



Event Information Sheet – PKC Round 3 CalSpeed – June 2018

WELCOME: The entire staff of ProKart Challenge extends our thanks to you for your participation. As always, feel free to stop by the PKC Registration Desk or PKC trailer 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.

TRACK FACILITY: Please join your fellow competitors and PKC in assuring we leave the track facility in the same condition it was given to us by policing your area upon completion of each day's event. Here are our pit rules for this event:

- Deposit all trash in the trash 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.
- PLEASE TAKE ALL USED TIRES, EMPTY FUEL CANS, and DISCARDED OIL WITH YOU WHEN YOU LEAVE. DO NOT put them in or around the trash cans on site. **Violators will be penalized.**
- 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.
- No smoking in tents or trailers, on grid, or in the scales/tech area – and please pick up your butts.
- Passenger & tow vehicles are NOT allowed in & out of the pit area during this event after pit parking is complete until move-out (and at the discretion of the Operations Director). SKUSA staff will be available to assist attendees bringing in necessary supplies. 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 pass.
- According to Speedway rules, there are **NO motorized vehicles** (i.e., golf carts, pit bikes, scooters) allowed on the premises for this event. In addition, due to the number of attendees expected, **PKC/SKUSA is NOT allowing non-motorized vehicles** moving in the pits during move-in, move-out, or while karts are moving on track. The only exceptions will be engine builders, SKUSA staff, and handicapped individuals with an official handicapped placard. See Patti or Stan for a special pass (which must be attached in plain sight to avoid confiscation of the prohibited vehicles).
- Pets are allowed in the pits, but must be kept on a leash or inside your vehicle/trailer at all times. Please clean up after your pet. No pets are allowed on grid or in Tech.
- Food Concessions: There will be a vendor selling food & beverages both days of this event; they will be located near grid.
- **NO Alcohol on Premises:** Due to track rules, alcohol is NOT allowed on the kart track premises at all during this event.
- Gate Hours for this event: THURS 11am-7pm; FRI 7am-7pm; SAT 6:30am-7pm; SUN 7am-10am. Only those who have been cleared to camp overnight on-site will be allowed in the pits beyond these hours.

AIR BOXES OPTIONAL FOR S1/S2/S3/S4/S4 SM: The silencer is open spec and air boxes are optional at this event. All other classes (including S5) require an air box as part of the Technical Specifications. See SKUSA Rulebook.

MANDATORY DRIVERS' MEETING: All drivers, crew members, parents of minor drivers, and translators are required to attend the Saturday morning Drivers' Meeting per the event schedule. Any drivers discovered not in attendance will be penalized in qualifying.

QUIET ENGINE RULE: 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 going on-track). Penalties will apply for violations.

SKUSA MEMBERSHIP & NEW 2018 NUMBER PANELS REQUIRED: A current, annual SKUSA membership is required to participate in this series. There is also a new 2018 race number program and standardized colors for the number plates. 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. SKUSA rule 20.2.2. This is a tech item. Correct numbers and colored plates must be installed prior to your first on-track practice.

RULES SPECIFIC TO S1/S2/S3/S4/S4SM/S5 CLASSES:

- 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 PKC Registration personnel for purchase on site.
- 2) **EXHAUST PIPE:** Only the SK-1 pipe will be allowed in SKUSA competition. Pipes are available thru the authorized dealers listed at <http://superkartsusa.com/dealers.html>. See PKC Registration personnel for a dealer on site.

SPEC TIRES: For all classes except Mini & Micro Swift, all tires used in ALL on-track sessions – practice/warm-ups, qualifying, heats and mains – must be Evinco-M 'Red' tires. All **competition**-session tires must be purchased from ProKart Challenge and have an **official stamp** on each tire (PKC 2018). Mini & Micro Swift drivers must use the Evinco-H 'Blue' tires, and tires used in **competition** sessions must be purchased from PKC and have the **official tire stamp** on each tire (PKC 2018). Disqualification for the related on-track session will result from the use of a non-spec (or unstamped) tire. Stamped tires used in qualifying must be used for the entire event. **Stamped tires may be used for multiple events.** (In other words, PKC-stamped used tires may be run.) Rain tires must be MG-WT tires with a valid and visible serial number & barcode (but do not have to be purchased from PKC).

TIRE MARKING/ENGINE SEALING: It is the competitor's responsibility to ensure that their tires are marked/painted at the scales upon exiting the track after qualifying. If this does not happen, grab a PKC Tech official and get it done before you leave the scale/tech area. If you do not drive the qualifying session, you must take your kart to the scale/tech area and get your tires marked (and engine seal checked/tech sheet turned in) prior to your first heat race. In addition, if there is a tire (or engine) change due to damage during the event, it must be done with the prior approval of the PKC technical inspection staff and the replacement parts re-marked/recorded. If a competitor is discovered to have an unmarked tire(s) at any of the weigh-ins after a heat or main, he/she will be disqualified. (See below for more info on Engine Sealing.) Also, per SKUSA rule 20.2.6.4, the bar codes on race tires may not be defaced or removed; otherwise, disqualification or other penalties will be assessed.

TRANSPONDERS – MANDATORY STARTING FRIDAY FOR PRACTICE: ProKart Challenge is requiring all drivers to run their owned or rented transponders on track starting at 12:30pm on the Friday practice day. From this time thru the end of the event, drivers will NOT be allowed on the track without the assigned transponder being properly mounted on the kart. You will be black flagged if your 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 one green blink prior to EACH on-track session 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 rental from PKC. Rental transponders are available at Registration for \$20. Whether the replacement is a personal unit or a rented one from PKC, Registration and Scoring personnel must be notified of the new code.

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. PKC will not be responsible for the performance of rented transponders that do not adhere to these checking and mounting guidelines. The PKC 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 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.

HOT PIT: In the interest of safety, there will be no "hot pit" at this track. Thus, the only places off-track where a kart can be moving under its own power are (i) entering the track from Pre-Grid A and (ii) exiting the track to the scale area. Karts must be pushed from pit to the pre-grid and from scales to the pit. **Drivers are also not allowed to pull off the track during competition sessions to have the kart worked on, and then pull back onto the track during the same session.**

REGISTRATION CHECK-IN: At the entrance to the kart track section of the property, you will be directed on where to park and step out of your vehicle to check-in at the PKC Registration booth. You can enter the pits as soon as you have received your registration materials and all attendees in your vehicle/trailer have signed the applicable waivers and have received the proper insurance armbands.

NOTE: All spectators and crew members will need to purchase a PKC insurance armband (\$15 for a 1-day pass, \$25 for a 2-day pass) and wear it throughout the event. See PKC Registration personnel to purchase one on-site or to pick up any pre-purchased armbands. Kids 5 and under are free, but they must get an armband from PKC and be listed on the minor waiver form. To expedite the process, PKC now has wristband pre-purchase available thru [Eventbrite.com](https://www.eventbrite.com).

REGISTRATION MATERIALS: Driver can acquire these necessary items at Registration Check-in:

Pre-Tech sheet: Fill out completely and sign. Bring it with you TO THE GRID for your first competition session (i.e., qualifying) on Saturday, where PKC personnel will collect it. 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 will be randomly spot checked throughout the event to assure compliance. Violations observed prior to entering any segment of on-track activity 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 Seal: The Pre-Tech Certification form requires an **engine seal number** for all karts. If you do not already have one, you will be provided with a white numbered engine seal at Registration. Directions on installing this seal are stated below. Be sure to record this number in the field on the form, and install an engine seal on your kart as described below prior to qualifying. A missing or incorrect engine seal and corresponding number on your tech sheet may result in disqualification. Should you need to change your engine during the event (and thus the seal number on record), it is your responsibility to report such change to the Event Tech Director and insure that your Pre-Tech form is updated accordingly (see specific rules regarding engine changes below).

Engine Sealing: Supplied at Registration, an engine seal must be installed on your kart and recorded on your Pre-Tech form by Qualifying. 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). 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. PKC has pre-drilled nuts available for \$10 each. Go to the PKC Registration Desk for purchase. NOTE: All seal wires must be tight or you will be subject to penalties. See Event Tech Director with questions.

Insurance Wristbands: One PKC wristband is included with the race entry for the driver. All other crewmembers and spectators must purchase a PKC pit pass and wear the applicable wristband at all times during the event.

Transponder Rentals: If you have rented a transponder from PKC, your name will be included on the rental list at Registration, and your transponder will be charged and ready for pickup on Friday or Saturday morning. Attach your transponder (rented or owned) to your kart prior to gridding for the first on-track session on race day (or by noon on Friday, if attending practice). If you need a transponder mount, they can be purchased at the registration desk for \$6.00. If your transponder is not working properly, contact PKC Registration for replacement. They will exchange transponders for you and will report the number change to Timing and Scoring. If a rented transponder is lost or damaged, you are responsible for the replacement cost (approx. \$350). Transponders will be collected at the scales after the main event. **Should you DNF or DNS at the main OR PRIOR, be sure to return your rented transponder to registration personnel prior to leaving the track.**

Event Schedule: Daylight is limited and PKC strives to provide a maximum amount of seat time. 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. Final race-day schedules will be available on Friday afternoon and Saturday morning of each event at Registration. Changes to this schedule will be announced.

Spec/Fuel Oil: **PKC IS NOT SELLING/SUPPLYING ANY SPEC FUEL OR OIL FOR THIS EVENT.** However, all competitors are responsible for bringing/having the spec fuel (in 5-gal cans only) and the spec oil. The spec fuel is VP C12 for all classes, and the spec oil is Motul Kart Grand Prix 2T. NOTE: the new requirement is that **all IAME Engines – Swift and X30 – use 8 oz of Motul oil per gallon of C12 (16:1).**

NOTE: Since the fuel tester is calibrated with fresh gas and oil, the use of old gas can cause you to fail the check. Thus, it is recommended that old gas be used only in practice and fresh gas/oil be mixed in a clean container and used for qualifying and races. This will yield the best performance as well. Spec Honda drivers should consult their owner's manual or engine builder for the proper fuel/oil ratio.

Spec Tires: Your name will be included on a list at the PKC/SKUSA trailer if you pre-purchased race and/or practice tires from PKC. You will merely have to sign for them at pickup. Add'l tires (Evinco M Reds, H Blues, MG-WTs) may be available for purchase at the PKC Registration desk, based on current supplies, although it is always recommended to pre-order your tires prior to each event. For pickup of any tires purchased at the event, you will need to bring your receipt to the PKC/SKUSA trailer.

Class Weight Minimums: All drivers must meet the minimum weight for their class at every post-session weigh-in at scales, starting with the last Friday practice session for the Mini Swift class, and Saturday qualifying for everyone else.

Class Weights

S1	385 lbs
S2	385 lbs
S3	395 lbs
S4	405 lbs
S4 Super Master	415 lbs
S5	340 lbs
Micro Swift	225 lbs
Mini Swift	245 lbs
X30 Junior	320 lbs
X30 Senior	365 lbs
X30 Master	395 lbs
X30 Super Master	405 lbs

LIABILITY WAIVERS

Liability Waiver: All adult drivers & their adult guests and crew members must sign a waiver & release of liability before participating in any PKC/SKUSA event. Upon signature, the attendee and/or driver agrees to hold ProKart Challenge, together with its owners, heirs, assigns, officers, representatives, agents, employees & 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 crew member and/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 driver or spectator that will be in any restricted area to complete the "Parental Consent, Release and Waiver of Liability, Assumption of Risk, and Indemnity Agreement" form before being allowed to participate in or attend a PKC/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. ***ProKart Challenge does not assume any liability for the safety or technical compliance of a competitor's race kart and/or racing equipment.***

RACE PROCEDURES

Pre-Grid: The pre-grid serves the following functions: (1) to allow race officials to stage the forthcoming event, (2) to inspect for safety violations, and (3) to allow for last minute adjustments by mechanics or crew. Once the driver and kart leave the pre-grid, there can be no mechanic or crew assistance without penalty or official approval. Unapproved mechanical work by crew on the circuit (Grid) will result in the competitor being placed to the rear of the field for the start. This stands whether or not the need was for safety reasons.

Grid: Once vehicles are released to the racing surface from the pre-grid, all competitors are under "Race Conditions" and the direction and control of the Race Director. From this point forward to the point where the competitor clears post race tech, no person may assist the competitor. A course worker is NOT required to help restart the kart. Karts stalling on warm-up laps or experiencing difficulties in keeping the warm-up pace are in jeopardy of losing their starting position. A kart not in proper position upon approaching the grid is subject to being placed at the rear of the field. Any such vacancies on the grid will be left OPEN. Any driver stalling while in position on the grid, must raise his hand immediately. An effort **may** be made on the part of the grid staff to restart the kart one time only. Should this not occur, the driver is obligated to immediately remove his kart from the racing surface. If a stall occurs after the 5-second notice, the driver must raise his hand immediately and STAY IN THE KART until the field has cleared the grid. If it is safe to do so, after the field has cleared the grid, a driver may attempt to restart and join the field if not directed to the contrary by course officials. Any driver failing to start a race will be scored DNS. Once a kart returns to the pits during a race, it cannot re-enter the track and will be marked as a DNF. Karts that do not scale after leaving the racing surface during or after a competition session will be marked as a DQ. ALL KARTS MUST BE WEIGHED AT SCALES AFTER EACH COMPETITION SESSION, REGARDLESS OF THE NUMBER OF LAPS COMPLETED.

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 - 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 will result in lap penalties.

Standing Yellow Flag (not waving) - Continue at racing speed. Minimal danger ahead requires the driver's attention at the next corner.

Double Waving Yellow Flags - Signifies a full course yellow when displayed at the start/finish line. Corner workers will display standing double yellow flags. All competitors will line up behind the leader at a constant reduced pace and follow the restart procedure.

Red Flag - Indicates that the race is stopped due to an emergency, weather or darkness. A driver is to slow down, RAISE HAND, and be prepared to stop where directed by officials, preferably to the start/finish line. 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 back of pack will be determined by last scored position in a fully completed lap.

Blue Flag - Indicates that the driver is being overtaken by a faster, lapping kart. The driver being lapped is to make room for the faster kart and point to the safest side for the pass. The driver is not to race the lapping kart.

Waving/Unrolled Black Flag - Indicates that the driver has committed an infraction – 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 the black flag will result in lap penalties or disqualification.

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 - Is displayed at the finish of competition or practice. A driver is to race to the checkered flag irrespective of the lap number.

Checkered Flag waving with a Black Flag - Displayed 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 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.

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 straight away. You can ‘zig’, but you cannot ‘zag.’

Stopping on Race Course: Karts 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 reentry. 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 until the race is completed.

EVENT SPECIFIC RULES AND REQUIREMENTS: Rules for this event are pursuant to the 2018 SKUSA Rulebook and supplemental updates (found at www.superkartsusa.com), with the following event specific clarifications or exceptions:

All IAME Swift & X30 Classes: Engines require: (1) An auxiliary carb return spring, (2) an IAME air filter -- part # 10751-A, (3) specific spark plug caps: PVL (IAME part number 10544) or NGK (Part number TB05EMA), and (4) a mandatory ratio for fuel and oil of 1 gallon C12 to 8 oz Motul oil. Note specific spark plug requirement for each IAME class. No Push-Back Bumper system is required for this event.

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

Mini Swift: Grid order for Saturday’s Qualifying will be based on the Fastest Official Transponder Recorded Time from the 5th practice session on Friday. All 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 & under: Must wear a neck collar for all on-track session. See Tech Director with questions.

All Drivers under 13 years of age: Must have an SFI-approved chest protector. SFI chest protector standards: Ages Up to 8: 20.1/1. Ages 9-12: 20.1/2.

Engine Changes: See section 20.3.1.5.3 of the SKUSA 2018 Rulebook, along with the additional clarifications below:

1. An engine seal must be installed as instructed above, and the number entered on the Pre-Tech Certification form that is turned in prior to the first competition session (i.e., qualifying). This seal must remain in place for the duration of the event. 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 event 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 & qualifying – all classes: 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. Anyone in the wrong practice session may be penalized as well, including being moved to the back of the field or removed from the field completely for the next on-track session. **There is no bump drafting allowed in qualifying. Offending drivers will be penalized.**

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.

Penalties: Shall be assessed per SKUSA Rules section 10.5. If you are assessed a penalty, you will be notified in the Scales or Post Tech area and will be presented with a penalty notification form. You will be requested to sign acknowledgment of the penalty; however, your signature does not mean you necessarily agree with the penalty. It merely verifies you have been informed. If you disagree, you have the right to file a protest.

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 at this event must be accompanied by **\$150** cash (U.S. currency).

A reminder of the SKUSA on-board camera 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: PKC 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. 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.