

# 2019 SPRINGNATIONALS AT UMC

## SKUSA Pro Tour – Rounds 3 and 4

### Event Information Sheet

**WELCOME:** SuperKarts! USA extends our welcome and thanks for your participation. As always, feel free to stop by the SKUSA Registration desk for answers to your questions or clarification of any procedure. Following are a few tips that will help you navigate the event and answer some of the most common questions.

**UMC PREMISES/PIT SPOT RULES:** Please join your fellow competitors and SKUSA in assuring we leave the track and premises in the same condition it was given to us by policing your pit area upon completion of each day's event. Pit areas will be inspected at the conclusion of the event. Oil/fuel spills and/or damage to asphalt of any kind will result in an additional charge to the pit space renter. These pit rules will be enforced:

- Trash should be deposited in the receptacles provided. PLEASE DO NOT pile loose trash around a trash can.
- Participants may put USED TIRES in the TIRE RECYCLING bin near the tire desk ONLY – not in the trash receptacles nor left in the pits.
- EMPTY FUEL CANS: Do NOT put them in the trash. Please stack them neatly near your pit area/tent for pickup daily.
- NO SMOKING in tents, trailers, on grid or in the Tech area – and please pick up your butts.
- No refueling under tents/canopies or in trailers.
- All pits must have a fire extinguisher – one for every 400 SF of pit area (min 5-lbs, type ABC) – that is visible and accessible at all times. SKUSA rules also require a 20-lb fire extinguisher for each trailer over 20-ft in length.
- Keep all aisles and fire lanes clear at all times.
- Passenger and tow vehicles are NOT allowed in & out of the pit area while track is hot. SKUSA staff will be available to assist attendees with parking – as well as shuttling in supplies the first 1 ½ hours THURS-SUN. See Gate hours below.
- **Per UMC rules**, there are NO motorized vehicles (i.e., golf carts, pit bikes, scooters) allowed in the pits for this event, **PERIOD!** In addition, due to the number of attendees expected, SKUSA is not allowing non-motorized vehicles moving in the pits during move-in, move-out, or while karts are moving on track. The only exceptions will be engine builders, SKUSA staff, and handicapped individuals with an official placard or doctor's notice. See Patti in Registration for a special pass (which must be attached in plain sight to avoid confiscation of the prohibited vehicle until the conclusion of the event). Handicapped parking is offered next to registration. See Patti for directions.
- All tent rentals, as well as water barrels and cement blocks, go thru UMC and the exclusive tent rental company Diamond Events. Contact UMC Events for assistance: 435-277-8000. No staking of tents into the asphalt. Tent install is 4/29-4/30. Tear down is Mon 5/6. Paddock must be clear by 4pm.
- The onsite *Fast Track Café* will be open daily 7am-3pm. Catering is handled exclusively by the track & must be reserved 72 hrs in advance. The catering menu is on the SKUSA website. Catering contact is Holly Crowley: 801-599-3110.
- Move-out on Sunday night may begin after the final checkered flag; any earlier must be pre-approved by Stan. SKUSA encourages all attendees to remain on-site until completion of final Tech and the corresponding Podium Ceremonies.
- All pit spots require complete cleanup at move-out, including cable ties, cigarette butts, all trash, all spills. Fines will apply!
- Gate Hours for this Event are: WED: 8am-7pm; TH: 8am-7pm; FRI/SAT/SUN 6:30am-7pm; MON: 8am-4pm. Pit curfew is 7pm each night TUES-SUN for all who are not camping on site. Quiet time is 10pm nightly.

**QUIET ENGINE RULE:** The only place that an engine may be started/running (besides on track) is: (1) in the immediate area outside of the driver's pit spot/tent; and (2) at the direction of the chief grid steward (1-2 min prior to going on-track). Do not push a running kart to the grid. Position penalties will apply for violations.

**HOT GRID RULES:** (1) A maximum of two mechanics per race entry are allowed in the Hot Pit at one time. All mechanics in the Hot Pit must be wearing a visible Hot Pit wristband or they will be required to leave. (2) Other than on the track, the only places where a kart can be moving under its own power are (a) in the pre-grid areas, (b) in the Hot Grid and (c) in the exit lane leading to the scales. Karts must be pushed from the pits to the pre-grid and from scales to the pits. (3) There will be NO HOT PIT in any on-track sessions for ANY classes.

**DRIVERS' MEETINGS ARE MANDATORY – FOR TEAM MANAGERS, PARENTS & MECHANICS, TOO:** Drivers and their ENTIRE crew are required to attend all Drivers' Meetings. Minor drivers also require an adult/legal guardian; non-English-speaking drivers must bring an interpreter. Roll call will be taken; any drivers discovered not in attendance will be penalized in qualifying.

**DRIVING SUITS & HELMETS MANDATORY AT PODIUM:** A podium presentation will take place at the conclusion of each race day on Saturday & Sunday, and all 1<sup>st</sup> thru 3<sup>rd</sup> place finishers in all classes will receive a trophy. Additional purses & prizes will be awarded after the event.

**2019 SKUSA MEMBERSHIP/NUMBER PANELS:** A current, annual SKUSA membership is required to participate in this series -- as well as **specific colored number panels** per SKUSA rules – including for our PRO TOUR CHAMPS. Your number panels must display your **approved** race number for all on-track sessions, and must be clearly readable on all 4 sides of your kart at all times. Drivers with number panels not in compliance will be penalized for each on-track session until compliant. SKUSA rule 20.2.2.

**TRANSPONDERS:** Beginning with the **3rd practice on Friday**, karts will not be allowed on track without the assigned transponder -- and will be black flagged if the kart is not being recognized by the Scoring system. The driver is responsible for ensuring that the

transponder is sufficiently charged; checking the unit frequently for a minimum of two green blinks is the best way to do that. If it's not working properly, it will need to be replaced -- either by a personal unit or a rental from SKUSA. Go to Registration. Whether the replacement is a personal unit or a rented one from SKUSA, Registration and Scoring will need to record the new number.

The driver is also responsible for securing the scoring transponder in a manner optimal for scoring system function and preventing loss of the transponder on the track. SKUSA will not be responsible for the performance of rented transponders that do not adhere to these checking and mounting guidelines. The SKUSA Registration Desk will have transponder mounts for sale at \$6/each.

**MANDATORY TRANSPONDER PLACEMENT:** The mounting position for the scoring transponder shall be in the center of the seat back with the bottom of the transponder body no closer than 15 cm to ground level, with a clear and unobstructed line to the track surface. Mounting to seat-mounted ballast bolts or offset from the center of the seat back is permissible, provided the transponder is not mounted forward of the tangent point defined by the radius transitioning to the side of the seat and the seat back.

**CLASS WEIGHT MINIMUMS:** All drivers must meet the minimum weight for their class at every post-session weigh-in at scales (i.e., mandatory starting with the last practice session on Friday for Mini Swift, and qualifying for all other classes).

#### Class Weights

Pro Shifter	400 lbs	S4/S4 SM	405 lbs	X30 Junior	320 lbs	X30 SM	405 lbs
Pro Shifter 2	400 lbs	Micro Swift	225 lbs	X30 Senior	365 lbs	KA100 Junior	320 lbs
G1 Gladiator	415 lbs	Mini Swift	245 lbs	X30 Master	395 lbs	KA100 Senior	360 lbs

**REGISTRATION PACKAGE:** Registration packages will contain at least the following:

**TWO Pre-Tech sheets (one for EACH race day – all classes):** Fill out **COMPLETELY** and sign. Bring the form with you to the grid for qualifying, where SKUSA personnel will collect it. You will not be allowed on the track without a completed pre-tech sheet. Pre-event kart safety compliance is every competitor's responsibility. The Pre-Tech sheet will serve as a general guideline to items that must be in compliance prior to competition. Karts and driver's safety equipment will be randomly spot checked throughout the event to assure compliance. Violations observed prior to entering any segment of competition will require immediate repair. Violations observed after any segment may result in one or more of the following: fines, loss of track time, finishing position penalties, starting position penalties in the following session.

**Engine & Chassis Seals:** The Pre-Tech Certification form requires an **engine seal number** and a **chassis tag number**. You will be provided with a **WHITE** numbered engine seal (2 for KA100 Jr) and a **BLUE** numbered chassis tag at Registration. Directions on installing these seals are shown below. Be sure to record these numbers in the boxes provided on the form, and install a chassis tag and engine seal(s) on your kart as described below **prior to qualifying**. A missing or incorrect engine seal and/or chassis tag and corresponding numbers on your tech sheet may result in disqualification. Should you need to change your engine or chassis during the event (and thus the seal numbers on record), it is your responsibility to request permission for such change(s) from the Event Tech Director and insure that your Pre-Tech form is updated accordingly (see specific rules regarding engine changes below).

**Engine Sealing:** Supplied on site, an engine seal must be installed by the competitor and recorded on the Pre-Tech form. For SSE engines: one head nut and one cylinder stud/nut must be drilled for sealing. Stock Honda engines: one cylinder stud/nut and one head stud/nut must be drilled for sealing. X30 Senior/Master/SM and KA100's: one reed cage bolt/stud and one head bold/stud/nut must be drilled for sealing. KA100 Jr: Two (2) engine seals will be required for sealing – the additional seal is required to reach the exhaust pre-drilled nut and is to be looped through the first seal between the two head nuts. X30 Junior: In addition to the above, the seal wire must be threaded through the reinforcement straps on the header (or a drilled mounting nut may be utilized). Mini Swift: one drilled head nut is necessary, along with the *closest* opening in the fins of the cylinder head. Micro Swift: In addition to the above, the exhaust header nut must be drilled and the seal wire threaded through it.

The SKUSA Registration desk will have pre-drilled nuts available to purchase for \$10/each. NOTE: All seal wires must be tight or the driver will be subject to penalties. See Event Tech Director with questions or issues.

**Chassis Tagging:** All drivers are to install their own chassis tag on their kart – on the RIGHT-HAND frame directly inboard of the spindle/stub axel prior to qualifying -- and record the number on their Pre-Tech Certification form. Lack of the correct chassis tag installed and/or documented will result in disqualification.

**Driver Wristband:** The driver's race wristband is included with the purchase of an event entry. ALL other attendees, including crew members and spectators, must purchase either a regular Event Pass or HOT Pit Pass (for mechanics/crew, 2 max per driver entry) and wear the applicable wristband at all times in the pits, grid and spectator areas. An optional Thursday practice day is being offered, and requires that a specific wristband be purchased from SKUSA to participate.

**Rental Transponder:** If you have rented a transponder from SKUSA, your name will be on the list in Registration, and it will be available for pickup and mandatory use according to the event schedule. If a rented transponder is lost or damaged, you are responsible for the replacement cost (min \$350). Rented transponders will be collected at the scales

after each main event on Sunday. See event schedule. **If you DNF or DNS prior to the last session on Sunday, be sure to return your transponder to Registration or Scales.**

**Event Schedule:** Timing for an event of this size is very important and must be kept on schedule. You must be on the pre-grid at the appointed time per the printed schedule on site. We cannot and will not wait for any driver. If there are significant changes to the printed schedule, it will be announced and/or redistributed. If we fall **BEHIND** the printed schedule, SKUSA has the option to cut laps and/or go to a "RACE READY" format until back on schedule.

**Event/Sponsor Stickers:** Are to be placed on your kart in the locations specified on the Mandatory Event Sticker Diagram prior to qualifying. Additional stickers can be obtained at the Registration desk if needed. NOTE: Only the Stock Honda classes (S4/S4SM) require a Honda Racing/HPD sticker.

**Mandatory Event Sticker Diagram and Policy:** Indicates where stickers are to be placed on your kart. This is a tech item, and failure to comply will result in forfeiture of purses and/or prizes won.

**Facilities Diagrams:** An enclosed track map shows the configuration to be run at this event. The pit map shows a preliminary layout of the teams and drivers in the pit area (prior to any on-site parking).

## LIABILITY WAIVERS

**Liability Waiver:** All adult drivers, crewmembers and spectators (18 and over) shall sign an adult waiver and release of liability before participating in any SKUSA event. The driver and/or spectator, in submitting the entry form and/or signing the applicable waivers for any SKUSA event, agrees to hold SuperKarts! USA, together with its owners, heirs, assigns, officers, representatives, agents, employees and members, harmless from all liability. This includes, but is not limited to, injury to persons, property, employees and/or reputation that may be received by said driver, crewmember or spectator, from all claims of said injuries to parties listed above growing out of, or as a result of, the event contemplated under the entry form, or caused by any construction or conditions of the course over which the event is held.

**Parental Consent Forms:** It is mandatory that the parent or legal guardian of any minor (under 18) that will be in any restricted area to complete the "Parental Consent, Release and Waiver of Liability, Assumption of Risk, and Indemnity Agreement" before being allowed to attend and/or participate in a SKUSA event.

**Competitor Responsibility:** Competitors are solely and directly responsible for the safety of their race karts and racing equipment and are obligated to perform their duties (whether as the vehicle owner, driver or crew member) in a manner designed to minimize, to the degree possible, the risk of injury to themselves and others. ***SuperKarts! USA does not assume any liability for the safety or technical compliance of a competitor's race kart and/or racing equipment.***

## PRO TOUR SPRINGNATIONALS – EVENT SPECIFIC RULES AND REQUIREMENTS

Rules for this event are pursuant to the current SKUSA Rulebook, supplemental updates & the following specific clarifications:

**All IAME Classes EXCEPT the SSE & Stock Honda Shifters:** Require a **push-back bumper (PBB)** beginning with the first practice on Friday morning, and for all sessions for the remainder of the event. See the SKUSA website for details.

**SSE Engines only:** The use of a carburetor jet cover, while recommended by SKUSA, will be optional for this event.

**ALL IAME ENGINES must be of USA origin,** and require: (1) An auxiliary carb return spring, (2) an IAME air filter – as provided for in rules, (3) specific spark plug caps: PVL (IAME part number 10544) or NGK (Part number TB05EMA), and (4) a mandatory ratio of fuel to oil of 1 gallon C12 to 8 oz spec oil. The spec oil is Motul 2T Grand Prix, although SKUSA now allows a mixture of Motul 2T and castor oil for all classes -- up to 50% castor oil.

**Micro Swift:** Requires an Exhaust Restrictor, IAME part # A85365.

**Mini Swift:** Grid order for the Saturday & Sunday morning Qualifying sessions will be based on the Fastest Official Transponder Recorded Time from the 5th practice session on Friday. All drivers are to weigh in at scales and be tech compliant. Position penalties will be issued for non-compliance.

**X30 Junior:** Requires a 26mm Exhaust Restrictor, IAME part # X30125368A.

**KA100 Junior:** Requires a 22mm Exhaust Restrictor, IAME part # IAH-02011, and 2 engine seals installed/documented.

**All Drivers 15 and under:** Must wear a neck collar, per SKUSA rule 10.4.2.5, for all on-track sessions.

**All drivers under 13 years of age:** Must also wear an SFI specification approved chest protector. SFI chest protector standards: Ages Up to 8: 20.1/1. Ages 9-12: 20.1/2.

**Rules specific to S4/S4SM: (1) SKUSA TIMING PLATE:** The use of the blue SKUSA stock Honda timing plate is mandatory. These are available thru most engine builders as well as the SKUSA online store. See a SKUSA Registration rep for purchase on site. **(2) SK-1 EXHAUST PIPE:** Only the SK-1 pipe is allowed in SKUSA competition and is available for purchase thru an authorized dealer. Inquire at Registration. **(3) HONDA RACING LINE MEMBERSHIP:** All Honda drivers are required to be a member of HPD's Honda Racing Line, a NO-COST membership which now requires annual renewal, to be eligible for all HPD purses and prizes. See a SKUSA Registration rep on site for details and the required forms. **(4) AIR BOXES NOT REQUIRED:** For the Honda classes, the silencer is open spec and air boxes are optional at this event. All other classes require an airbox as part of their Technical Specifications.

**Spec Fuel and Oil:** The spec fuel for this event is VP C12 for all classes, and the spec oil is Motul Kart Grand Prix 2T. The **mandatory ratio of fuel to oil for all IAME classes** is 1 gal C12 to 8 oz spec Oil. (NOTE: ALL classes are now allowed to use a mixture of Motul 2T and castor oil, up to 50% castor). Competitors are required to purchase at least 1 order of spec race fuel/oil with their entry, and practice fuel/oil online prior to the pre-entry deadline, to guarantee ample supply on site. Due to local fire codes, you are not allowed to bring in large amounts of fuel. Participants are expected to bring their own fuel jugs.

**NOTE:** Since the fuel tester is calibrated with fresh fuel & oil, the use of old fuel can cause you to fail the check. Thus, it is recommended that old fuel be used in practice; fresh fuel & oil mixed in a clean container used for qualifying and races. This will yield the best performance, as well.

**Race and Practice Tires:** Race Tires are marked with serial numbers and bar codes specific to the related entry (Saturday and Sunday **race tires are separated by race day** for all classes except Swift, X30 Jr and KA100), and are signed out to the participant at the event Tire Desk according to the posted schedule. Race Tires are defined as two (2) sets of Evinco Red M tires (for all classes except Swift, X30 Jr and KA100) purchased from SKUSA as part of the entry process and picked up at the event. For Swift, X30 Jr and KA100, one (1) set of Evinco Blue H race tires are purchased from SKUSA as part of the entry process and picked up at the event.

- For all classes except Swift, X30 Junior and KA100, the Evinco Red M tire is the spec Race Tire and the only slick that can be used in qualifying, heats, and mains (dry weather). For the Swift/X30 Jr/KA100 classes, the Evinco Blue H tire is the spec Race Tire and the only slick that can be used in qualifying, heats and mains (dry weather).
- MG-WT (or MG-WZ) RAIN tires are the only spec tires allowed for competition rain sessions (all classes). If rain tires are necessary for this event, competitors are required to bring their own or pre-purchase/pre-order them from SKUSA. ALL rain tires must have a readable barcode. If a rain race is declared on site, additional instructions will be provided.
- Tires used in all practice and warm-up sessions must also be the spec tires only, as described above.
- ONLY ONE set -- two (2) front and two (2) rear – dry Race Tires may be managed at the discretion of the competitor for EACH race day for qualifying, heats and mains (except for the Swifts/X30 Jr/KA100, who will have one set of dry race tires for both competition days). Should the Race Director declare a wet race, a maximum of TWO sets of spec rain tires may be utilized, one for EACH race day (including Swift/X30 Jr/KA100).
- The Tire Desk will open and close each day per the published event schedule. **Competitors are required to pick up their Race Tires (slicks) during these time periods, and only Race Tires (slicks) received from the Tire Desk and serialized/barcoded for the individual driver are eligible for competition at this event** (except in the case of a rain race).
- Any driver who does not pick up his/her tires according to the schedule will be subject to a 2-position penalty in qualifying.
- Any tire issues occurring after Tire Desk closure should be reported to the SKUSA Registration desk or SKUSA Tech Dept and will be handled on a case by case basis. Per SKUSA rule 20.2.6.3, the bar codes on race tires are mandatory, and may not be defaced or removed; otherwise, disqualification or other penalties will be assessed.

**Engine Changes:** See section 20.3.1.6.3 of the SKUSA Rulebook, along with the additional clarifications below.

1. An engine seal must be installed on every kart, the seal number entered on the Pre-Tech Certification form turned in at qualifying EACH race day, and remain unchanged for the duration of the day. If you need a new seal at the end of the 1<sup>st</sup> race day for the 2<sup>nd</sup> race day, see Registration. If you need to change/replace your seal for any reason, see Tech.
2. Engines and/or components may also be “painted” by the event technical staff at the post qualifying weigh-in.
3. Event technical staff may inspect an engine's seal number and/or “paint” at any time during the event.
4. Any engine change after qualifying **MUST** be pre-approved by the Tech Director and if not, will result in a DQ and loss of points for ALL prior race sessions and a last place start in the next race session.

**All IAME classes:** It is solely the driver's responsibility to solicit and receive an engine change approval form from and executed by the event Tech Director. It is also the driver's responsibility to demonstrate engine damage in order to get Tech Director Approval to repair or change engines. If the competitor is unable to demonstrate damage, one additional engine (total of 2) may be approved by the event Technical Director. If approved, a 10-position starting penalty will be assessed in the next competition session.

**Stock Honda classes:** After qualifying, any repair of controlled components must be approved and recorded in advance by the Technical Director or staff member. Approval must be received prior to disturbing the seal/paint. If approved, a 10-

position starting penalty will be assessed in the next competition session. NOTE: Repairs are defined as replacing any non-functioning or damaged component including gaskets, seals and O-rings.

**Practice and Qualifying – All Classes:** Anyone in the wrong practice group will forfeit the next practice session (if the last practice session for the day, will forfeit the next day's warm-up session). Anyone who misses their qualifying session or is in the wrong qualifying session will be assigned a "no time" and start the next session at the back of the field in their respective class. **There is no bump drafting allowed in qualifying. Offending drivers will be penalized.**

**Race Format:** In addition to multiple practice sessions on Friday, this event will include TWO race days (Saturday & Sunday), each consisting of one (1) warm-up session, one (1) qualifying session, one (1) pre-final, and one (1) main event. The grid order for each competition session, starting with the pre-final, will be based on the results from the previous competition session.

**Championship Points System:** The Pro Tour points system is per the 2019 SKUSA Rulebook. The series allows 1 race drop, which consists of 6 races: 2 WinterNats races, 2 SpringNats races and 2 SummerNats races. NOTE: (a) No Rain Bonus points apply to the series, and (b) some races with a DQ in the Main may not be droppable (as described in SKUSA Rule 10.5.4.2).

**Start Zone Procedure:** See SKUSA Rulebook section 30.2.7.2.2 for the latest description of the Start Zone Procedures.

**Flags:** All drivers are responsible for adhering to the SKUSA flag rules as outlined in the Rulebook. Any driver that commits a flag procedure infraction is subject to penalties at the discretion of the Race Director.

**Waving Yellow Flag** - Indicates that there is a problem on the course ahead. The driver is to proceed with caution and **raise a hand to signal following drivers**. A driver is not to pass another driver from the point that the yellow flag is being displayed until cleared of the incident. Passing under a yellow flag, as well as failure to raise a hand to signal following drivers, may result in a penalty.

**Standing Yellow Flag (not waving)** - Continue at racing speed. Minimal danger ahead. No passing until clear.

**Double Waving Yellow Flags** - Signifies a full course yellow when displayed at the start/finish line, with corner workers displaying double yellow flags. All competitors will slow down, line up in single file behind the leader at a constant reduced pace, and follow the restart procedure.

**Red Flag** - A red flag indicates that the race is stopped due to an emergency, weather or darkness. A driver is to slow down, raise a hand & be prepared to stop where directed by officials. A driver may not enter the pits nor work on the kart unless otherwise directed by the Race Director. The race order for the restart is determined by the last fully completed green flag lap. Any kart involved in a red flag incident, under any circumstances, will go to the back of the field – and may be eliminated from the race at the Race Director's discretion. If more than two karts are involved in a red flag incident, position at the back of the pack will be determined by the last scored position in a fully completed lap.

**Waving/Unrolled Black Flag** - Indicates that the driver has committed an infraction (or is being lapped) -- may include a sign with the driver's Race Number. The driver is to immediately report to the pits and stop where directed by a race official. Failure to respond to a waving black flag will result in lap penalties or disqualification.

**Rolled Black Flag** - Is displayed as a warning of a driving infraction. If the driver does not heed the rolled black flag, the waving black flag will be displayed. **DO NOT PULL OFF TRACK IF GIVEN A ROLLED BLACK FLAG.** It is a warning only.

**Black Flag with Orange Disc** - Also called a 'meatball' flag, this flag indicates a mechanical issue or failure on the driver's kart, making it hazardous to stay on track. The driver must immediately report to the pits, or be subject to a penalty or DQ.

**Checkered Flag waving with a Black Flag** - At the finish of competition indicates that the results of that session are under protest, and a final result is pending the Race Director's decision.

**Yellow Flag with Red Stripes (debris flag):** May be displayed as a courtesy. It signifies a significant reduction in traction or grip on the racing surface due to the presence of foreign materials. It usually is displayed until the entire field has been made aware of the hazard. It is permissible to overtake another driver when this flag is being displayed.



**The Investigation Flag:** A black and white flag shown by the Head Flagman may be displayed motionless with a number board to inform a driver that they are under investigation for potential unsportsmanlike conduct on track. The Investigation Flag, called by those officials approved by the Director of Competition, is for information purposes only and does not guarantee a penalty will be assessed. Should unsportsmanlike conduct continue by a driver under investigation, SKUSA retains the right to issue a black flag.

**Lapped Drivers:** Drivers about to go down a lap on the leaders will be given the removal flag (waving Black Flag) and must exit the track the next time by the pit-in lane. Removed drivers will be scored based on laps finished up to the point of removal. Failure to heed the removal flag may result in penalties.

**Driver Conduct:** Driver conduct rules are in place to protect competitors from unreasonable interference from other competitors. This unreasonable and unacceptable interference could be generally classified as rough driving and/or blocking.

**Rough Driving:** Is a term commonly applied to knocking (punting) another competitor from the line or the course, or other avoidable contact with another kart. There is a fine line between malicious intent and inadvertent contact. The basic rule is "no contact." Good, competitive racing sometimes sees contact between competitors. This type of contact can still be considered a violation depending on each incident. Officials will spot such infractions and take the prescribed action.

**Blocking:** These tactics are blatant efforts by a leading driver to avoid being overtaken by a trailing driver. There is a difference between being tough to pass and blatant blocking. These blocking actions observed by officials will be subject to penalties. Blocking is considered when a driver makes more than 1 move off the preferred racing line on a given straightaway. You can 'zig', but you cannot 'zag.'

**Penalties:** Shall be assessed per SKUSA Rules section 10.5. The SKUSA APP is the official resource for notification of any penalties and/or revisions due to protests. All on-track penalties are posted in the SKUSA APP within 15 minutes of the end of your session, and can be found by scrolling down to the bottom of the session in the Announcements. In the event of a protest that causes a penalty to be adjusted or reversed, this will also take place only in the APP. Make sure that you check the APP regularly for any changes or adjustments that may affect your next on track session. For technical penalties, you may also be notified in the Post-Tech area and presented with a penalty notification form (at the discretion of the technical team). If so, you may be requested to sign acknowledgment of the penalty; however, your signature does not mean you agree with the penalty. If you disagree with a penalty, you have the right to file a protest (see below). NOTE: Even if you are not presented with written notification of a penalty, it does NOT mean that there are no penalties in your session. A Penalty Steward will be available to clarify or discuss any penalties.

**Protests:** Are allowed per paragraph 10.5.6 Protests (page 15) of the SKUSA Rulebook. Protest forms are available thru the Penalty Steward or at Registration. Follow the printed instructions on the form. Each protest at this event must be accompanied by \$250 cash (U.S. currency). You are eligible to protest an on-track penalty or a technical infraction. Due to the complexity of this event and the time constraints, you are not allowed to protest a 'non-call'.

GoPro camera footage is for personal use only and is not admissible as evidence – with the possible exception of a jump-start penalty – as it does not provide a complete and accurate representation of an incident. If you present your own video without the express request of the Director of Competition, your protest will be automatically denied. Video review of your protest may or may not be available and is at the sole discretion of the Race Director.

The protest process is critical to the success of any event. We expect that you will be courteous and professional when tendering a protest and receiving a decision. Verbal abuse, threats, or any other unsportsmanlike conduct may result in additional penalties, or if severe enough, removal from the remainder of the event.

**Stopping on Race Course:** Drivers that stop on the track must, first and foremost, get themselves and their kart to a safe position and out of the way of others. Only after taking care of safety concerns may they attempt to restart. All such attempts must be conducted in a safe manner and under the driver's own power. At ALL times, a driver's privilege to attempt to restart is subject to track officials' instructions and interpretation of "safe to do so." A driver is not to expect corner workers to assist a restart. If the kart cannot be restarted, the driver is to assist course workers to get the kart to a safe position. Once the kart is secured, the driver must remain in a safe place near their kart, with their helmet on, until the race is completed.

**Scale Procedures:** All competitors are required to weigh-in at scales with their kart after every competition session to ensure correct scoring, regardless of the number of laps completed. This is a requirement even if an on-track or technical disqualification has occurred, or if the kart is returned to the scale area via the track retrieval vehicle. Failure to scale after taking the green flag will be recorded as a DQ.

**SKUSA on-board camera registration policy:** All cameras used at SKUSA events must be registered prior to use and have the SKUSA inspection sticker clearly visible on the camera body. See the Tech Director to register your camera. Additionally, each camera must be clearly marked with the owner's name and mobile phone number. Cameras without identification may not be returned. Loss of the camera on the racing surface may result in penalties, including loss of positions, loss of points, and/or monetary fines. Rule 20.2.7.2.1. Identification. NOTE: Mounting on the helmet, radiator, or any part of the driver is not permitted.

**Pets on Premises:** Pets are allowed on the track property, but must be kept on a leash at all times or within your vehicle(s) and/or pit/camping area. No pets are allowed in the Hot Pit lane or in Tech. Please pick up after your pet. Neither track owners nor SKUSA are responsible for any aggressive behavior displayed or any act causing bodily harm by a pet while on the event property. Rule violations may result in expulsion from the event of the pet's owner and/or related driver.

**Miscellaneous:** SKUSA reserves the right to revise event parameters without prior notice. Furthermore, the Director of Competition reserves the right to modify the event format, its length, or any particular segment thereof, in the interest of safety or operational considerations. Additionally, the Director of Competition reserves the right to issue a green, white or checkered flag, which will declare and record a conclusion of that particular segment, regardless of length or time.