



Event Information Sheet – PKC So Cal Buttonwillow – March 2019

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 TIRE RECYCLING WILL BE AVAILABLE.
- 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.
- Pit vehicles are allowed at this event, but must be driven slowly and safely at all times. Otherwise, they will be confiscated by officials and held until the event concludes.
- No passenger vehicles will be allowed in the pits after move-in. Please plan to park cars and trucks outside of the pit area in locations directed by parking enforcement personnel.
- 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.

AIR BOXES FOR S3/S4/S4 SUPER MASTER: The silencer is open spec and air boxes are optional at this event. All other classes require an airbox as part of the Technical Specifications.

DRIVERS' MEETING IS MANDATORY: All drivers are required to attend the Saturday afternoon Drivers' Meeting per the published schedule. Roll call will be taken, and 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.

MEMBERSHIP: PKC requires an annual SKUSA membership to participate in the series, starting with your first PKC/SKUSA event. Along with receiving an exclusive SKUSA racing license, you will take advantage of these benefits with your SKUSA membership:

- Earn championship points
- Eligibility for event & year-end prizes

Membership Term

SKUSA memberships are valid thru December 31st. Membership benefits cease at expiration, so be careful not to let your membership lapse. (Note: you will not receive series points for an event run without a current membership).

Race Number Reservations

A new race number program was developed in 2018 and is posted on the SKUSA website. **Race numbers will NO LONGER have a regional designator (letter).** Number availability is still on a first-come, first-served basis, and is only guaranteed race to race with a current SKUSA membership. Your approved race number must meet current SKUSA rules and be clearly visible ON ALL FOUR SIDES OF YOUR KART starting with the first Friday practice session. See the PKC/SKUSA website or a PKC registration rep for additional info, and a PKC vendor on site to acquire the approved race number decals. **This is a tech item. Correct numbers must be installed prior to practice.**

RULES SPECIFIC TO 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 X30 Junior, KA100, and 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 2019). X30 Junior/KA100/Mini & Micro Swift drivers must use the Evinco-H 'Blue' tires, and tires used in the competition sessions must be purchased from PKC and have the official tire stamp

on each tire (PKC 2019). Note: 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 only (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 at the scales upon exiting the track after qualifying. If this does not happen, grab a PKC staff member and get it done before you leave the scale 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 20.2.6.3, the bar codes on race tires may not be defaced or removed; otherwise, disqualification or other penalties will be assessed.

TRANSPONDERS – MANDATORY STARTING 3RD PRACTICE ON SATURDAY: ProKart Challenge is making transponders MANDATORY on track starting on Saturday by the 3rd practice. From this time thru the end of the event, no drivers will 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 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 PKC. A rental transponder can be acquired at the PKC Registration Desk. Whether the replacement is a personal unit or a rented one from PKC, Timing and Scoring 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. 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 in the pits 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 received the proper insurance armbands.

NOTE: Everyone attending this event at Buttonwillow must pay a \$10 gate fee and receive an insurance armband from the facility. **In addition, all spectators and crew members will also 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. Be sure to go to the PKC Registration desk to purchase one or to pick up any pre-purchased armbands. Kids 5 and under are free, but they must get an armband from PKC and be signed in on the minor waiver form by a parent or legal guardian.

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

Engine Sealing: Supplied at Registration, a white engine seal must be installed on your kart and recorded on your Pre-Tech form by Qualifying. For SSE engines: one head nut and one cylinder stud/nut must be drilled for sealing. Stock Honda engines: one cylinder stud/nut and one head stud/nut must be drilled for sealing. X30 Senior/Master/SM and KA100's: one reed cage bolt/stud and one head bold/stud/nut must be drilled for sealing. 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 will be required for sealing – the additional seal is required to reach the exhaust pre-drilled nut and is to be looped through the 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 PKC Registration desk will have pre-drilled nuts available to purchase at \$10/each. NOTE: All seal wires must be tight or you will be subject to penalties. See Event Tech Director with questions.

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 axle 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.

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. 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 personnel 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 distributed on the Friday afternoon and Saturday morning of each event by registration personnel. 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. The spec oil for all classes is Motul 2T Kart Grand Prix. NOTE: KA100 and Swift engines must use 8 oz of Motul per gallon of C12 (16:1). The SSE and X30 classes are **now allowed** to use a mixture of 50% Motul 2T and 50% castor oil, but must maintain the 16:1 ratio. The Buttonwillow Tire Shop has fuel and oil for sale on site.

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. Consult your 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 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. You will need to bring your receipt to the PKC/SKUSA trailer for pickup of any tires purchased at the event.

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 Saturday practice session.

Class Weights

Pro Shifter	400 lbs	Micro Swift	225 lbs
Pro Shifter 2	400 lbs	Mini Swift	245 lbs
G1	415 lbs	X30 Junior	320 lbs
S3	395 lbs	X30 Senior	365 lbs
S4	405 lbs	X30 Master	395 lbs
S4 Super Master	415 lbs	X30 Super Master	405 lbs
S5	340 lbs	KA100 Junior	320 lbs
		KA100 Senior	360 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 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 does not display the green flag and decides to have a restart, he will throw a yellow and red flag or yellow and red lights. If this happens, all corners will go to standing double 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. If flag is unrolled/waving, 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 - A set of 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 - A white flag is displayed to indicate that 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.

Driver Conduct: Driver conduct rules are in place to protect competitors from unreasonable interference from other competitors. This unreasonable/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.

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 2019 SKUSA Rulebook and supplemental updates (found at www.superkartsusa.com), with the following event specific clarifications or exceptions:

All IAME Swift, KA100 & X30 Classes: The Push-Back Bumper system is NOT required for this event. All 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 (although SSE & X30 classes can use 50% Motul/50% castor oil). Note specific spark plug requirement for each IAME class in the SKUSA rulebook.

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 -- and 2 engine seals.

All Drivers under 13 years of age: Must have 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.

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

Engine Changes: See section 20.3.1.6.3 of the SKUSA 2019 Rulebook, along with the additional clarifications below:

1. An engine seal must be installed by each driver on their kart 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.

X30, KA100 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. If less than 10 entries in the class, the competitor will start at the back.

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. If less than 10 entries in the class, the competitor will start at the back. 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.

PENALTIES: Shall be assessed per SKUSA Rules section 10.5. The SKUSA APP is the official resource for notification of any penalties and/or revisions due to protests. All on-track penalties are posted in the SKUSA APP within 15 minutes of the end of your session, and can be found by scrolling down to the bottom of the session in the Announcements. In the event of a protest that causes a penalty to be adjusted or reversed, this will also take place only in the APP. Make sure that you check the APP regularly for any changes or adjustments that may affect your next on track session. For technical penalties, you may also be notified in the Post-Tech area and presented with a penalty notification form (at the discretion of the technical team). If so, you may be requested to sign acknowledgment of the penalty; however, your signature does not mean you agree with the penalty. If you disagree with 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.

PROTESTS: Are allowed per paragraph 10.5.6 of the SKUSA Rulebook. Protest forms are available at Tech or Registration. Follow the printed instructions on the form. Each protest at this event must be accompanied by \$150 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 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.

A reminder of the new SKUSA on-board camera registration policy: All cameras used at SKUSA events must be registered prior to use and have the SKUSA inspection sticker clearly visible on the camera body. See the Tech Director to register your camera. Additionally, each camera must be clearly marked with the owner's name and mobile phone number. Cameras without identification may not be returned. Loss of the camera on the racing surface may result in penalties, including loss of positions, loss of points, and/or monetary fines. Rule 20.2.7.2.2. Identification. NOTE: Mounting on the helmet, radiator or any part of the driver is not permitted.

No Alcohol in the Pits while karts are on track: Due to insurance restrictions, open containers of alcohol are NOT allowed in the pits while karts are moving on track.

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.