

# 2020 SKUSA PRO TOUR AT NCMP – Rounds 1-3 and 4-6

## Event Information Sheet

**WELCOME:** The entire SuperKarts! USA team 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. This document includes tips that will help you navigate the event and answer some of the most common questions. This information is meant to share basic policies and procedures, and will be superseded by on site officials' instructions, video-taped driver's meeting, event signs, and other adjustments to event activities in consideration of the worldwide Covid 19 pandemic. Your compliance will help us assure a safe and fun event for all!

**NCMP 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. These pit rules will be enforced:

- Trash should be deposited in the receptacles provided. PLEASE DO NOT pile loose trash around a trash can.
- USED TIRES AND EMPTY FUEL CANS MUST BE TAKEN OFF-SITE WHEN YOU LEAVE: THERE WILL be NO RECYCLING of these items on site. Please do NOT put them in the trash cans or trash bins on site and plan to load them into your trailer upon pack-up and departure. Violators WILL BE recorded and FINED as part of their pit clean-up fee.
- 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 (once move-in is complete and until/unless move-out is authorized).
- 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/or at the discretion of the Operations Director (Stan). 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/or those with a special vehicle pass for this event. Inquire at Registration or the parking control staff.
- **NO motorized or non-motorized vehicles are allowed to be moving in the pits while karts are hot on track** (other than SKUSA staff and emergency vehicles). This includes 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 the exclusive use of their handicapped vehicle. Engine builders may be allowed to use a bicycle at this event with the sole purpose to service customers only, but must receive a pass for it at the SKUSA Registration desk.
- No staking of tents into the asphalt.
- Move-out on the Sunday night after each race weekend may begin after the final checkered flag; any earlier must be pre-approved by parking enforcement or Stan. SKUSA encourages all attendees to remain on-site until completion of final Tech Inspection and the corresponding distribution of Trophies.
- Gate Hours for this Event (as of the date this document was printed) are: WEEK #1: TUES 8am-10pm, WED 7am-10pm, THURS-SUN: 6:30am-10pm. WEEK #2: MON 9am-10pm, TUES 7am-10pm, WED-SUN 6:30am-10pm. MONDAY final move-out hrs TBA. Keep an eye on the most current event schedule online and in the SKUSA App.
- Wristbands given to each attendee **MUST** be worn at all times on premises (and only by that attendee), especially those camping on site and requiring access outside of normal gate/curfew hours. If lost, a new wristband will need to be purchased. Also note that each department (Parking, Registration, Tire Desk, etc) will have its own hours of operation.

**COMPLIMENTARY BBQ BOTH THURSDAY NIGHTS:** SKUSA is offering a complimentary BBQ dinner after the completion of on-track activities on both Thursdays, August 6<sup>th</sup> and 13<sup>th</sup>, presented by the Cub Scouts. Anyone who has a valid wristband for that day may partake! There will also be a 'Tacos & Margaritas' party for all drivers and mechanics on Sat, August 8<sup>th</sup> – on track in the open air – sponsored by Ruthless Karting and SKUSA. As usual, NCMP will also be offering additional food, drink and entertainment options throughout the event to maintain an enjoyable yet safe and fulfilling experience. Please see the SKUSA website and video-taped driver's meeting for more information, and be sure to listen for announcements on site.

**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 ONE (1) mechanic per driver is allowed in the Hot Pit at one time (as well as in Tech and Scales, although up to 2 maximum hot pit passes may be purchased per driver entry). 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 WILL BE MANDATORY AND VIDEO-TAPED FOR VIRTUAL PARTICIPATION – FOR MECHANICS, TEAM MANAGERS & PARENTS, TOO:** Drivers and their ENTIRE crew are required to review all Drivers' Meetings held on site

and/or provided on the SKUSA APP per the posted schedule via video for this event. Minor drivers require an adult/legal guardian in full compliance; non-English-speaking drivers must have an interpreter available at all times at this event.

**TROPHY/AWARDS PRESENTATIONS:** All 1<sup>st</sup> thru 3<sup>rd</sup> place finishers in all classes will receive a trophy for EACH round of this event. Additional purses & prizes will be awarded either at or after the event, pending final Tech clearance AND final posted results.

**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 THURSDAY of each event week**, 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 for proper pickup, replacement and/or documentation. Whether the replacement is a personal unit or a rented one from SKUSA, Registration will need to notify Scoring of the new number. NOTE: Rental Transponders will need to be returned at Scales or Registration after the first Sunday's race day completion for re-charging, and are available at a cost of **\$50 per weekend** for this event. They will be available for the 2<sup>nd</sup> weekend pickup per the posted schedule.

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.

**SCALE PROCEDURES:** All competitors are required to weigh-in at scales with their kart after every competition session to ensure correct scoring (and subsequent championship points), regardless of the number of laps completed. This is a requirement even if an on-track incident, technical issue or DQ has occurred, or if the kart is returned to the scale area via track retrieval. **NOTE: SKUSA reserves the right to make on-site rule adjustments, including the class weight minimums below, based on actual event participation.**

**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).

<b>Class Weight Minimums</b>			
Pro Shifter	395 lbs/IAME; 385 lbs/KZ	X30 Junior	320 lbs
Pro Shifter 2	395 lbs/IAME; 385 lbs/KZ	X30 Senior	365 lbs
G1	415 lbs/IAME; 405 lbs/KZ	X30 Master	395 lbs
G2	420 lbs/IAME; 410 lbs/KZ	X30 Super Master	405 lbs
Micro Swift	225 lbs	KA100 Junior	320 lbs
Mini Swift	245 lbs	KA100 Senior	360 lbs
		KA100 Master	390 lbs

**CHECK-IN AT THE SKUSA REGISTRATION DESK:** Will be required for all attendees for this event -- upon first arrival at the track and for EACH event weekend. Pro Tour Driver Registration packages should contain at least the following items, starting with the first weekend, so don't leave the check-in area without verifying that you have them all.

**THREE Pre-Tech sheets (one for EACH race day -- all classes):** Fill out **COMPLETELY** and sign one form prior to qualifying **EACH** race day. 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, and 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 -- all classes:** Each Pre-Tech Certification form requires an **engine seal number** and a **chassis tag number**. You will be provided with **one (1) WHITE** numbered engine seal (2 for KA100 Jr) and **one (1) 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 cylinder base stud and one head nut must be drilled for sealing, and then these two sealed to each other. X30 Senior/Master/SM and KA100's: 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 – 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. 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.

**Attendee Wristbands:** Only the driver's wristband is included with the purchase of each weekend's race entry. ALL other attendees, including crew members, family members and spectators, must purchase the appropriate spectator pass, weekend Event Pass or HOT Pit Pass (for mechanics/crew, 2 maximum Hot Pit passes per driver entry is allowed to be purchased), and everyone must wear the applicable wristband at all times while on the kart track premises.

**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 – especially for re-charging after the first weekend. 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 (subject to any adjustments as detailed in the SKUSA APP). We cannot and will not hold the grid for any late-arriving 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 your first Friday qualifying session. Additional stickers can be obtained at the Registration desk.

**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.

**Driver Profile:** Used for race announcing. Please fill it out and return it to Registration prior to your first qualifying session. One form will be good for the entire event (unless you have changes to report).

**Track/Facility Diagrams and the Pit Map:** Will be posted on the SKUSA website for this event. Inquire at Registration if you would like a printed copy.

## 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.

**Additional Attendee Waivers and Required Driver Permission forms:** Will be supplied at Registration, and attendees will be instructed to complete and sign the relevant ones prior to admission to the 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 AT NCMP – EVENT SPECIFIC RULES AND REQUIREMENTS

Rules for this event are pursuant to the current SKUSA Rulebook, driver's meetings, supplemental online updates & the following specific clarifications:

**All Classes EXCEPT the Shifters (SSE & KZ):** Require a **Push-Back Bumper (PBB)** for the entire event, beginning with the driver's first practice on Thursday morning, and for all sessions for the remainder of the event. SKUSA will be enforcing the 27mm rule between the metal bumper and fairing.

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

**Updated Suit and Helmet Requirements:** All competitors must comply with updated 2020 helmet and racing suit requirements. Specifically, driving suits must be manufactured for kart racing and meet current CIK level 2 requirements.

**All Competitors running a KZ engine:** Please supply the Technical Director (prior to Qualifying) with the correct PDF for the engine you will be using – for EACH round of this 6-race series. Inability to do so may result in disqualification.

**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 the spec fuel to the spec oil of 1 gallon MS98 fuel to 8 oz Elf oil. See additional details on fuel/oil below.

**Micro Swift:** Requires a 16mm IAME Exhaust Restrictor.

**X30 Junior:** Requires a spec IAME 26mm Exhaust Restrictor.

**KA100 Junior:** Requires a spec IAME 22mm Exhaust Restrictor, and two (2) engine seals properly 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.

**Spec Fuel and Oil:** The spec fuel for this event is MS98 for all classes, and the spec oil is Elf HTX 909 SAE 50. The mandatory ratio of fuel to oil for all classes is 1 gallon Fuel to 8 oz Oil. (NOTE: All fuel and oil must be purchased/acquired on-site from the New Castle Pro Shop for this event. 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 will be coded with serial numbers and bar codes specific to the related race entry and race day(s). They will be 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 SK-M tires (for all classes except Swift, X30 Jr and KA100s) purchased from SKUSA as part of the entry process and picked up at the event. For Swift, X30 Jr and KA100s, one (1) set of Evinco Blue SK-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 SK-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 SK-H tire is the spec Race Tire and the only slick that can be used in qualifying, heats and mains (dry weather).
- MG-WT 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. NOTE: As always, on-site purchases will be limited to stock on hand. ALL rain tires must have a readable barcode. If a rain race is declared on site, additional instructions/announcements will be provided (via P.A. and/or in the SKUSA APP).
- Tires used in all practice and warm-up sessions must also be the spec tires only, as described above.
- ONLY ONE set max -- 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/KA100s -- who will have TWO sets of dry race tires to manage for all 3 competition days of each weekend). Should the Race Director declare a 'rain' race, a maximum of ONE set of spec rain tires for EACH race day may be utilized (including Swift/X30 Jr/KA100s).
- 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 and/or authorized**

**as race tires by 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 penalty in qualifying for that day. See the online SKUSA Rulebook for more recently updated penalties.
- Any tire needs/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 ALL competition 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 (2 on KA100 Jr), the seal number(s) entered on the Pre-Tech Certification form turned in at qualifying EACH race day, and remain unchanged for the duration of that day. If you need a new seal at the end of one race day for the next race day, see Registration. If you need to change/replace your seal for any reason during a competition day, 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. 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.

**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, official event practice sessions on Thursday, this event is planned to include THREE race days per weekend (Friday, 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 (for the same race day). Keep an eye on the SKUSA APP throughout the event for any adjustments to the race schedule or format.

**Championship Points System:** The Pro Tour points system is per the 2019 SKUSA Rulebook posted online. The series allows 1 race drop out of the 6 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 the latest SKUSA Rulebook).

**Start Zone Procedure:** See SKUSA Rulebook section 30.2.7.2.2 – along with the pre-recorded Driver's Meeting video – for the specifics 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. Here are just a few specific flags and their definitions:

**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 may go to the back of the field or be eliminated from the race at the Race Director's discretion. If more than two karts are involved in a red flag incident and are allowed to restart the race, position at the back of the pack will be determined by the last scored position in a fully completed lap.

**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.

**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.

**Penalties:** Shall be assessed and handled per the SKUSA Rulebook. 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 any 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 of the SKUSA Rulebook. Protest forms are available thru the Penalty Steward or at Registration. Follow the printed instructions on the form and return it promptly to the Penalty Steward. 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. NO re-start assistance is allowed in qualifying.

**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 Grid, Scales or Tech areas. 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 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.