2020
24.1/2015 (Youth)	12/31/2025
31.1 or 41.1/2015	12/31/2025
24.1/2020 (Youth)	12/31/2030
31.1 or 41.1/2020	12/31/2030

Add:

103.4.1 Competitive Driver Move Up:

Drivers with extensive experience that wish to move up to the next age group, may petition the Series to be considered for an exemption.

Drivers must meet both requirements below to be considered, and submit an Age Waiver Form, (obtained from the Series Administrator).

- 1) Driver must be within 3 months of otherwise being of legal age to compete in that class. In other words, their birthday must be before the end of March.
- 2) Driver must be a past champion or runner up in a major National or International series with at least 20 competitors in the class. USPKS, SKUSA Pro Tour, Rok Cup, Rotax, etc.

201.19 Side Pods and Nerf Bars: (Changes in Red)

Side pods must be mounted with the intended manufactured nerf bar for the side pod that is being used. Side pod cannot cover any part of the driver or frame. If side pod comes off while on track competitor will receive the black flag. Bottom shall be a minimum of 1/2" and maximum of 2 5/8" above the ground and shall be no more than 2 5/8" from rear tire or 5 7/8" from front tire. **Only the rear tire is allowed inside of side pod.** Maximum width of side pods is 55 1/8". Measurements will be performed with wheels straight ahead. Nerf bars shall be steel tubing with a minimum diameter of 0.630" and attached to the frame at two (2) points. **Side pods shall not extend outside of the rear wheel/tire at any time.**

* Cadet side pods shall be used on Cadet Karts.

201.21 Rear Bumper: (Changes in Red)

CIK style PLASTIC rear bumpers are mandatory in all classes. Bumper shall be a minimum of 1" behind tire as raced. Adjustable width bumpers are legal and recommended as long as they meet the requirements. The bumper shall cover at least 50% of each rear tire and shall not extend outside of the rear wheel/tire. ~~The only time the bumper may extend beyond outside of rear tire width as raced shall be when the competitor uses the spec rain tire after the USPKS determines competitor's choice of tires or the USPKS determines wet conditions.~~ **ADD: The rear bumper must remain as an OEM part; it cannot be cut in any way to narrow or shorten.**



2020 USPKS Rule Book Changes

Add:

201.21.1 Briggs Rear Bumper:

CIK style PLASTIC rear bumpers or METAL TUBE rear bumpers are mandatory in all classes. Bumper shall be a minimum of 1" behind tire as raced.

Adjustable width bumpers are legal and recommended as long as they meet the requirements. The bumper shall cover at least 50% of each rear tire and shall not extend outside of the rear wheel/tire

201.26 (Remove Lined Out Red)

Kart Dimensions		
All Measurement Are Done With Wheels Straight Ahead and No Driver		
Letter	Description	Measurement
A	Cadet Maximum Length	71"
	Standard Maximum Length	82"
B	Maximum Rear Wheel Outside Width	55 1/8"
	Minimum Rear Bumper Width	Cover 50% of both tires
	Maximum Rear Bumper Width	Bumper cannot extend past outside edge of rear tires except in rain setup
C	Cadet Minimum Wheel Base	35"
	Cadet Maximum Wheel Base	41"
	Standard Minimum Wheel Base	39 3/4"
	Standard Maximum Wheel Base	43"
D	Minimum Front Width Center to Center	28"
E	Maximum Between Front Tire and Side Pod	5 7/8"
F	Maximum Between Rear Tire and Side Pod	2 5/8"
G	Minimum Nose Cone Width	39 3/8"
	Maximum Nose Cone Width	Cannot be wider than outside edge of front tires



2020 USPKS Rule Book Changes

202.1 Tires (Slicks): (Changes in Red)

MG spec tires shall be used; MG "SH" Reds 4.60, **6.00** & 7.10 shall be CIKF/Z Option; MG "SM" Yellows 4.60 & 7.10 shall be CIKF/Z Prime; see class specifications for type and size. Tire treatments of any kind and/or tire warmers are illegal. All classes shall run the same tires both days except for IAME X30 Pro/Senior and IAME X30 Masters. IAME X30 Pro/Senior and IAME X30 Masters shall run new tires both days. You must run the first day at each track to be eligible to run the second day except IAME X30 Pro/Senior and IAME X30 Masters, they can run one or two days.

202.2 Rain Tires: (Changes in Red)

MG spec tires shall be used; see class specifications for type and size. Tire treatments of any kind and/or tire warmers are illegal. ~~Each class will be allowed eight (8) spec rain tires per class per day.~~
No limit on number of rain tires.

~~*Route 66 Supplemental Rule:
—No limit on number of rain tires.~~

202.3 Tire Scanning: (Changes in Red)

Tire scanning shall be done before 6:00pm on Friday outside of late entries **or arrivals**. Anyone that fails to scan tires before 6:00pm Friday will receive a two-position penalty for the next race of the event. ~~or, if it's your last race of the day (example rain condition) you will be penalized two positions.~~

Add:

202.3.1 Rain Tire Scanning:

Rain tires do not need to be scanned.

202.5 Oil: (Changes in Red)

Xeramic Castor Evolution 2T Kart Racing Oil Red Line Two-Stroke Kart Oil or Two-Stroke Racing Oil is the spec oil: Must use **6** ~~8~~ oz of oil per 128 oz. (1 gallon) of VP Racing Fuel MS98 for a total of **134** ~~136~~ oz. after mixing.

8 oz of Red Line Two-Stroke Kart Oil or Two-Stroke Racing Oil will also be permitted for the remaining 2020 season.

302.26 Exiting the Race Track:

(Changes in Red)

After the checkered flag has been displayed all drivers shall exit the track at the designated area. **Driving recklessly or intentionally damaging another driver's kart after the checkered flag is Unsportsmanlike Conduct, and grounds for ejection from the event.** After each race all drivers are responsible for crossing the scales and reporting to post-race inspection if required. Any driver not crossing scales or missing post-race tech will be disqualified.



2020 USPKS Rule Book Changes

303.2 Championship Points: (Changes in Red)

All classes run for a single points championship. Championship points are based on pole position, finishing order in pre final and the final.

* **USPKS counts all six races for the Points Championship.**

* Route 66 Supplemental Rules:

1. All classes run for a single points championship. Championship points are based on pole position, finishing order in the pre-final and the final. Two (2) drops are allowed for the season. They do NOT need to be on the same weekend as all race days are considered a complete event. One (1) disqualification can be used as a drop per season unless the DQ is for unsportsmanlike conduct, or the use of remanufactured or counterfeit parts. If a competitor is deemed in violation of the spirit and intent rule, he or she may be disqualified netting zero points for the day in the class of the DQ without the option of dropping that race from the season points total if applicable. 22 bonus points are awarded to each competitor that attends all ~~40~~ **8** competition days of the scheduled Route 66 events.
2. Competitor must attend any ~~8-of-10~~ **6 of 8** scheduled race events in order to qualify for Championship Awards.
3. Top place finishers must attend the Banquet to accept their earned trophy and awards.

Add:

501.10 Technical Tools:

The Tech Official may utilize any approved USPKS tool deemed necessary to assure all engines and equipment meet the requirements outlined in the USPKS rule book. This is not limited to but includes No Go Gauges, Cord Width Gauges, Micrometers, Dial Caliper, Dial Indicator, Digatron Fuel Tester and Hydrometer.

Add:

501.11 No Go Gauges:

A No Go gauge is a non-adjustable tool that is used to verify a specified opening when inserted. No Go gauges shall be made from heat treated tool steel that is ground to finish size. The gauge or the gauge handle shall be clearly marked. Plug gauges are used to measure a round openings. Gauges up to a diameter of 0.361" shall be round; gauges larger than 0.361" shall be ground on each side to achieve a blade width between 1/8" – 1/4" unless it is an engine manufactured gauge (See 509.3). Tolerance on gauges up to 0.750 is +0.0001" / -0.000" gauges larger than 0.750" +0.0003" / -0.0000". USPKS recommends that the gauges be held in aluminum handles.



2020 USPKS Rule Book Changes

Add:

501.11.1 Using No Go Gauges:

These gauges are used to check a specific round opening. If the gauge enters any part of a specific opening, the part is illegal and the competitor will be disqualified. When measuring chamfered or angled round opening, the gauge may enter the chamfer or angle area but the gauge shall not be self-supporting when part being checked is rotated to any angle. If gauge is self-supporting, competitor will be disqualified.

*** Dial Caliper cannot be used for measurements if stated No Go in the USPKS rule book.**

Add:

501.11.2 Cord Width No Go Gauges:

Cord width gauges shall be made from heat treated tool steel. They shall be 1/8" +/- 0.015" thick and the width tolerance is +0.0002 / -0.0000". Gauges shall be marked with the width size. These gauges are used to measure port widths.

Add:

501.12 IAME Supplied Tech Tools:

IAME Go, No Go gauges and cylinder inserts that have been furnished by IAME will be used as manufactured if available. If there is no gauge available by IAME a No Go gauge can be used as long as it meets 501.11 specs. Or other tools listed in 501.10. These IAME Tech Tools can be found in the PDF's listed on the USPKS & Route 66 Series websites. If these tech tools are not listed in the PDF's please contact the Tech Director for a list. These include but not limited to, Go Gauge, Taper Gauge, No Go Gauge and Cylinder Inserts.

Add:

501.13 Piston Squish:

Squish is the distance between the head and the piston.

This is done with 0.0625" or 1/16" solder (unless specified by manufacturer) that is inserted through the spark plug hole pointed at cylinder wall in line with the piston wrist pin.

Add:

501.13.1 Check Piston Squish:

- Inserted solder through the spark plug hole pointed at cylinder wall in line with the piston wrist pin.
- Roll piston through top dead center one revolution on both sides of cylinder
- Take reading from both sides and average the two readings to obtain actual dimension. (See specific engine for spec.)

Add:

501.14 LAD Port Gauge:

The LAD port gauge is used to check the port heights on the inlet, exhaust and transfer ports.



2020 USPKS Rule Book Changes

Add:

501.14.1 Checking Exhaust Port

Height (LAD Tool):

- Remove cylinder head and attach dial indicator to engine.
- Place piston at top dead center and zero dial indicator.
- Insert LAD Port Gauge (exhaust end) into the exhaust port hooking it in the port. Hold gauge tight against the cylinder wall. Roll piston up to make contact with gauge. While holding slight pressure against gauge, check dial indicator reading. This reading shall be at or greater than specified dimension.

Add:

501.14.2 Checking Exhaust Port

Height (Light Check):

- Remove cylinder head and attach dial indicator to engine.
- Place piston at top dead center and zero dial indicator.
- Roll piston down to the spec for that engine
- Place light in cylinder or exhaust port
- No visible light shall be seen from opposite side of light

Add:

501.14.3 Checking Inlet Port Height:

- Remove cylinder head and attach dial indicator to engine.
- Place piston at top dead center and zero dial indicator.
- Insert LAD Port Gauge (inlet end) into the inlet hooking it in the
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- cylinder against the bottom of the inlet track.
- Roll piston down to make contact with gauge with slight pressure, release pressure and check dial indicator reading. This reading shall be at or less than specified dimension.

*** This can be done by removing spark plug and installing the dial indicator with a spark plug adaptor.**

Add:

501.14.4 Checking Transfer Port

Heights (Blowdown):

- Remove cylinder head and attach dial indicator to engine.
- Insert LAD Port Gauge (exhaust end) into the transfer port hooking it into the port.
- Hold gauge tight against the cylinder wall.
- Roll piston up to make contact with gauge.
- While holding slight pressure against gauge zero dial indicator
- Remove port gauge from transfer port and place in exhaust port hooking it in the port.
- While holding the gauge against cylinder wall, roll piston up to make contact with gauge.
- Hold slight pressure against gauge.
- The dial indicator reading shall be at or greater than specified dimension.

Add:

501.15 LAD CC Measuring Plug:

The LAD CC measuring plug is the only approved cc plug by the USPKS for checking cylinder head volume/cc's.



2020 USPKS Rule Book Changes

Add:

501.15.1 Cylinder Head Volume/CC

Fluid:

Marvel Mystery Oil is the only acceptable fluid for the head volume/cc test.

Add:

501.15.2 Burette:

Shall be Grade "A" certified or calibrated glass burette with a Teflon stopcock.

Add:

501.15.3 CC Procedure:

- Engine is at or near ambient temperature, agreed to by competitor.
- Fill burette with Marvel Mystery Oil, allow time for air bubbles to escape.
- Fill the stopcock and stem area with fluid.
- Install LAD cc plug and torque to minimum of 90 inch pounds.
- Bring piston up to just before top dead center.
- Engine should be close to level.
- Set level in burette to zero.
- Verify burette is at zero with competitor.
- Remove any residual fluid from tip.
- Add the fluid through the hole in the cc plug stopping at approximately one cc short of specified amount of fluid, wait approximately 30 seconds before adding the rest of specified amount of fluid.
- Verify specified amount of fluid was added to the engine with the competitor.
- Slowly roll piston up to top dead center.

- If fluid rises above the top of the cc plug the engine is out of specification and will be disqualified.

*** This test shall be done on the engine as raced, cleaning of the cylinder head or piston is not allowed for this test. This test will be performed one time to get an accurate test, re-testing is not allowed whether it is the Official's mistake or the competitor asks for a re-test. If the Official made a mistake this test is over, competitor will not be DQ'ed for this test and engine tech will continue.**

**** Comer C-51 engine requires a 0.310" washer to be used with the LAD cc plug.**

508 Briggs & Stratton Rules and Regulations:

Briggs Engine Tech per most recent "Briggs Official 2020 Ruleset", published at www.Briggsracing.com/racing-engines/206.

2020 USPKS Rule Book Changes

508.1 Sealing the Briggs 206 Engine:



1. Replace carb bolt closest to the valve cover with M6 X 25mm flanged hex head bolt and flanged nut
2. Replace valve cover bolt closest to the carb with M6 X 10mm socket head bolt and flat washer.
3. Replace both header M6 X 20mm bolts and lock washers if yours are not drilled
4. The thinner internal-tooth lock washer can be used as an index washer to change the location of the hole if needed
 - Hole and cable must go completely through the head of bolts or bolt listed above
 - If cable will not go through seal push the cable back and forth a few times to release the lock inside the seal
 - These bolts are legal per the Official 2020 Ruleset listed above, rule # 18 & # 27.5