

2018 WINTERNATIONALS

SKUSA Pro Tour – Rounds 1 and 2

Event Information Sheet

WELCOME: The staff and sponsors of 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.

NOLA 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, used tires or empty fuel cans left in unauthorized locations, and/or damage to asphalt of any kind could result in an additional charge to the pit space renter – or a 1-race suspension to the violator.

- Trash should be deposited in the receptacles provided. PLEASE DO NOT pile loose trash around a trash can.
- DO NOT put used tires or empty fuel cans IN the trash receptacles AND DO NOT LEAVE THEM IN THE PITS. Please TAKE them all home with you when you leave.
- 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 400SF of pit area (min 5lbs, 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 during this event after pit parking is complete -- until move-out on Sunday (and at the discretion of the Operations Director). SKUSA staff will be available to assist attendees with bringing in supplies each morning. The only vehicles that will be allowed to move/park inside the pits are handicapped vehicles (with a current/official handicapped placard), emergency vehicles, SKUSA staff vehicles, and those with an event specific parking pass.
- NO motorized or non-motorized vehicles are allowed in the pits (other than SKUSA staff and emergency vehicles). Do not bring golf karts, bikes, scooters, razors or skateboards. Handicapped guests are excluded from this rule, but will be required to show proper ID and an official handicapped placard to receive a pass at the SKUSA Registration desk for their handicapped vehicle. Engine builders may be allowed to use a bicycle at this event, but must receive a pass for it at the SKUSA Registration desk.
- No staking of tents into the asphalt; no fuel spills on the asphalt.
- Move-out on Sunday night will begin AFTER completion of the podium ceremonies. Exceptions must be pre-approved by the Operations Director.
- Gate Hours for this Event: THUR: 7am-10pm; FRI/SAT/SUN: 6:30am-10pm; MON: 8am-12noon. NOTE: Anyone camping on site MUST keep their front gate wristband on at all times, or will not be able to access the pits outside of curfew hours.
- Catering/Food Concessions: NOLA Motorsports Park and its 'Preferred Caterers' are the sole food and beverage service providers for all events at the facility. All food and beverages must be purchased from Nola Motorsports. Team catering should be handled through Dana Tyso: dana@NolaMotor.com . There is also a full service track cafe onsite.
- 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. Only service animals are allowed inside any buildings. 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.
- No Alcohol in the Pits while karts are on track: Due to insurance restrictions, open containers of alcohol are NOT allowed in the pits while karts are moving on track. Any person caught drinking alcoholic beverages prior to the completion of the last on-track session of the day will be asked to leave the property and may be subject to further disciplinary action.

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 to work on a driver's kart. 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 per the event schedule. Minor drivers must also bring an adult or 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 ARE MANDATORY AT PODIUM: A podium presentation will take place at the conclusion of each race day on Saturday and Sunday. All 1st thru 3rd place finishers in all 9 classes will receive a trophy at that time. All podium/prize winners are required to be in attendance and in full racing suit, including helmet. Additional purses and/or prizes offered at this event will be given out on Sunday at the end of the day or after the event (upon verification of weekend points).



SKUSA MEMBERSHIP/NEW NUMBER PANELS REQUIRED: A current, annual SKUSA membership is required to participate in this series, as well as **specific colored number panels** per NEW rules posted on the SKUSA website. Your number panels must include your **approved** race number for this series. All number panels 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 **4th practice on Friday**, drivers will not be allowed on the track without the assigned transponder being properly mounted on the kart -- and will be black flagged if the kart is not being recognized by the Timing & Scoring system. It is the driver's responsibility to ensure 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 a transponder is not working properly, it will need to be replaced -- either by a personal unit or a rented one from SKUSA. A rental transponder can be acquired at the SKUSA Registration Desk. Whether the replacement is a personal unit or a rented one from SKUSA, Scoring & Registration must be notified of the new code.

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 if you need one.

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 15cm to ground level, with a clear & 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/Micro Swifts, and qualifying for all other classes).

Class Weights			
S1	385 lbs	Micro Swift	225 lbs
S2	385 lbs	Mini Swift	245 lbs
S4	405 lbs	X30 Junior	320 lbs
S4 SM	405 lbs	X30 Senior	365 lbs
		X30 Master	405 lbs

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

TWO Pre-Tech sheets (one for EACH race day): Fill out **COMPLETELY and sign**. Bring the form with you to your first competition session EACH RACE DAY (i.e., qualifying), where SKUSA grid personnel will collect it. You will not be allowed on the track for qualifying 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 and finishing position penalties.

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 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 an engine seal 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 in the entry packet, an engine seal must be installed by the competitor and recorded on the Pre-Tech form. Stock Honda engines: one cylinder stud/nut and one head stud/nut must be drilled for sealing. X30 Senior/Master: one reed cage bolt/stud and one head bold/stud/nut must be drilled for sealing. 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 event wristband is included with the purchase of a race entry. ALL other attendees must acquire either regular Event Passes or HOT Pit Passes (for mechanics/ crew – 2 max per driver) and wear the applicable wristbands at all times in the pits, grid and spectator areas. An optional Thursday practice day is being offered, and will have its own corresponding wristband.

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. After that time, you will not be allowed on the track without a working transponder. If your rental transponder does not have at least TWO green blinks, bring it back to the Registration Desk, where they will exchange it and report the number change to Timing and Scoring. 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 the main event on Sunday. See event schedule. ***Should you DNF or DNS prior to the last session of the event, be sure to return your rented transponder to REGISTRATION prior to leaving the premises.***

Event Schedule: Timing for an event of this size is very important, and we must stay on schedule. It is each entrant's responsibility to be on the pre-grid at the appointed time. We cannot and will not wait for any driver. If there are changes to the printed schedule, it will be announced – either via PA system, in the Drivers' Meeting, or with a new handout. If we fall BEHIND, SKUSA has the option to cut laps and/or go to a "RACE READY" format until back on schedule.

Mandatory Stickers & Diagram: Provided stickers are to be placed on your kart in the locations specified on the Mandatory Event Sticker Diagram prior to qualifying. This is a Tech Item. Additional stickers can be obtained at the Registration desk if needed. NOTE: Only Stock Honda classes (S1/S2/S4/S4SM) require the Honda Racing/HPD sticker.

Driver Profile: Used for race announcing. Please fill out and return to the Registration desk prior to Qualifying.

Facility Diagram: An enclosed track map shows the configuration to be run at this event.

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 WINTERNATIONALS RULES AND REQUIREMENTS: Rules for this event are pursuant to the current SKUSA Rulebook and supplemental updates (found at www.superkartsusa.com), with the following specific clarifications or exceptions:

All IAME Swift & X30 Engines: Require: (1) An auxiliary carb return spring, (2) an IAME air filter -- part # 10751-A, and (3) specific spark plug caps: PVL (IAME part number 10544) or NGK (Part number TB05EMA).

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

Mini and Micro Swift: Grid order for the Saturday and Sunday morning practice sessions AND Qualifying will be based on the Fastest Official Transponder Recorded Time from the 6th practice session on Friday. All Micro and Mini drivers are to weigh in at scales and be tech compliant. Penalty positions will be issued for non-compliance.

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

All Drivers 15 and under: Must wear a neck collar, per SKUSA rule 10.4.2.5 for all on-track sessions. 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 S1, S2, S4 & S4 SM:

- 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) **EXHAUST PIPE:** Only the SK-1 pipe is allowed in SKUSA competition, and is available for purchase thru the authorized dealers listed at <http://superkartsusa.com/dealers.html>.
- 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 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 NEW mandatory ratio of fuel to oil for all IAME classes is 1 gal C12 to 8 oz Motul Oil. Competitors are required to purchase at least 1 order of spec fuel/oil with their entry, and should pre-order additional practice supplies from SKUSA prior to the event cutoff. Due to local fire codes, you are not allowed to bring in large amounts of additional practice fuel. A limited amount of additional fuel and oil may be available for purchase at the event, but only pre-orders are guaranteed to be on site. 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. Consult your owner's manual or engine builder for the proper fuel/oil ratio.

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), 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 Mini/Micro Swift) purchased from SKUSA as part of the entry process and picked up at the event. For Mini and Micro Swift, 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, 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 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, 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).
- 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 Director 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 20.3.1.5.3 of the SKUSA Rulebook, along with the additional clarifications below.

1. An engine seal must be installed on the engine according to the rules above, and the seal number must be entered on the Pre-Tech Certification form that is turned in prior to the first competition session (i.e., qualifying) EACH race day. This seal must remain in place for the duration of the race day. A new seal may be acquired at Registration at the end of the 1st race day, if necessary, for the 2nd race day. See the event Technical Director for additional assistance.
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 subsequent to 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.
5. X30 and Swift 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.
6. 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 warm-up the next morning). 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 for each class. The grid order for each competition session, starting with the pre-final, will be based on the results from the previous competition session.

Start Zone Procedure: The pole sitter shall approach the start zone at a reasonable and maintained pace. The speed shall be constant until the pole sitter reaches the start zone which is defined by a set of cones spaced 30-40 feet apart, depending on the facility. The pole sitter will start the race anywhere within this defined zone, and the starter will use a light or green flag to signify that the race has started once the leader has started the race. There is no waived start. If the leader accelerates before they break the plane of the first set of cones it shall be considered a jump start and is subject to penalty. If the pole sitter has not accelerated when they break the plane of the last set of cones the starter shall start the race and begin. The outside pole may not lead the pole sitter into the start zone. If this occurs the off pole is subject to penalty.

Championship Points System: The Pro Tour championship points system will be based on the Regional Points System as published on page 49 of the SKUSA Rule Book. There will be 1 drop allowed in the Pro Tour series, which consists of 6 races (2 WinterNationals races, 2 SpringNationals races, and 2 SummerNationals races). Additionally: (a) No Rain Bonus points apply to the Pro Tour, and (b) races with a DQ in the Main may not be dropped (as described in SKUSA Rule 10.5.3.2).

Flags: Each competitor is responsible for the adherence to the following flag signals. Any driver that commits a flag procedure infraction is subject to penalties at the discretion of the Race Director.

Green Flag – Is displayed at the start of practice or competition. If the starter decides to have a restart, the lights will not extinguish and/or all corners will go to standing yellow flags.

Waving Yellow Flag - A 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 requires the driver's attention at the next corner. 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 hand & be prepared to stop where directed by officials. A driver may not enter the pits and may not work on the kart unless otherwise directed by the Director of Competition. The race order for the restart is determined by the last fully completed and scored green flag lap. Any kart involved in any red flag incident, under any circumstances, will go to the back of the field – and may be eliminated from the race at the discretion of the Director of Competition. 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 - A rolled black flag may be displayed as a warning of a driving infraction. If the driver does not heed the rolled black flag warning, the waving black flag will be displayed. **DO NOT PULL OFF TRACK IF GIVEN A ROLLED BLACK FLAG.** This 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. Failure to respond to the mechanical black flag will result in lap penalties or disqualification.

Crossed Flags (Green & White) - Indicates that the race is at the halfway point.

Two Vertical Flags Side by Side - Represents two laps remaining in the race.

White Flag - The race has one more lap.

Checkered Flag - A checkered flag is displayed at the finish of competition or practice. A driver is to race to the checkered flag irrespective of the lap number. No cutting of the track is allowed.

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 Director of Competition's decision.

Yellow Flag with Red Stripes (debris flag): This flag may be displayed as a courtesy flag and is not always available. 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.



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 the black flag if it deems necessary.

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: Rough driving is a term commonly applied to knocking (punting) another competitor from the line or the course, nerfing, or other avoidable contact with another kart. It must be understood that there is a fine line that exists 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: Blocking 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. If you disagree with a penalty, you have the right to file a protest. A SKUSA Steward will be available to clarify or discuss any on-track penalties that are unclear; inquire at Scales.

Protests: Are allowed per paragraph 10.5.6 of the SKUSA Rulebook. Protest forms are available in the Post Tech area or at Registration. Follow the printed instructions on the form. Each protest must be accompanied by **\$250** cash (U.S. currency).

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 his 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.

A reminder of the 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 20.2.7.2.2. Identification. NOTE: Mounting on the helmet, radiator, or any part of the driver is not permitted.

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.