



## Event Information Sheet & Supplemental Rules

**WELCOME:** SuperNationals 22 will once again be the largest and most prestigious karting event in the world this year! The entire staff at SuperKarts! USA extends our thanks to you for your participation. As always, feel free to stop by the SKUSA REGISTRATION desk for answers to your questions or clarification of any procedure. The following are some important details, supplemental rules, and suggestions to help you navigate this event.

**THE SKUSA APP:** The SKUSA APP is the official source of all on-track activity for all SKUSA events, and is available for free on both Apple and Android phones. Make sure to download it, and check it frequently during the event. It is the single best resource for race results, schedules, penalty notifications, and protest outcomes.

**RIO PREMISES:** Please join your fellow competitors and SKUSA in assuring we leave the premises in the same condition it was given to us by policing your area upon completion of each day's event. Trash should be deposited in the receptacles provided. If a receptacle is full, either wait for it to be emptied or use a trash bag – PLEASE DO NOT pile loose trash around a trash can. Used tires may be left outside of your tent next to a trash container for pick-up and recycling. NO TIRES SHOULD BE PUT INTO THE TRASH RECEPTACLES.

**PIT SPACES:** Pit areas will be inspected at the conclusion of the event. Oil/fuel spills, used tires left in trash cans, and/or damage to asphalt of any kind will result in a damage assessment to the pit space renter. NOTE: No staking, unless done by SKUSA's certified contractor. Please be responsible for the condition of your own pit spot.

**MOVE-OUT POLICY:** In order to maximize security and safety throughout this event and until completion, the SKUSA Operations Director is in full control of the pits. This means that once parking has been completed, all vehicles (trucks/trailers) are either in or out -- and will not be allowed to move again until race completion on Sunday afternoon.

**NO MOTORIZED OR NON-MOTORIZED VEHICLES IN THE PITS:** Only SKUSA staff members, emergency personnel, and disabled individuals with official handicapped placards will be allowed to operate motorized or non-motorized vehicles at this event. We do not want to detract from the on-track focus with unnecessary accidents in the pits. For the handicapped vehicles, a 2018 Supernats pass must be obtained at the SKUSA Registration desk or from the SKUSA Operations Director; please be prepared to show legal proof of 'disabled' status. Illegal use or defacing of authorized permits will result in confiscation of the vehicle and/or expulsion from the event.

**DRIVERS' MEETINGS ARE MANDATORY:** Drivers are required to attend all of their own group's Drivers' Meetings – with their mechanic and a parent/guardian if a minor – per the event schedule. A translator is also required to be in attendance if the driver does not clearly understand spoken English. Driver roll call will be taken at each meeting, and any drivers discovered not in attendance will be penalized in qualifying.

**PODIUM PRESENTATIONS:** SUPERNATS WINNERS: All 1<sup>st</sup> - 5<sup>th</sup> place finishers in EACH class will be presented with a trophy at an initial podium presentation upon conclusion of each main event on Sunday, Nov 18 near the Scale/Tech area of the track. Final receipt of actual trophies and any other prizes offered will be at Registration by the end of Sunday's on-track activity (once final race results have been confirmed and posted). PRO TOUR 2018 CHAMPIONS: All 1<sup>st</sup> -3<sup>rd</sup> place winners will receive a trophy at an awards presentation that will take place inside the Rio in Amazon Ballroom G on Wednesday evening, Nov 14, at 8:30pm. Any additional purses and/or prizes offered to the winners will also be included in this presentation. Attire for the event is 'dress to impress'. This event is free admission with a cash bar (no food will be served). Everyone is welcome to attend, although advanced RSVPs were available and encouraged, due to limited seating.

**TRANSPONDERS:** Beginning with the **SECOND** practice session on Wednesday, drivers will not be allowed on the track without the transponder assigned being properly mounted – and operational – on the kart. You will be black flagged if your kart is not being recognized by the Timing and Scoring system from this practice session on Wednesday through the main event on Sunday. It is the responsibility of the entrant to ensure that their transponder is sufficiently charged, and 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. In either case, Timing and Scoring (via the Registration desk) must be notified of the new transponder codes. Note the Event Schedule distributed on site for when rental transponders will need to be returned for re-charging during the event. GO TO THE SKUSA REGISTRATION DESK FOR ASSISTANCE.

The competitor 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 self-owned OR rented transponders if drivers 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 is in the center of the seat back with the bottom of the transponder body no closer than 15cm to ground level. 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. NOTE: Do not locate any metal object between the transponder and the scoring loop (i.e. additional ballast). The transponder must have a clear line of signal to the track surface.

**CLASS WEIGHT MINIMUMS:** ALL drivers must meet the minimum weight listed below after EVERY competition session as well as Practice Round 4 (where noted on the schedule). Failure to weigh-in, or falling below the minimum weight, will be grounds for disqualification for that session.

#### Class Weights

KZ	385lbs
Pro Shifter	385lbs
Master Shifter	410lbs
Micro Swift	225lbs
Mini Swift	245lbs
X30 Junior	320lbs
X30 Senior	365lbs
X30 Master	395bs
KA100 Junior	320lbs
KA100 Senior	360lbs

**SCALE PROCEDURES:** There are two scales located in the scale area. Odd numbered karts will use one scale, and even numbered karts will use the other. There are signs to direct you to the correct scale. Drivers will not be allowed to use the other scale line, and violators will be placed at the end of the correct line and may be subject to additional penalties. If you weigh light at the scale, you will get one chance to re-weigh on that scale. You will not be allowed to use the other scale at any time for any reason.

**RACE NUMBER PANELS:** SKUSA has a new 2018 race numbering system and mandatory number panel colors for all classes. See the RACE NUMBER PANELS webpage at [www.superkartsusa.com](http://www.superkartsusa.com), as well as SKUSA rule 20.2.2, for more details. **THIS IS A TECH ITEM**, and those in non-compliance will be subject to track removal and/or disqualification. Clear and readable race number panels are required on all 4 sides of the kart for ALL on-track sessions, including practice and warm-up sessions. Failure to adhere to this requirement will result in loss of track time and/or a penalty until compliant.

**QUIET RULE TO BE ENFORCED AT THIS EVENT:** The only place that an engine may be started/running (besides on the track) is in the immediate area outside of the competitor's pit spot/tent and/or at the direction of the chief grid steward (1-2 minutes prior to on-track segment). Do not push a running kart to the grid.

**GRID OUT RULE 1:** A maximum of two mechanics per current session entry are allowed in the Grid to work on a driver's kart. All mechanics in the Grid must be wearing a visible Hot Pit Pass or they will be required to leave.

**GRID OUT RULE 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 area, (b) in Grid Out onto the track, and (c) in the exit lane leading to the scales. Karts must be pushed from pit to the pre-grid and from scales to the pit.

**GRID OUT RULE 3:** There will be **NO "hot pit" allowed** during any on-track session for this event FOR ANY CLASSES (which means there will be no pulling off track to make adjustments and pulling back onto the track).

**REGISTRATION PACKAGE:** All Driver Registration packages will contain the following important items:

**Pre-Tech Sheet (all classes except KZ):** Fill out completely and sign this form for each registered kart entry. Bring the form to the pre-grid of your first competition session (i.e., qualifying) for SKUSA personnel to collect it. NOTE: Failure to properly complete the form will result in grid position penalties or a technical DQ. Pre-event kart safety and compliance is every competitor's own responsibility. The Pre-Tech sheet will serve as a general guideline to items that must be in compliance prior to competition. Karts will be randomly spot checked throughout the event to assure overall rule 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, or starting position penalties in the next session.

**Engine Seals & Chassis Tags (all classes except KZ):** The Pre-Tech Certification form requires an **engine seal number** and a **chassis tag number**. Each driver will be supplied with a WHITE engine seal and a BLUE chassis tag at Registration (none for KZ & KA100 Jr needs 2 engine seals). Install these items on your kart as described below **prior to qualifying**, and record the numbers on your Pre-Tech Sheet. Should you need to change your engine during the event (and thus change the seal number on record), it is your responsibility to report such change to the Event Technical Director and insure that your Pre-Tech form is updated accordingly (see SuperNats specific rules regarding engine changes below). Should you require a new or an additional engine seal or chassis tag after Registration check-in, you will need to obtain them from the Tech Director.

**Engine Sealing (all classes except KZ):** 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 bolt/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). KA100 Jr: Two (2) engine seals and a drilled nut will be required for sealing. 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. Lack of engine seals properly installed and/or documented will result in disqualification. All seal wires must also be tight or the driver will be subject to penalties. See Event Technical Director for assistance.

**Chassis Tagging (all classes except KZ):** Install the chassis tag on the driver's RIGHT-HAND frame directly inboard of the spindle/stub axle prior to qualifying -- and record the number on the Pre-Tech Certification form. Lack of the correct chassis tag installed and/or documented will result in disqualification.

**Insurance Wristbands:** One driver wristband is included with the race entry for each driver. All other attendees, including mechanics and spectators, must purchase either a 'hot pit' pass (2 max per driver) or a regular 'spectator' pass and wear the applicable wristband at all times while within the race event premises.

**Rental Transponder:** If you have rented a transponder from SKUSA, your name will be on the list at the SKUSA Registration desk and you will be able to pick it up **according to the event schedule**. All transponders must be installed by the 2nd practice session on Wednesday. After that time, you will not be allowed on the track without a transponder. If you need a transponder mount, they can be purchased at Registration for \$6/each. If your rented transponder does not have at least TWO green blinks at any time during the event, bring it back to Registration immediately. They will check it and exchange your transponder if necessary, reporting the number change to Timing and Scoring. If a rented transponder is lost or damaged, you are responsible for the replacement cost (min \$350).

**NOTE:** Rented transponders will be collected at the scales after the main event on Sunday **and once during the event for re-charging**. **See the event schedule to return your rental transponder on Friday for re-charging -- then pick it back up on Saturday**. Should you DNF or DNS prior to your last scheduled session of the event – or for those drivers that do not participate in the Sunday main event – be sure to return your rented transponder to the SKUSA REGISTRATION desk prior to leaving the track. SKUSA recommends that drivers with their own transponders re-charge them at least once (overnight) during the event. SKUSA is not obligated to hand-score any drivers whose transponders (owned or rented) do not function properly.

**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. Any official changes to the printed schedule may be announced or published via one or more of the following: the P.A. system, the SKUSA website, our social media platforms, posted in the SKUSA APP.

**P1/P2 Practice Groups (Mini Swift, X30 Junior, X30 Senior and X30 Master only):** SKUSA no longer provides a label to identify the proper group for each on-track session. All drivers will be notified at Registration with "P1" or "P2" documented on their packet, which will be their group for the first 4 rounds of practice on

Wednesday. Each driver's P1/P2 group will change to a Q1 or a Q2 group starting Thursday, based on their 4<sup>th</sup> Wednesday TIMED Practice. See additional details below and the event schedule on-site.

**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 any purses and/or prizes won.

**Sponsor/Event Stickers:** 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 as needed.

**Driver Profile:** Used for race announcing and TV production purposes. Please fill it out and **return it to the REGISTRATION desk** prior to qualifying.

**Fire Regulations:** This form will need to be read, signed and returned to **REGISTRATION** prior to qualifying.

**Facility Diagrams:** A track map and a pit map will be provided in the driver packets.

**Copy of On-Site Purchase Receipts:** As a variety of important race products will be sold on site, including the spec fuel/oil, each driver will be given receipt copies of any purchases made. The purchase of fuel, oil, or fuel jugs will also require a sticker from Registration to take to the fuel farm to redeem those products.

## LIABILITY WAIVERS

**Liability Waiver:** All adult drivers, crewmembers and spectators (18 and over) shall sign a waiver and release of liability before participating in any SKUSA event. The entrant and/or attendee, 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 entrant or driver, 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.***

## SUPERNATIONALS 22 – EVENT SUPPLEMENTAL RULES & REQUIREMENTS

SuperNationals 22 rules are per the latest SKUSA Rulebook posted on the website at [www.superkartsusa.com](http://www.superkartsusa.com), along with the clarifications and exceptions as posted online or stated herein.

**Fire Codes:** Clark County Fire Regulations are as strict as ever. A detailed list of the specific fire ordinances for this event is included in each driver registration packet, and SKUSA will require the form to be returned with a signature acknowledging receipt and understanding of these rules. These include the rule that no fuel may be brought into the event by attendees, as well as SKUSA's detailed rules in section 10.4.1.3.1 of the SKUSA Rulebook about mandatory FIRE EXTINGUISHERS. No smoking signs will be posted and enforced; this includes all spectator grandstands. The fire marshal will be conducting random inspections, and violators will be subject to fines and/or expulsion from the event.

**Chassis Construction:** As a reminder of the general chassis regulation from the current SKUSA Rulebook: **Rule 20.2.4.1:** Chassis must be CIK or SKUSA approved and must be constructed of a carbon steel alloy using traditional tubular construction. The SKUSA National Technical Director must approve any non-traditional materials or chassis design and components before the kart can be approved for competition.

**All KZ competitors:** If you have a non-CIK North American built chassis, it will be necessary to have specifications available at scrutineering/chassis sealing. This should include a hard copy, dimensional drawing of the chassis denoting tubing diameter, and cross-member location.

**KZ Rules:** See current CIK Rule Book (article 12) for all engine specifications, as well as the current SKUSA Rulebook and supplemental rules contained herein for all on-track rules. Note: SuperNationals 22 is not a CIK-FIA championship points event for KZ. As such, SKUSA race officials reserve the right to be lenient in rule issue resolutions where safety and/or performance are not impacted.

Exceptions:

- Article 2.16.4 – “Radiators must be placed above the chassis frame, at a maximum height of 50cm from the ground, at a maximum distance of 55cm ahead of the rear wheels axle...” Due to the potential of extreme heat, the placement and height restrictions will not be enforced by SKUSA at this event.
- Article 12, Appendix 1 – “Volume of combustion chamber: 11cc minimum.” SKUSA uses the same basic process but substitutes Marvel Mystery Oil as the designated fluid. The Spark plug insert will be the USA specification with insert volume of 2.4 cm<sup>3</sup>/cc. This results in a total volume of 13.4cm<sup>3</sup>/cc.
- Due to the dimensions of the Evinco spec tire, the maximum wheel/tire width is increased from 135mm to 138mm.
- SKUSA utilizes a fuel farm on site to comply with local fire regulations, but no Parc Ferme.
- SKUSA has documented the required rules regarding EXHAUST SILENCER HOMOLOGATION on the website under the Rulebook page.

**Pre-Tech – KZ Class Only (Declarations/Scrutineering): No pre-tech form is required for KZ.** Nor should there be an engine seal or chassis tag in the driver registration packet upon check-in. It is the responsibility of the competitor to bring their kart to the SKUSA Scrutineering area in the **C-GRID** (see pit map) to get their chassis tagged and engine(s) sealed by the Scrutineering/Tech staff between 1:30 pm and 5:00 pm on Thursday, Nov. 15th only.

- Each Driver will be entitled to submit the following equipment: Number of chassis: 2, of the same make; number of engines: 2, of the same make. The karts must be presented in full configuration (assembled chassis + bodywork).
- From Qualifying, each Driver may only utilize the following equipment: Number of chassis: 2 (the ones marked at Scrutineering); Number of engines: 2 (the two marked at Scrutineering).
- Management of the two chassis and engines: The choice of the chassis and engine (from among the two Marked at Scrutineering) to be used for the Qualifying, Practice, Heats and Final is left to the discretion of the Driver.
- The use of any chassis or engine not submitted at Scrutineering/Tech will result in disqualification from the event.

**Pro Shifter & Master Shifter classes require:**

- **SKUSA Timing Plate:** The use of the blue SKUSA stock Honda timing plate is mandatory in SKUSA competition. These are available thru the engine builders or the SKUSA Registration desk on site.
- **SK-1 Exhaust Pipe:** Only the SK-1 pipe is allowed in SKUSA competition. See an authorized dealer on site.
- **HPD/Honda Racing Line Membership:** To be eligible for the purses and prizes offered in these 2 classes, all Honda drivers are required to be a CURRENT member of HPD’s Honda Racing Line (memberships must be renewed annually). This is a NO COST membership. See a SKUSA Registration rep for the proper forms.

**All IAME Classes and the KZ Class:** Require the **Push-Back Bumper system (PBB)**. See the online SKUSA *Rulebook Updates* section regarding the PBB for more information and the Technical Drawings.

**All X30, KA100 and Swift Classes:** All IAME engines must be of USA origin. They also 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 Motul oil.

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



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

**KA100 Junior:** Requires a 22mm Exhaust Restrictor, IAME part # IAH-02011.

**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 20.1 approved chest protector. SFI chest protector standards: Ages Up to 8: 20.1/1. Ages 9-12: 20.1/2.

**Spec Fuel and Oil/All Classes:** The spec fuel is VP C12 for all classes at this event, and Motul Kart Grand Prix 2T is the spec oil. Event entry did NOT include any fuel or oil. However, it will be available for purchase throughout the event. Participants are expected to bring their own fuel jugs, although a limited number of jugs will be available for purchase at the event Registration desk in 5-gallon and 3-gallon sizes. See mandatory fuel/oil ratio for all IAME classes above.

**Fuel Farm:** The Fuel Farm will open and close each day per the posted schedule. All fuel must be mixed and remain in the Fuel Farm. All re-fueling must be done in the Fuel Farm. By order of the Clark County Fire Marshall, no fuel is allowed in the pits other than in the Fuel Farm. KARTS ARE NOT TO BE STARTED IN THE FUEL FARM.

**Race Tires/All Classes:** Race (i.e., Competition) Tires are defined as the two (2) sets of dry tires purchased from SKUSA as part of the entry process and delivered at the event -- plus up to 2 sets of optional MG-WT rain tires. Purchase of your dry Race Tires is mandatory with your entry registration for delivery at the event. Competition Rain Tires may be purchased from SKUSA or any other MG Tires distributor, as long as they are the spec rain tires with readable bar codes. All competition tires must be bar-code scanned, assigned to the related entry, and signed out to the participant by SKUSA personnel at the event Tire Desk.

- For all classes (except the 2 Swift and the 2 KA100 classes), the Evinco Red 'M' tire is the Spec Tire and the only slick that can be used in practice and warm-ups, qualifying, heats, LCQs and mains (dry weather).
- For the Swift and KA100 classes, the Evinco Blue 'H' tire is the Spec Tire and the only slick that can be used in practice and warm-ups, qualifying, heats, LCQs and mains (dry weather).
- For all classes, the MG-WT tires are the spec rain tires for this event, and the only rain tires that can be used for practice, warm-ups, qualifying, heats, LCQ's and mains (wet weather).
- If the event is declared a 'rain' race by the race director, up to 2 sets of competition rain tires will be allowed (and additional information will be provided on site). However, they must be MG-WT rain tires (with a readable bar code). A limited number of MG-WT tires may be available for purchase at the SKUSA registration desk.
- The Tire Desk will open and close during the event per the on-site schedule.
- Competitors are required to pick up their two (2) sets of Race Tires (slicks), any Practice Tires purchased from SKUSA, and any Rain Tires purchased from SKUSA during these time periods. Failure to pick up RACE TIRES per the published schedule will result in a 2-position penalty in Qualifying.
- Any tire issues occurring after Tire Desk closure should be reported to the SKUSA Tech Area, and will be handled on a case by case basis. NOTE: Disputes regarding a possible tire defect, including circumference, must be resolved upon pickup prior to leaving the tire desk. See SKUSA rule section 20.2.6.
- All tires must be presented to the grid at ambient temperature.
- Tires used in ALL on-track sessions for this event – including all practice and warm-up sessions – must be the spec tires.

**Engine Repair or Replacement (All classes except KZ):** One (1) numbered engine seal (2 for KA100 Junior) must be entered on your Tech Sheet and that seal installed on your kart prior to Qualifying. All repairs must first be authorized by the Technical Staff and be performed under their supervision. No maintenance is allowed. The policy is "repair only." Event Technical Staff may inspect an engine's seal at any time during the event.

**Stock Honda Classes:** The basis for the Stock Honda classes is reliability, affordability and reasonable cost of maintenance.

- After qualifying, any repair of controlled components must be approved and recorded in advance by the Technical Director or staff. Approval must be received prior to disturbing the seal/paint.
- If an engine is approved for repair or replacement, a 10-position starting penalty will be assessed in the next competition session.

- Repairs are defined as replacing any non-functioning or damaged component including gaskets, seals and O-rings.

**X30, KA100 and Swift Classes:**

- Approval may be granted to repair damage only, not for maintenance – and must be received prior to disturbing the seal/paint.
- The burden for demonstrating damage rests with the competitor. If the competitor is unable to demonstrate damage, maintenance or replacement with a second engine (max 2) may be approved by the event Technical Director. If approved, a 10-position starting penalty will be assessed in the next competition session.
- In all engine substitution circumstances, approval must be obtained from the Technical Staff prior to the change.

**Practice and Qualifying – All Classes:**

- All drivers must be 100% tech and number compliant from the 1st practice on Wednesday thru the rest of the event.
- Anyone in the wrong practice group will forfeit the next practice session (if the last practice session for the day, 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 at the back of the field in their respective class for the next on-track session.

**Race Format:** In addition to multiple practice sessions, all classes are scheduled to receive one (1) 7-minute qualifying session, three (3) individual 12-lap heat races (10 laps for Mini & Micro Swift), and one (1) main event (25 laps for Pro Shifter, KZ, and X30 Sr; 20 laps for Master Shifter, X30 Master, X30 Junior, KA100 Senior and KA100 Junior; and 15 laps for Mini & Micro Swift. The grid order for the main event will be based on points earned in the heat races. In addition, the classes of Mini Swift, X30 Junior, X30 Senior and X30 Master will run elimination flights as described below.

**All Classes EXCEPT Mini Swift, X30 Junior, X30 Senior & X30 Master:**

**Practice:** Sessions by class – separated into morning and afternoon groupings (per the published schedule).

**Qualifying:** Sessions by class – same A.M. and P.M. groupings (see schedule).

**Heats:** Starting grid positions for all heats are based on original qualifying times. Heat scoring: 0pts-1st, 2pts-2nd, 3pts-3rd, 4pts-4<sup>th</sup>, and so on.

**Main:** Grid by aggregate heat points (tie breaks by original qualifying time).

**Mini Swift, X30 Junior, X30 Senior & X30 Master:**

**Practice & Qualifying:** Entries for these 4 groups will be separated into P1 and P2 practice groups at registration (entire field sorted by race number then split in half). These groups will be set until the results of the 4<sup>th</sup> practice session on Wednesday; the 4<sup>th</sup> session practice times will determine NEW practice groupings Q1 and Q2 for Thursday's practice & Qualifying sessions, as well as Friday and Saturday's Warm-up sessions. The new Q1 group will be the faster half of the field. The new practice groupings will also switch their starting order on track (Q2 before Q1), as shown on the on-site event schedule.

**Heats:**

- After qualifying, the entire field will be broken into 4 flights. Top qualifier on pole in A, 2nd qualifier on pole in B, 3rd qualifier on pole in C, 4th qualifier on pole in D, 5th qualifier off pole in A, 6th qualifier off pole in B, and so on.
- Flights: A vs B, C vs D, A vs C, B vs D, A vs D, B vs C per the published schedule. Flight assignments remain the same for all heats.
- Starting grid positions are based on original qualifying time (for all heats).
- Heat scoring: 0pts-1st, 2pts-2nd, 3pts-3rd, 4pts-4<sup>th</sup> and so on.
- **Top 34 drivers** (low to high aggregate flight heat points - tie breaks by original qualifying time) transfer directly to the main event.

**LCQ:** Grid by aggregate flight heat points, low to high (tie breaker will be original qualifying time). Field to be max 44 drivers, after the top 34 are removed from points standings. **Top 6 transfer** to the rear of the main grid in LCQ Final finishing order.

**Main:** Grid by aggregate flight heat points (tie breaker will be by original qualifying time).

**Guaranteed Starting Spots in the Main:** SKUSA 2018 Pro Tour Championship winners 1-3, PKC Regional Championship winners, and a few partner-series champions have been awarded guaranteed starts in their respective finals. These drivers may elect to skip the LCQ; if this happens, their spot in the LCQ will be left open, and they will start the Main behind the resulting LCQ transfers.

**Air Filters:** All shifter drivers (except KZ) have the option of running either an airbox or an air filter. All IAME classes have specific airbox rules. See the Rulebook section of the SKUSA website and/or the on-site SKUSA Tech officials for details.

**Age Certification:** All walk-up driver entries must be prepared to present a birth certificate, passport or current driver's license for age confirmation on site.

**Driver Conduct:** Driver conduct rules are in place to protect competitors from unreasonable interference from other competitors. Rough driving and/or blocking are two examples of unreasonable and unacceptable interference. Both on and off-track conduct will be assisted by the SKUSA video marshalling system and the recently-updated penalty system. See additional information below.

**Stopping on Race Course:** AT ALL TIMES, A DRIVER'S PRIVILEGE TO ATTEMPT TO RESTART IS SUBJECT TO TRACK OFFICIALS' INSTRUCTIONS AND INTERPRETATION OF 'SAFE TO DO SO.' 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 re-entry. 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 and with their helmet on until the race is completed.

**Lapped Drivers:** Drivers about to go down a lap on the leaders will be given the removal flag (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 a penalty, up to and including disqualification for that session.

**Flags:** Each competitor is responsible for the adherence 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 track officials and Race Director. Here are a few specific flags and what they mean:

**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 Race Director. 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 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** - 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.



**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):** This flag 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 'video' investigation for potential unsportsmanlike conduct on track. The Investigation Flag, called by track officials as approved by the Race Director, is for informational 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.

**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. See SKUSA rule section 20.2.7.2. NOTE: Mounting on (or in) the helmet, radiator or any part of the driver is not permitted.

**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 necessarily agree with the penalty. If you disagree with any penalties, 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 on-track penalties that are unclear.

**Protests:** Are allowed per section 10.5.6 of the SKUSA Rulebook. Protest forms are available thru the Penalty Steward or at Registration. Follow the printed instructions on the form, and make sure you are clear in what is being protested. 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 an 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 Director of Competition.

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.

**Pets on Premises:** Pets will be allowed in the pits for this event, but must be on a leash and in full control of the owner or handler at all times. No pets are allowed down into the grid/fuel/scales/tech areas. Neither SKUSA nor the Rio are responsible for the actions of any pets. Please clean up after your pet. Anyone with a pet that appears to present a threat or danger will be asked to leave the premises.

**Overnight Camping:** To insure personal safety and property security, NO overnight camping is allowed in the pit areas. Overnight camping must be off-site for this event.

**Miscellaneous:** SKUSA reserves the right to revise event parameters without prior notice. Furthermore, the Race Director 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 Race Director 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.