

Warning: Muscle Kart Racing is extremely dangerous. All Unlimited All-Stars, LLC (UAS) drivers are consenting adults and must realize and accept that racing accidents can result in severe injury or death. Participants do so completely at their own risk and of their own free will and it is ultimately their responsibility to not enter or withdraw from an event if they do not believe they are safe.

Note to Competitors

The Unlimited All-Stars, LLC is intended to be a lady and gentlemen's series and all drivers and crew members are expected to act accordingly. If you can't or won't drive and act in a professional manner, then race in another division. We don't necessarily want the most drivers, but we do want the best. Please give your competitors room to race. Respect the other drivers; they have a lot invested too. Rough driving, foul language, and unsportsmanlike conduct are not appreciated. Officials are requested to be especially firm with the Unlimited All-Stars. Remember, a lot of kids look up to YOU.

Spirit and Intent

The Unlimited All-Stars, LLC was created to preserve and promote open class kart racing. Innovation is allowed and encouraged. These rules were created to provide parameters for the purpose of safety, and consistency from track to track and region to region. Generally speaking, if a rule does not specifically state that something is not permitted, then it can be assumed that it is permitted. Series administrators are personally involved with the series/circuit in their region and will monitor the effect of new technology as it is created. Any rule adjustments that become necessary to maintain a level playing field due to the introduction of new technology will go into effect the following year.

Disclaimer

Bergfelt Racing Enterprises, LLC (BRE) and all other sponsors of the Unlimited All-Stars, LLC receive no financial considerations or monies from the events in this circuit/series. Their sole purpose is to publicize the races and recognize the participants and they (BRE and other sponsors) are in no way responsible for the operation or organization of the racing activities at any of the tracks that host an UAS event. Competitors must realize that kart racing is a dangerous activity and they are to assume all risks to themselves and their property.

I. Engines

A. Rotary valve or Reed valve Two-Stroke Cycle Engines

1. Single Cylinder Small Displacement 2-Cycle Engines
 - a. maximum displacement 199cc
 - b. minimum weight 200 lb plus one pound per cc or fraction of a cc.
2. Single Cylinder Large Displacement 2-Cycle Engines
 - a. 200cc to maximum of 275cc maximum displacement allowable.
 - b. 200cc to 255cc minimum weight is 400 lbs.
 - c. 256cc to 275cc minimum weight is 430 lbs.
3. Multiple Engine and/or Multiple Cylinder (common crankcase) 2-Stroke Engines
 - a. For engine combinations up to 229cc the minimum weight is 200 lbs plus one pound per cc or fraction of a cc.
 - b. For engine combinations 230cc to 275cc the minimum weight is 430 lbs.

B. Flat Head Four-Stroke Cycle Engine

1. 190 lbs. plus one pound for every 3cc or fraction of a cc. multiple engines or cylinders are permissible.
2. 500 cc maximum total displacement with a tolerance of 10cc when checked.

C. Piston Port Two-Stroke Cycle Engine

1. 130 lbs. plus one pound for each cc or fraction of a cc.
2. Multiple engines or cylinders are permissible.
3. 305 cc maximum total displacement.

D. Overhead Cam (SOHC or DOHC) Four-Stroke Cycle Engine

1. Overhead cam engine or engines, multiple cylinders permitted. 500cc maximum displacement +/- 10cc when checked.
2. Minimum weight as follows; 205 lb plus 1 lb for every 2 cc's or fraction of a cc. Any engine or combination of engines from 450cc to 500 cc are capped at a minimum weight of 430 lbs unless power adders are used. That is addressed in a later rule

E. Overhead Valve (OHV - Push Rod) Four-Stroke Cycle Engine

1. 200 lbs. plus one pound for every 2.5cc or fraction of a cc. multiple engines or cylinders are permissible, 500cc maximum total displacement with a tolerance of 10cc when checked.

F. Single Rotor Rotary (Wankel) Engine

1. 295 cc maximum displacement.
2. Minimum weight will be determined by the formula 105 lbs. plus 1 lb. per cc.
3. The exhaust system of all Wankel engine powered karts must be completely wrapped with heat insulating tape. (Other suitable heat shields that shield the entire pipe may be submitted for approval)

G. Forced Induction and Nitrous Oxide. If a kart is equipped with some type of supercharger turbocharger, or nitrous oxide system, add 15 lbs. for each cylinder that is served by the system.

H. Mixed Engine Type in Multiple Engine Situations. The minimum weight for the engine corresponding with the higher weight will be imposed.

I. Fuel. There are no fuel restrictions except that no illegal substance or substances may be used as fuel or as a fuel additive.

II. Calculating Displacement / Declaring Weight

A. The bore will be measured with dial calipers and the stroke with a suitable travel dial indicator. (Reciprocating engines only)

B. The following formula will be used for calculating displacement;

$$\text{BORE} \times \text{BORE} \times \text{STROKE} \times .7854 \times 16.39 = \text{CC of engine.}$$

(This assumes that the bore and stroke were measured in inches. The 16.39 is a conversion factor from cubic inches to cubic centimeters.)

C. Always round up to the nearest whole cc when calculating minimum weight.

D. Competitors must declare their weight and display it next to their front number in such a manner that the scale person can easily see it.

E. Competitors entering a UAS race with a Wankel engine will be required to provide literature from the manufacturer that positively identifies the engine and clearly indicates the displacement.

III. General Event Related Policies

A. The driver is the official entry. He / She can switch karts between heats or before the feature, but not during a race. The kart must comply with the minimum weight for that particular kart and display the number with which the driver registered.

B. All host track rules and regulations will be adhered to by drivers in the Unlimited All-Stars. The show will be run according to their normal procedures unless the promoter decides to modify those procedures to improve the event.

C. The promoter has the right to refuse any equipment for competition on his/her track that he/she feels is unsafe for competition.

D. The promoter is solely responsible for running the show. The Unlimited All-Stars will provide competitors and post-race technical inspection.

E. The promoter is to provide documents that list the feature race final finish, the heat winners, and those competitors who were in any consolation races. This information is necessary for calculation of points and event write-ups and is to be supplied to the regional administrator.

F. It is requested that promoters only permit a driver to spin out two times per heat race or feature race. Those drivers should be black flagged upon their third spin out.

G. It is requested that after two unsuccessful attempts at a double file start the field is to be lined up single file for remaining starts for that heat or feature race.

H. It is requested that drivers whose actions are cause for caution on the initial start will be sent to the tail for remaining attempts at starting the race regardless of their initial starting position.

I. A UAS series held at a single track will be called a UAS Regional Series. A UAS series that takes place on multiple tracks will be referred to as a UAS Regional Circuit.

J. Special Events (UAS Grand Nationals, National 1/4 Point Events)

K. From time to time a race track may choose to promote an event that is not a point race with-in a particular region. The event may be

called an Unlimited All-Stars National 1/4 Point Race after approval of the National Office if the promoter;

1. agrees to all of the rules and policies of the Unlimited All-Stars.

2. Schedules the event at such a time as to not compete with the UAS Grand National.

3. No local circuit/series is to release their local schedule until the Grand National dates have been released. This will allow them to build their schedule around the Grand National and encourage as many racers as possible to attend that event without conflict with any UAS regional series/circuit.

4. No regional circuit/series will hold an official point race on the same date as the Grand National.

5. UAS Grand National, the National Office will hold jurisdiction over the Grand National Main event, all rules will be adhered to based off the National rules and no local options will be allowed. The National office will be the governing body over riding all local and regional series and administrators.

L. The Unlimited All-Stars Grand Nationals will always be scheduled for the second or third weekend in September.

M. In those instances where time trials are used, if there are two drivers whose fastest lap qualifying time is identical, the second fastest qualifying times clocked by those drivers will be used to break the tie and the higher position will be awarded to the driver with the better second fastest time.

N. In order to keep shows moving and to prevent people from being on the racing surface while karts are in motion, no competitors kart may be restarted with the use of a starting mechanism that is not permanently installed on the kart and operated by a person other than the driver, once all four of the wheels of his/her kart are on the racing surface. Drivers of karts that are equipped with an on-board starting mechanism that can be operated by the driver while seated in a normal driving position may use those devices to restart their engines but they are subject to any time restraints that are put into place by the officials for getting back into the race. The only exception is in the case of a red flag situation where the flag man orders the drivers to shut off their engines.

IV. Safety Guidelines

A. Driving Gear. All drivers are to wear as a minimum;

1. A jacket or driving suit designed for kart racing. If the driver opts to wear a jacket he must wear heavy weight full length pants.

2. A full face, solid shell (no flip up type) Snell 2010 or newer helmet equipped with a flip up type face shield.

3. Drivers must wear shoes that completely cover his/her feet.

4. Drivers must wear gloves

5. Drivers must wear a neck collar/helmet support designed for kart and/or auto racing.

B. Karts

This program is intended for vehicles classified as go-karts. The go-karts are to be constructed in a safe manner. Maximum overall dimensions will be determined by the least restrictive parameters for any division as generally set forth by IKF, WKA, KART and CIK.

1. Chassis are to be constructed from steel tubing that is suitable for safe operation in high horsepower competition applications. Karts are to be what are known as "flat karts" meaning that they are not to have roll cages or bars positioned over the head of the driver. Chassis are to be solid meaning that they are not to be equipped with leaf or coil springs and shock absorbers that act as an active suspension device. Particular attention is to be made to the integrity of joints and welds.

2. Steering. All fasteners used in the steering system must have some sort of device to prevent them from coming loose. Such devices may include but are not limited too; cotter keys (pins), safety wire, double nut, snap ring or clip. A single lock nut or nut with a lock washer is not acceptable by itself.

3. Brake System. In general, the brake system utilized on a UAS kart must compliment the engine(s) that are used on the kart. It must be capable of locking the rear axle in the event that the throttle was to stick open. The brake requirements will vary depending on the power source. All UAS karts MUST meet the following minimum criteria;

a. Under no circumstances are stock Mini-Lite type brakes to be used. The calipers may be used in single cylinder engine situations with a suitable upgraded rotor.

b. All brake rotors must be made from steel or cast iron, be THICKER than 1/8" and have some sort of venting.

c. Karts that are required to weigh 410 lbs. or more must have an internally vented brake rotors, or a dual rotor/caliper system. Thin slotted or drilled rotors are not considered vented.

d. A steel plate, at least 3/32" thick must be placed between the brake rotor and seat to prevent the brake rotor from cutting through the seat in the event that the seat was to come loose.

e. Braided steel reinforced brake lines are recommended.

f. All fasteners used in the brake system must have some sort of device to prevent them from coming loose. Such devices may include but are not limited too; cotter keys (pins), safety wire, double nut, snap ring or clip. A single lock nut or nut with a lock washer is not acceptable by itself.

4. Body Work and Dimensions

a. These body work rules are here to provide guidelines for acceptable safe body work. It is not the intention of these rules to limit performance or invention in any way. They are written in the spirit of allowing as much flexibility and creativity as possible but with safety in mind. The overlying question to answer when examining body work is, is it safe?

b. Bodywork approved in WKA, IKF and CIK is ok in the UAS as well.

c. In instances where karts do not have body pieces, adequate bumpers and nerf bars must be installed that meet the same criteria as body pieces.

d. Body work is to be no higher than 30" from the ground measured at the center of the rear axle. It may extend back as far as the rear bumper at that height. Extended rear bumpers are permissible. Forward of that point the side body panels are to angle downward to a point that intersects no higher than 15 inches above the ground at the centerline of the front axle spuds. If a nose is used it is to be no more than 15 inches above the ground measured at the center of the axle spuds of the front spindles. This only applies to the vertical external side body panels.

e. External body skin or vertical side panels must be made from plastic or a composite material. Lexan may be used in a wedge body design in conjunction with a standard kart side panel or other acceptable side panel material as long as the Lexan is attached at least 4 inches above the bottom of the standard kart side panel. Sharp edges are not permitted no matter what material is used for body work.

f. Nose pieces, front wings, fairings are to be designed in such a way that they do not block the driver's vision or trap the driver in the kart in case of a mishap, create a hazard for other drivers and must provide adequate foot protection.

g. Front end components are to be made in such a way that they cannot become a wedge that could lift a kart in front of it off of the ground in the event of contact.

h. Support posts, spars, braces, etc., are to be made and attached in such a way that they cannot puncture a driver in the case of impact with another kart.

i. Guidelines for body panels that are located inside of the vertical side panels; The interior body panel/wing can be made from a variety of materials;

1. Fiber Glass

2. Plastic composites

j. When using plastic composites the racer/builder will take into consideration the melting point of the material and insure that there is a safe distance between the interior panel and any part of the engine or exhaust system.

3. Sheet metal

i. When using Sheet Metal for interior panel all edges must have a minimum of a 1/4 inch double hem. There are to be no sharp edges exposed.

ii. On radius areas where a hem is not practical there must be a plastic or rubber capping material over the edge that will extend no less than 1/2 inch into the material on both the top and bottom

iii. The capping material will be secured a maximum of every 5 inches to the sheet metal by drilling thru both the capping material and the sheet metal and affixing with some form of additional fastener. Glue or other adhesives alone used to apply the capping material WILL NOT be accepted

4. If it is desired to use some new sort of unmentioned material, please contact your regional UAS administrator for consideration.

5. Materials that are known to shatter and or shard will not be permitted for this application.

k. Front aerodynamic devices are those components of the kart positioned in front of the driver and include but are not limited to wings, air foils, spoilers, and nose pieces.

1. Unless otherwise specified front aerodynamic devices must conform to the same general guidelines as required of other kart body parts as specified in rules B-4, e, f, g, h, and i.

2. No device may, in no way, exceed the perimeter of kart body work or bars in any direction. The perimeter regulation does not apply to splitters that are attached to the front of the nose of the kart.

3. The minimum allowable thickness of any edge including spill plates, mounts and leading trailing edge of any component is .115"

4. All corners or edges must be rounded. No sharp edges or points are permitted on any front aerodynamic device or splitter.

5. The maximum height of all aerodynamic devices is the center of the steering wheel hub. This is to be checked with a level with the kart on the ground as raced. This DOES NOT INCLUDE the driver bubble/fairing that is mounted to the steering wheel support tube/s which is not subject to this height restriction.

6. All components must be forward of driver's knees with driver sitting in the kart as raced. Over the knees or behind the knees is not permitted. This DOES NOT INCLUDE the driver bubble/fairing that is mounted to the steering wheel support tube/s which is not subject to this height restriction.

7. End caps, side boards and other similar vertical pieces placed at the end of a wing cannot be made from sheet metal. For this item sheet metal is defined as metallic material less than 1/8 thick.

8. Splitters may not extend beyond the nose more than 3 1/4" and are subject to .115" minimum thickness and must conform to the same general guidelines as required of other kart body parts as specified in rules B-4, e, f, g, h and i.

l. The race track promoter has the final say regarding the body work that he permits on his/her race track.

5. Chain Guards. All karts that have inboard drive are to be equipped with an adequate guard that protects the driver's arm in the event that the kart breaks or throws its drive chain or other drive train component failure.

6. Ballast Weight. All weights must be fastened with an adequate size grade 5 or better bolt with a nut and a cotter pin or a double nut. A single lock nut is not acceptable. Weights bolted to composite or plastic seats must have large OD fender style washers to prevent the bolt from pulling through the fiberglass. Weights are not to be bolted to body panels.

7. Wheels. Maximum wheel rim diameter 6 inches. There is no limit to rim width

V. Sponsorship

A. No sponsorship will be accepted if, any condition of accepting said sponsorship requires all competitors to use any particular brand of product or the modification of any rule.

B. Contingency sponsorships will be permitted and are encouraged. Example; XYZ company awards Joe Kart Racer \$100 if he wins using his product and is displaying the sponsor's sticker.

VI. Rule / Policy Change

A. No rule changes will be made during the course of a racing season.

B. The Series Administrator of a region is that person who has taken it upon him/herself to organize an Unlimited All-Stars circuit or series. He/she will serve as the spokesman and representative of that region. This position is very important for the success of a region. The Series Administrator should be independent from any particular race track or series.

C. All Rule changes, made for the next racing season, will only be made after a simple majority vote of all Voting Series/Circuit administrators.

D. A Voting Series Administrator is a series administrator that has coordinated a series or circuit for at least one season. This provides the perspective of first-hand experience with the rules before being allowed to vote on potential rule changes.

E. A Non-Voting Series Administrator is a series administrator who is planning or implementing their first season with the Unlimited All-Stars.

F. If an administrator chooses to include some local options for his region he must make those options un-mistakably clear in the internet forums, web sites e-mail and other advertising.

G. The executive director will have the final say on the accepted UAS rule interpretation.

H. In the instance that the Executive Director is not a regional administrator he will maintain his vote during the rule review process.

VII. The Biennial Rule Review Process

The Unlimited All-Stars rules have been and are being implemented across the country at a very steady pace. There's a good reason for that. They make sense, and there's a very good reason that they make sense; they are the result of the input of knowledgeable and dedicated racers over a long period of time. To maintain those rules an annual system of reviewing them by the people that they affect and a vote by those who have committed themselves to carrying them out has been put into effect. That procedure follows;

A. In June of odd number calendar years an e-mail message will be sent out to all Unlimited All-Stars members reminding them to read the rules thoroughly and to make proposals for any changes that they believe would make the rules better. Only proposals from UAS members will be included in the rules ballot and the proposal must be presented in writing or via e-mail to the National Office by June 30. For a proposal to be considered it must include the following;

1. State the rule exactly as it presently is written.
2. Re-write the rule exactly as you propose that it should be written.
3. Write the reason for making the change.
4. If the proposal is for a rule that does not exist, state the new rule exactly as it should be written and it's purpose.

B. Members making rule proposals should carefully consider the proposals that they make. Proposals that are made for selfish reasons that are out of spite, or undermine the original spirit and intent of the Unlimited All-Stars will not be accepted. Please try to think through any possible un-intended consequences that may result from the proposed rule changes if they are adopted.

C. In July the national office will compile the rule proposals and post them to a variety of internet discussion forums and they will also be e-mailed to the membership. Members are encouraged to thoughtfully scrutinize the proposals and make constructive criticisms or add your support and the reasons for it. Please keep the discussion civilized but understanding the passion racers have for their sport this process will certainly make very interesting reading on the gossip forums as it always does.

D. In early August a rules ballot will be assembled and distributed to the various administrators. Any administrator who has had actual experience at overseeing a region and is presently serving in that capacity will be eligible to vote. In the event that the Executive Director is not acting in the capacity of a regional administrator, he will maintain a vote as well. The vote will occur in mid-August. The results will be determined by a simple majority. If there is a tie, the status quo will be maintained.

E. No rule proposals will be accepted for the 2017 season. The next widow to submit proposals for changes to the Unlimited All-Stars rule book will be June 2017 for consideration for the 2018 season. This policy will allow a cooling off period and to allow time to discover and correct any discrepancies that may have been overlooked during the previous rule reviews. Corrections and rewording that does not change the meaning of any rule or policy will be allowed in preparation of the 2017 rule set.

VIII. Driver Eligibility

A. Drivers must be at least 18 years old.

B. Drivers must register with their local office of the Unlimited All-Stars, read these rules and policies, and sign a document stating that he/she has read the same and will comply with these regulations and releases the Unlimited All-Stars and all officials of the Unlimited All-Stars from liability related to Unlimited All-Stars matters.

C. Series administrators will have a supply of the rules, and registration applications available at each event for the purpose of registering drivers at the local level.

D. Drivers who blatantly do not comply with these rules and policies are subject to suspension from all UAS events, in all regions, during the time of suspension.

1. The series administrator for that driver's region will recommend national suspension to the Council of Series Administrators (All active regional administrators).
2. The council will discuss and vote on the length of the suspension.
3. This provision is only to be used as a last resort. The most likely remedy for infractions is disqualification from the event by the event promoter.

E. The regional administrator who suspends a driver is to e-mail all of the other regional administrators informing them of whom the suspended driver is and the length of the suspension.

F. All regional administrators are to enforce the suspension.

G This provision is only to be used as a last resort. The most likely remedy for infractions is disqualification from the event by the event promoter.

H. Membership: Here's a simplified plan to implement *the UAS National Membership:

1. Each UAS Regional Series or Circuit will decide for themselves if they require ALL competitors at their events to be UAS Members. Although UAS membership is encouraged, it's up to the Regional Administrator and their racers to decide what works best for their series or circuit.
2. Only UAS members will receive points toward the National Ranking for their finishing positions in both Regional and National events. UAS members will receive points based on their actual finishing position regardless of non-members finishing ahead of them.

For example: If a UAS Regional Circuit or Series allows both members and non-members to compete and the first UAS member competitor finishes third behind two non-members, the UAS member only gets scored for his/her third place finish, because that's where he/she actually finished in the race.

3. Drivers entering a UAS Grand National event must be UAS members.
4. All national memberships will expire on November 30 of the year. Memberships for the next season will be accepted after December 1.

What is the UAS Membership and what does it do for UAS competitors?

5. The UAS Membership is a plan to enable UAS competitors to compete across the country with parity among the different regions. UAS members competing in Official UAS series across the country can accumulate points toward the National Ranking System whereby there will be a UAS driver Ranked #1, a single national champion, crowned at the end of the season.
6. UAS National Membership annual dues are \$40 **plus the cost of a subscription to American Muscle Kart**. For 2018 and 2019 American Muscle Kart subscriptions are \$17, **therefore the dues for those years are \$57**. UAS Competitors may join by contacting the administrator of their home region or any regional administrator. New

MUST pay their membership dues to their regional administrator. Those renewing their memberships may do so directly through the National Office.

7. The distribution of the annual dues will be as follows;

\$35 to national awards

\$3 to national administrative costs

\$2 to statistician (who may waive this amount and add to national awards)

8. UAS Members in good standing will be eligible to compete in any official UAS Regional or National event.

9. These dues are used to help provide funds for the National Championship awards. A small portion of the dues helps defray the administrative costs of the National Administration. Membership acceptance will be provided by the Regional Administrator signing off on the prospective member's application. Regional Administrators may hold the application for the prospective member's first race to see how the competitor handles UAS competition. Regional Administrators will monitor and handle any competitor driving / sportsmanship issues as usual, regardless of a competitor's membership status.

10. UAS membership is not retroactive. Membership begins when dues are paid and membership application is accepted by a Regional Administrator. National rankings points' accumulation starts at the completion of the first race after dues are paid. No points will be awarded for race finishes before dues are paid.

I. Number Reservations for UAS Licensed Driver Members. National Driver/License membership shall include a reserved racing number.

1. When drivers fill out their membership application, they will indicate their first three choices of number.

2. Past Champions get first pick.

3. Members of longest standing get second pick.

4. First come first served after that.

5. Drivers will retain this number until your membership ceases to be renewed prior to its expiration date.

6. Drivers must pay an additional \$10 fee per season to maintain their reserved number that is to be paid with their annual dues.

7. \$3 of this fee goes to the treasury of the drivers home region.

8. \$7 of this fee goes to the general fund of the national office.

9. The number "1" will automatically be assigned to the national champion of the previous year.

10. If more than one driver applies for the same number, the first driver to reserve the number will get the number. Additional members applying for that number will have to add a letter or additional numeral.

11. Numbers are assigned to the driver, not the kart.

J. General Membership (for non-drivers) Any person who desires to become an Unlimited All-Stars General member may do so by filling out a General Membership application and sending it to the National Office along with the dues that are in effect at that time.

1. General Members do not have a license to drive in UAS events unless they go through the licensing process that was required for driver members prior to 2013.

2. General Membership shall cost \$10 less than Licensed Driver Memberships, (\$20 in 2013, \$30 in 2014 and later)

3. General Membership dues shall primarily be allocated toward Grand Nationals/Promotional expenses and Unlimited All-Stars administrative costs.

4. General Members will receive a membership card, two Unlimited All-Stars decals, and rule proposal submission privileges.

IX. Point Calculation for Regional Series/Circuits

A. Points will be awarded to the various finishing positions of the Feature (or A- Feature or A- Main) as follows;

1-100, 2-98, 3- 96, 4-94, 5-92, 6-90, 7-88, 8-86, 9-84, 10-82, 11-80, 12-78, 13-76, 14-74, 15-72, 16-70, 17-68, 18-66, 19-64, 20-62, 21-60, 22-58, 23-56, 24-54, 25-52, and etc.

B-main drivers who do not transfer to the A-feature will ALL receive two points less than the last place finisher in the A-Feature.

C-main drivers who do not transfer to the B-feature will ALL receive 4 points less than the last place finisher in the B-Feature and etc.

D. Drivers who are black-flagged for un-sportsman-like or hazardous driving infractions will receive no season points for that heat or feature.

E. Drivers who are disqualified at the scales will receive no points for that heat or feature.

F. Drivers who are disqualified in post-race technical inspection will receive no points for the entire event.

G. Drivers who are black-flagged for spinning out will receive points as though they did not finish that particular race.

H. Decisions of the Track Promoter or his designated personnel and/or the Race Director will be final.

I. Approximately 80% of the races will count for season points for a particular region for a particular driver. The Series/Circuit Administrator will decide on the exact number and state that in their local options section.

J. Every rain-out or cancellation that is not rescheduled will result in one less event being counted for a driver's final points.

K. Rain dates, if a region is to provide for them, are to be placed into the original schedule of the region, prior to the beginning of that regions season. If the make-up dates are not listed at the beginning of the season, the event may be held but it will not count for points for that region. The reason that this is important is to allow competitors to schedule their race schedules around their work and family obligations with minimal interruption.

L. The driver must take the green flag in at least one hot lap, practice session, heat race, or time trial, session to get any points for the day. If a driver breaks down in hot laps and can't run for the rest of the program and does not receive a refund, he will receive last place overall points.

M. Final Point Tie Breakers. In the event that there are ties in the final national point ranking, the following criteria, applied in chronological order, will be used to settle those ties. If a tie still exists after applying these criteria then the tie shall stand.

1. Grand National Finishing Position,
2. Most total 1/4 point race wins.
3. Highest point total without drops.
4. Previous year national ranking

X. National Ranking

A. Only National 1/4 Point races will count for the national title added to a single main event held every Sept of every year. Regions will be afforded 2 National 1/4 Point events per region. Local regional races will not count for the national ranking. For a National 1/4 Point event to count for national points it must be run according to the national rules as written.

B. The national title will be contended based on racer's best two National 1/4 Point event finishes added to that racer's finishing position in the UAS Grand National event. Each National 1/4 Point Race will constitute 25% and the Grand National event 50% of the points. The title will be awarded from the total of the 2 best National 1/4 Point Events and the Grand National.

C. An administrator or a designated official representing multiple administrations will forward the results of each race to the National Office and/or the national statistician.

D. Each region can schedule as many as two National 1/4 Point races.

E. the Regional Administrator must submit the dates for his/her region's National 1/4 Point races at the same time they submit and publish their season schedule.

F. The National Office may schedule additional high profile National 1/4 Point events that are not charged to any particular regions total of 2 events.

G. Bonus points will be added to a racer's total based upon how they finish in their regional championship which must be determined prior to the Grand Nationals. In regions that have regional point races after the GN, the points will go to the top 5 in that region at the time of the GN. All regional administrators must submit their top five racers to the statistician.

1st 10, 2nd 8, 3rd 6, 4th 4, 5th 2

Use of Official Rules & Logo

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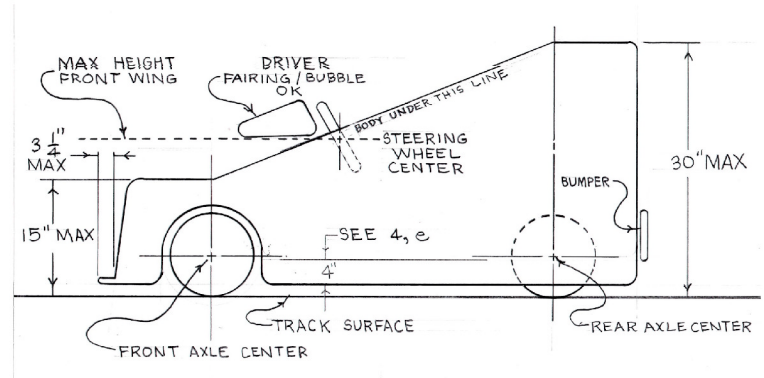
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Clubs and tracks that wish to use these rules for their unlimited/open class may, and are encouraged to do so, but they are not allowed to cut and paste these rules into their rule book. Instead, they must refer

their competitors to the web pages listed in the preceding paragraph. Clubs and individuals may print out, copy and distribute those web pages, but only in their entirety. It is forbidden to add anything to, or delete anything from the print-out or reproduced pages.

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Junior UAS

Warning: Junior UAS Racing is extremely dangerous. All Parents and/or legal guardians of Jr. UAS drivers and their minor age drivers must realize and accept that racing accidents can result in severe injury or death. Participants do so completely at their own risk and of their own free will and it is ultimately their responsibility to not enter or withdraw from an event if they do not believe they are safe.

General Junior UAS Policies

1. Unless stated otherwise in what follows, all other previously stated specifications, rules and policies in the UAS will also apply to the Junior UAS.
2. For the 2017 and 2018 season, Jr. UAS engine, safety and body specifications will be monitored and adjusted as needed to maximize safety and maintain a balance in competition. This policy exists because of how new this class is and will make development easier. After that time the same policies regarding UAS rule changes will go into effect.
3. Matters concerning the Jr. UAS are to be brought to the attention of a member of the Jr. UAS Committee. For 2017 those people are;

Jr. UAS Director, Bryan Rushing
Jr. UAS Assistant Director, Ernie Confer

Driver Eligibility

1. Age. The Junior UAS is for drivers age 13 to 17.
2. Junior UAS drivers must demonstrate that they have the necessary skill and willingness to safely operate a very high performance race kart in competition.
3. Junior UAS drivers are to conduct themselves at the highest level of sportsmanship just as the (adult) Unlimited All-Stars.

Engines

Four-Stroke Cycle Engines

1. Industrial / utility type flat head and push rod ohv engines
2. 14.5 cubic inch (238cc) maximum displacement
3. Any single carburetor
4. Minimum weight; 201 lb + 1 lb for every 2 cc or fraction of a cc of engine displacement.

Two-Stroke Cycle Engines

1. Piston port, go-kart purpose built "100cc" engines.
2. Engine must remain piston port induction.
3. 120cc maximum allowable displacement.
4. Any single carburetor is permissible.
5. Minimum weight; 200 lb + 1 lb for every cc or fraction of a cc of engine displacement..

Fuel

The same fuel policy is in effect for Jr. UAS as the UAS. See section I Engines, I Fuel, on page 6.

Tires

1. Any brand tire is permissible.
2. Maximum rim diameter is 6" (same as UAS)

Body Work

The same body work rules apply to the Jr. UAS as the UAS with the exception of:

1. The maximum height measured from the ground at the front axle center is 15".

2. The maximum body height measured from the ground at the rear axle center is 24"

Safety Items

1. **Rear Bumper;** The rear bumper must extend at least half way across the tread of the left rear tire. This can be done with a full coverage bumper or a device such as a "hopper stopper"
2. Jr. UAS karts are to be equipped with a teather type engine kill switch that will shut off the engine if the driver is separated from the kart.
3. Jr UAS karts are to be equipped with a check valve on the fuel tank vent to prevent fuel spillage in case of a mishap.
4. Other driver safety gear is to meet the same specifications as the UAS.

Bimnial Rule Review - Even Number Years

A Jr. UAS Rule Review will take place every other even numbered year. It will follow the same process as the Sr. UAS.

Membership/National Point

1. For 2018 the National Dues for Jr. UAS are \$40
2. Membership entitles the member to earn points toward the national championship.
3. The Jr UAS will use the same point system as the UAS.
4. For 2018 Junior UAS membership will come with a one season subscription to American Muscle Kart. .
5. Jr. UAS Membership Matters are to be brought to the attention of.

Bryan Rushing
58 Ruth Road
Gore Springs, MS 38929
bryanrushing481@gmail.com, 662-688-0328

UAS Kid Kart

Warning: UAS Kid Kart Racing is extremely dangerous. All Parents and/or legal guardians of UAS Kid Kart drivers and their minor age drivers must realize and accept that racing accidents can result in severe injury or death. Participants do so completely at their own risk and of their own free will and it is ultimately their responsibility to not enter or withdraw from an event if they do not believe they are safe.

1. Unless stated otherwise in what follows, all other previously stated specifications, rules and policies in the UAS will also apply to the UAS Kid Kart.
2. For the 2017 and 2018 season, UAS Kid Kart engine, safety and body specifications will be monitored and adjusted as needed to maximize safety and maintain a balance in competition. This policy exists because of how new this class is and will make development easier. After that time the same policies regarding UAS rule changes will go into effect.

Driver Eligibility

1. UAS kid kart drivers must have a Minor Release, signed by both parents, on file.
2. The UAS Kid Kart class is for drivers 5 to 8 years old.

Eligible Engines

1. Comer C-50 (cast aluminum blower housing) and Comer C-51 (plastic blower housing)
2. Other engines will be examined for inclusion in UAS Kid Kart as they are presented to the UAS national office for testing.
3. Engines are to be run in stock **appearing condition**.

A. This means that externally the engine must look as it does when it comes from the factory with the exception of the air filter and exhaust.

B. The muffler hole sizes are non-tech. (We have learned that bigger or more muffler holes do not increase performance but they do make more noise) Aftermarket tuned exhaust pipes are permitted but with a higher minimum kart and driver weight.

C. The air filter is non-tech, meaning that the competitor may use any air filter that fits provided that the filter does not incorporate some sort of external scoop or ram effect that is visible when the filter is installed.

D. Any drive sprocket ratio may be used. Clutch and axle sprockets are non-tech items..

E. The fuel line from the tank to the carburetor is non-tech and an external fuel filter is permissible.

F. Internally the engine may be altered as the competitor sees fit with the exception of the stroke.

Use of Restrictors

On tracks designated as 1/5 mile or longer, engines must use a restrictor to limit top speed. No restrictor is required on tracks less than 1/5 mile.

1. Comer C-50 or 51 engines, restrictor maximum inside diameter is .276" (7.01 mm)
2. Other engines (to be determined as other engines are submitted for testing)

Engine Stroke Tech

The stroke of Comer C-50 / 51 engines is not to exceed 1.505" and it is to be measured with a dial indicator and a suitable adaptor that attaches to the spark plug hole. (This is very easy to do without disassembling the engine but eliminates very expensive stroker crankshafts... we don't worry about the bore size in that no suitable over size pistons are available anywhere and it is very impractical to resize a cylinder with an integral head)

Specifications for other engines will be included after they are submitted for testing and approval.

Minimum Weight

1. Comer C-50 or C-51 with factory equipped muffler.....150 lbs
2. Comer C-50-C-51 with aftermarket muffler or tuned exhaust.....160 lbs
3. Other engines.....to be determined as they are submitted for testing.

Tires and Wheels

1. The largest permissible diameter tire size as marked on the tire is 11".
2. 5 or 6-inch diameter rims are permissible. Maximum rim width is 6"

Gear Ratios

1. The axle sprocket is a non-tech item. Use any rear axle sprocket that you want.
2. You may use different clutch sprockets too. The ones used on the Comer 80cc engine are permissible. They require a different clutch nut.

Chassis

Chassis are subject to the same safety specifications as the UAS. Although this class is intended for the same kid kart chassis that are legal all over the world, as a local option, race directors may allow full size chassis to be used provided the body work on the kart falls under the same minimum measurements as other kid karts and must be altered to allow the young driver to be easily work the controls and be properly supported.

Body Work

Maximum height from the ground measured at the front axle center is 13", maximum height from the ground measured at the rear axle center is 20"

NO WINGS TO BE MOUNTED IN FRONT OF THE DRIVER,

Body work approved by CIK, IKF or WKA is permissible

Otherwise all rules pertaining to UAS body work listed in Section IV, B. 4Body Work will apply

Rear Bumper

The rear bumper must extend at least half way across the tread of the rear tires. This can be done with a full coverage bumper or a device such as a "hopper stopper".

Driver Safety Equipment

1. UAS Kid kart drivers must wear an approved chest protection device.
2. UAS Kid karts are to be equipped with a tether type engine kill switch that will shut off the engine if the driver is separated from the kart.
3. Other driver safety gear is to meet the same specifications as the UAS.

UAS Kid Kart Committee

1. Matters concerning UAS kid kart are to be brought to the attention of the UAS Kid Kart committee chairman. The chairman will appoint other committee members as they are needed.

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