

US Karting Grand Prix Superkart Shootout

Regulations Supplement
April 8, 2021



The US Karting Grand Prix has introduced a one-of-a-kind race format, specific to the Superkart Category for 2021. Four races throughout the inaugural USKGP, where the Champion of the four races will be awarded the #1 plate to carry through the balance of the 2021 Competition Year. Additionally, Cash Prizes for first through third, \$2,500, \$1,000, and \$500 respectively.

Entrants

Drivers must be Officially entered in the Superkart Class by 8am Saturday, July 24, 2021 to be eligible.

Race Format

Three 30-minute Heat Races, and one 30-minute Final. Points for each of the three heat races will be awarded as follows: 0 points for 1st, 2 points for 2nd, 3 points for 3rd, and so on. Drivers who are Black Flagged or Disqualified will receive the number of points equal to the number of drivers in their class, plus two. The fourth and final race will be considered the Final to determine the Superkart Shootout Champion.

- Starting positions of the first race Saturday will be lined up in order in which drivers entered the event.
- Starting positions for the second heat race Saturday will be determined by points awarded in heat race 1.
- Starting positions for the third heat race Sunday will be determined by best points combined from heat races 1 and 2.
- Starting positions for the fourth and final heat race Sunday will be determined by best points combined from the previous three heat races.
- All races will employ Rolling Starts.

The driver who wins the Final Sunday afternoon will be the Superkart Shootout Champion 2021.

Technical Regulations

Minimum Weight: 465-lbs.

Fuel: Must be leaded fuel. No oxygenated fuels.

Gearbox: Number of gears must be OEM. Ratios not controlled. Aftermarket products are permissible.

Ignition: Open

Engines:

2-cycle: Single cylinder 250cc maximum displacement. Motocross engines (Honda, Kawasaki, Suzuki, Yamaha, TM250MX), Honda ATC/ ATV 250, Rotax 257. All engines parts to be OEM, exceptions are piston, ring, bearings, seals, gaskets, reed petals, cylinder heads, hardware, and ignitions. Aftermarket rods Must maintain Stock length, aftermarket crank shafts allowed, cranks may be balanced, stock bore and stroke must be maintained. Cases must be OEM, may have starter hump modified or removed for carburetor clearance.

Carburetor: One single venturi, float bowl or pumper style carb. Approved slide valve carbs are Kehin, Mikuni, and Dellorto. Power jets may be added to the carb. Power Jet may be electronically controlled. No electronic devices (other than power jet controls). Maximum bore 41.5 mm

4-cycle: 450cc Max. KTM 450, Honda CRF, and Yamaha YZ allowed engine. Carbureted only (see T-10 H.1). Open Carburetor, max 42mm. OEM parts only, with exception of valves/valve spring assembly. Other than these exceptions, head is to remain stock. Valve size to remain stock. Aftermarket rod allowed. Stroke to remain stock. Removal and plugging of starter assembly allowed. External electric starter and modifications for use allowed. Crank balancing allowed. Exhaust open.