



2024 Pikes Peak International Hill Climb

Bulletin Book

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001 – 2024 / 2025 Race Date Set

Posted Online: July 12, 2023

Last Updated: July 12, 2023

(Subject to Change)

The dates for the 2024 and 2025 races have been set:

2024 Race Date: June 23rd

Ancillary Events:

June 1-2	Testing
June 7-9	Testing
June 17	Tech / Registration / Tom Osborne Community Outreach Day
June 18-20	Practice / Qualifying
June 21	Practice (Optional)
June 21	Fan Fest

2025 Race Date: June 22nd

Ancillary Events:

May 31-June 1	Testing
June 6-8	Testing
June 16	Tech / Registration / Tom Osborne Community Outreach Day
June 17-19	Practice / Qualifying
June 20	Practice (Optional)
June 20	Fan Fest



002 – Request for Invitation Timeline

Posted Online: September 14, 2023

Last Updated: September 14, 2023

(Subject to Change)

Timeline:

<u>September 2023</u>	2024 Rule Book posted: ppihc.org > <i>Competitor Corner</i>
<u>November 9, 2023</u>	2024 PPIHC Request for Invitation Period Opens
<u>January 11, 2024</u>	2024 PPIHC Request for Invitation Period Closes
<u>January 25, 2024</u>	2024 Applicants notified of Acceptance, Denial or Waitlist status via e-mail
<u>January 25, 2024</u>	Pre-Race Week paid Testing registration opens
<u>January 25, 2024</u>	2024 Competitor List posted at ppihc.org > <i>Competitor Corner</i>
<u>February 14, 2024</u>	Refund deadline for competitors to withdraw from the 2024 Race
<u>May 14, 2024</u>	Deadline for waitlisted competitors to be invited to join the field



003 - 2024 Record Declaration

Posted Online: December 12, 2023

Last Updated: December 12, 2023

(Subject to Change)

Production Vehicle Race Record Attempts

The PPIHC race record, previously known as the Time Attack #2 Production Record has been renamed Production Car Record.

In addition to Production Car and Production SUV/Crossover race records (both currently held by Rhys Millen), the PPIHC has added an additional record category for Production Truck/Van.

The Director of Competition will have final authority on the eligibility of a vehicle for any Production Race Records. This record is for production-based two-wheel or four-wheel drive vehicles that were issued a 17-digit VIN number by the manufacturer and have a minimum homologation number of 500. It is the responsibility of the entrant to provide the proper homologation documentation if requested by a race official. Vehicles equipped with factory installed roll cages are not eligible to compete for any Production vehicle record. All vehicles must be race ready in order to pass Technical Inspection.

Regardless of the division entered, competitors must adhere to the Production Record Rules (i.e. fuel cell, DOT Tires, airbag disabled/removed, etc.) if they intend to compete for a Production Record.

Competitors must declare their intent to make a race record attempt in any production category prior to June 1, 2024 by informing both Alex Urban, Event Manager / Competitor Liaison at Alex@ppihc.org and Dan Skokan, Director of Competition at dskokan@ppihc.org.

The Production Rules are found on pages 79-85 in the 2024 PPIHC Rule Book.

Current Production Car Record (formally known as Time Attack #2 Record):

2023 – Rhys Millen – 2023 BMW M8 – 10:12.024
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Current Production SUV / Crossover Record:

2018 – Rhys Millen – 2018 Bentley Bentayga – 10:49.902
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Current Production Truck / Van Record:

None

Electric Production Record Categories

Competitors must declare their intent to make a record attempt in Electric Production in one of three categories prior to June 1, 2024 by informing both Alex Urban, Event Manager / Competitor Liaison at Alex@ppihc.org, and Dan Skokan, Director of Competition at dskokan@ppihc.org.

The Electric Production rules are found on pages 87-88 in the 2024 PPIHC Rule Book.

Production Electric vehicles must declare for a Production Electric Record (Car, SUV/Crossover, Truck/Van), they are not eligible for any general Production Records.

Current Electric Production Car Record:

2020 – Blake Fuller – 2018 Tesla Model 3 – 11:02.802
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Current Electric Production SUV/Crossover Record:

None

Current Electric Truck/Van Production Record:

2023 – Gardner Nichols – 2022 Rivian R1T – 11:23.983
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Electric Modified Record Categories

Competitors must declare their intent to make an alternative fuel record attempt in Electric Modified in one of four categories prior to June 1, 2024 by informing both Alex Urban, Event Manager / Competitor Liaison at Alex@ppihc.org, and Dan Skokan, Director of Competition at dskokan@ppihc.org.

The Electric Modified rules are found on page 86 in the 2024 PPIHC Rule Book.

Current Electric Modified Car Record:

2023 – Randy Pobst – 2021 Tesla Model S Plaid – 9:54.901
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Current Electric Modified SUV/Crossover Record:

None

Current Electric Modified Truck/Van Record:

2023 – Romain Dumas – 2023 Ford Performance SuperVan 4 – 8:47.682

Current Electric Prototype / Purpose Built Record:

2018 – Romain Dumas – 2018 Volkswagen I.D. R Pikes Peak – 07:57.148

If you have any vehicle eligibility questions, please contact Dan Skokan, Director of Competition at dskokan@ppihc.org.



004 - 2024 PPIHC Competitor Patch Information

Posted Online: December 18, 2023

Last Updated: December 18, 2023

(Subject to Change)

Per the 2024 Rule Book (Section 100 – Car Safety and Construction, Rule 113. – Competitor Uniforms), all competitors must display one of the following on the upper left breast portion of the competitor's suit, outer racing garment and/or protective gear.

- 2024 PPIHC Competitor Patch (included in 2024 Acceptance Packet)
- Dated 2024 PPIHC logo (request logo file from josh@ppihc.org)
- Non-dated PPIHC logo (request logo file from josh@ppihc.org)

The patch must be adhered to or sewn in a reliable, professional manner and must be displayed at all times racing gear is worn on the mountain. No additional patches will be distributed during the registration process. It is the competitor's responsibility to ensure the Official Event Patch is appropriately displayed prior to Race Week. Please see the below picture example of correct patch placement for reference.



If you have more than one suit, each will need to have an Official Event Patch. This will be checked at Technical Inspection, where you are required to present all suits, you plan to wear throughout the week. Competitors may be fined if their patch is in the improper place or not present at any time during Race Week, Practice, Qualifying and/or Race Day.



005 - Competitor Health Screening, Medical Clearance, and Oxygen Prescriptions

Posted Online: December 21, 2023

Last Updated: December 21, 2023

(Subject to Change)

Competitor Health Screening

In an effort to streamline competitor medical clearance, a mandatory on-site health screening will be conducted by PPIHC's Medical Director, Dr. Matthew Angelidis (in partnership with [UCHealth](#)) at Registration/Technical Inspection on Monday, June 17, 2024. Competitors are not required to obtain a physical/health screening from a physician prior to race week. The information gathered in the Competitor Medical History form and in the on-site Health Screening will be used by our Safety/Medical Teams to improve on-course healthcare in the event of an incident. All information gathered will remain confidential.

Health Screening Protocol Step-by-Step:

1. Submit your completed [Medical History Form](#) to alex@ppihc.org prior to May 1, 2024.
2. After Registration, and before Technical Inspection, each competitor will receive a mandatory on-site Health Screening with a UCHealth Physician. To view the PPIHC Race Week Competitor Health Screening form UCHealth will use to conduct the screening, click [here](#).

Medical Clearance

In the event that a competitor crashes their vehicle and/or is injured during the Event (Race Day, Practice/Qualifying, etc.), the competitor must promptly report to medical personnel and must receive medical clearance before they will be allowed to continue participation in any racing activities. Clearance will be given on-site from a UCHealth Trauma Physician, PPIHC's Safety Captain, and/or the PPIHC Race Director.

Oxygen Prescriptions & Altitude Medicine Consultation

An oxygen prescription and recommended distributor will be sent to all competitors prior to the event. Any competitor who chooses to run in car oxygen, may fill the prescription.

Competitors interested in an altitude/hypoxia consultation with the PPIHC's Medical Director, Dr. Matthew Angelidis (in partnership with UCHealth) please reach out to Alex (alex@ppihc.org).*

*The altitude medicine consultation will be free of charge, but any prescription/oxygen expenses will be the responsibility of the competitor.



006 - 2024 Pit Space Management Bulletin

Posted Online: February 13, 2024

Last Updated: February 13, 2024

(Subject to Change)

Practice Days Pit Information:

- During Practice days, the following locations will be designated as pit areas:
 - Lower Section – OPTIMA™ Batteries Pits (No pit parking on the shoulder unless Premier Pit Row space has been reserved.)
 - Middle Section - Glen Cove (Parking Area on Driver's Right)
 - Upper Section - Devils Playground (No parking outside of the Devils Playground parking lot.)
- Practice day pit requirements:
 - No motor homes allowed for competitors or crew members.
 - Maximum combined length of tow/support vehicle and trailer is 60 feet
 - If your tow/support vehicle and trailer are longer than 60', but will be hauling more than one competitor vehicle, please contact Alex Urban – alex@ppihc.org in advance.
 - If your tow/support vehicle and trailer are longer than 60' and only hauling one vehicle, you may park at Crystal Reservoir and drive the vehicle to your section.
 - Each competitor who has purchased Premier Pit Row space (shoulder along the side of the road) at the Start Line has it reserved for Practice days as well as Race Day. It is crucial that no competitors park on Pit Row during Practice/Qualifying days unless you have purchased Premier Pit Row space. Parking in the Lower Section during Practice/Qualifying is restricted to the Pits (unless Premier Pit Row space has been purchased). Please note, those who purchased Premier Pit Row do not have the space reserved for Testing days.
- During Practice days, the OPTIMA Batteries Pit spaces at the Start Line will not be preassigned. The preassigned Start Line pit spaces/upgraded pit spaces/power pedestals discussed below are located inside the OPTIMA Batteries Pits and are for Race Day only.

Race Day PPIHC Pit Information:

- Pit Space Parameters and Assignments FOR RACE DAY ONLY:
 - All spaces will be preassigned. All competitors (who do not choose an upgrade) will receive at minimum, a 20' (foot) X 12' (foot) space for pit parking on Race Day. These spaces will be marked in the OPTIMA

Batteries Pit Map. PPIHC will not restrict what is allowed inside of each pit space. There is no leeway for extra space outside of these dimensions. At no time may any part of a competitor's vehicle and/or pit setup extend outside of these space parameters. The OPTIMA Batteries Pits are fully paved and striped. There is no pit lighting.

- Gas Pumps Parking Area:
 - PPIHC has arranged for teams to park and stage one (1) tow vehicle and trailer outside of the pit area. Click [here](#) to view map. Once the competitor has unloaded and pitted in their assigned space, one (1) support vehicle and one (1) tow vehicle may be parked at the Competitor Trailer Parking area located one mile below the Start Line. Parking passes for this area will be in each competitor's registration packet.
 - After the conclusion of the event on Race Day, as competitors descend from the Summit and spectators are released for a downhill exit, **NO uphill traffic is allowed**. All traffic will be two (2) lanes downhill on the Pikes Peak Highway. In an effort to allow teams and competitors to load and exit post-race, PPIHC has coordinated with the US Forest Service, Colorado Springs Utilities, and Pikes Peak-America's Mountain, to allow for one-time access to a back road from the Competitor Trailer Parking area to the OPTIMA Batteries Pits (one-way, uphill traffic only). Click [here](#) to view map for the Competitor Access Road. This is a narrow road. Trailers towed on this road are limited to 30 feet. This will allow crew members to move their trailer and support vehicle up to the Pits to load. These loaded vehicles will then exit the Pits and join downhill traffic on the Pikes Peak Highway. Once the race is completed, absolutely:
 - **No uphill traffic on Pikes Peak Highway**
 - **No downhill traffic on the access road**
 - Competitors also have the option (as long as impounds do not occur) to bypass the Pits on their descent from the Summit and drive their race vehicle directly to the Competitor Trailer Parking area to load. They may then exit down the Pikes Peak Highway.
 - There is a shuttle that will run from the Start Line area (driver's right just downhill from the Pits) to take crew members to the Gas Pump Area on Race Day only. From there, crew members have a short downhill walk to the Competitor Trailer Parking area. The shuttle will not run after the Competitors start their descent from the Summit. Crews must plan accordingly.

Catamount Road Permit Parking

- Each competitor will be given a Catamount Road (click [here](#) for map) parking pass in their competitor packet at Registration. This parking pass is good for an additional car (no trailers) down Catamount Road for crew members. The cars will be parked in the order in which they arrive. Catamount Road is a dirt road which extends north from the OPTIMA Batteries Pits. We will have a shuttle exclusively for competitors and crew for Catamount Road parking to help transport individuals to and from their vehicles.

- A vehicle parked in this area is a good place to store extra supplies since it is relatively close to the pits.
- There is no overnight parking on Catamount Road

Other Race Day Pit Amenities and Options

- Power:
 - A limited number of pit spaces have access to power. The power pedestal and all outlets will be available to the competitor who purchases the pedestal. A photo of the plugs and outlets available on each pedestal can be found [here](#). The cost to purchase power is \$200. The pedestals are locked. Competitors who have pre-purchased power will receive the key during Registration. PPIHC is not responsible for blown fuses due to power overload from competitor usage. PPIHC recommends that competitors who purchase a power pedestal also bring backup power. Please note that no international adapters will be provided by PPIHC.
 - The power pedestals cannot support charging electric cars and may not be used for that purpose. All electric car competitors must have another means of charging their vehicles. The power pedestals are to be used for supplemental power only.
- For competitors who wish to upgrade the space of their Race Day pit area, there are two options available:
 - Reserve Pit Row Space:
 - Pit Row space is the area along the shoulder of the Pikes Peak Highway near the Start Line. It is reserved for PPIHC sponsors and available for purchase to a limited number of competitors. Each competitor who purchases Premier Pit Row space will have access to this space for Practice and their specific Qualifying day (in the Lower Section) as well as for Race Day. For more information regarding Premier Pit Row Space, please contact alex@ppihc.org. **Power is not available on Pit Row.**
 - Upgrade to a larger pit area in the OPTIMA Batteries Pits:
 - If the 20' X 12' space is not sufficient, a select number of larger spaces are available for purchase. These spaces are 40' X 12', twice the length of the standard spaces. The cost for an upgraded space is \$500.

How to purchase Power or Upgraded/Expanded Pit Space:

- Purchase use of a **Power Pedestal** [here](#)
- Purchase an **Upgraded/Expanded Pit Space** (40' X 12') [here](#)
- Purchase **Pit Row Space** [here](#)

Additional Pit Management and Protocol:

- The OPTIMA Batteries Pits and Pit Row spaces on Pikes Peak – America's Mountain are fully paved. To protect the asphalt and road surface in the pit area, the asphalt/road may not be punctured by anchors, stakes, jack stands, etc. If you or your team plan to use a pop-up tent or awning, these must be secured with weights, water buckets, etc. (Do not use N2 bottles). If your trailer will be disconnected from your support vehicle, some type of trailer tongue rest must be used to prevent damage to the asphalt.
- Drip pans are required under all vehicles. All spills, leaks, liquids, etc., must be cleaned up quickly and properly. PPIHC staff will be monitoring the pits on a regular basis. Competitors will be charged for any damages.
- While you are permitted to hand out free items to spectators from your pit space, you are not permitted to sell anything from your pit area.

Next Steps:

- PPIHC will pre-assign pit spaces and provide setup requirements. All competitors who do not choose to upgrade, will automatically be assigned a minimum 20'x12' space and no further action is needed.
- All competitors **must** set up their pits on Saturday, June 22nd, 2024 between 2:00pm-6:00pm. **Saturday setup is mandatory.** Additionally, this will allow ample time for competitors to coordinate with those pitting next to them to share resources as needed.



007 - 2024 Practice and Qualifying Groups Rookie Practice Requirement

Posted Online: March 4, 2024

Last Updated: March 4, 2024

(Subject to Change)

Practice and Qualifying Groups

Qualification times will be based on the competitor's best time in the Lower Section during Qualifying held Tuesday, June 18 – Thursday, June 20. Run order will be determined based on qualification times.

Qualifying Note

As a reminder, the following rule in the 2024 Rule Book may be enforced in 2024:

- Part VIII - Qualification and Race Day

8.2.5 - The number of qualifiers shall be established by the PPIHC Board of Directors, Staff, Race Director, and Director of Competition. The Director of Competition may disqualify a vehicle completing a qualifying run for any reason, including if it is measurably slower than other entries in the division. "Measurably slower" is any vehicle that is outside of 130% of the fastest qualifier within each division.

Race Week Practice Schedule and Groups:

Practice/Qualifying Day #1: Tuesday, June 18

Upper Section: Unlimited, Pikes Peak GT4 Trophy by Yokohama

Middle Section: Time Attack 1, Open Wheel

Lower Section (Qualifying): Pikes Peak Open, Exhibition

Practice/Qualifying Day #2: Wednesday, June 19

Upper Section: Time Attack 1, Open Wheel

Middle Section: Pikes Peak Open, Exhibition

Lower Section (Qualifying): Unlimited, Pikes Peak GT4 Trophy by Yokohama

Practice/Qualifying Day #3: Thursday, June 20

Upper Section: Pikes Peak Open, Exhibition

Middle Section: Unlimited, Pikes Peak GT4 Trophy by Yokohama

Lower Section (Qualifying): Time Attack 1, Open Wheel

Optional Sanctioned Practice: Friday, June 21

Upper Section: Unlimited, Pikes Peak GT4 Trophy by Yokohama

Middle Section: Time Attack 1, Open Wheel

Lower Section: Pikes Peak Open, Exhibition

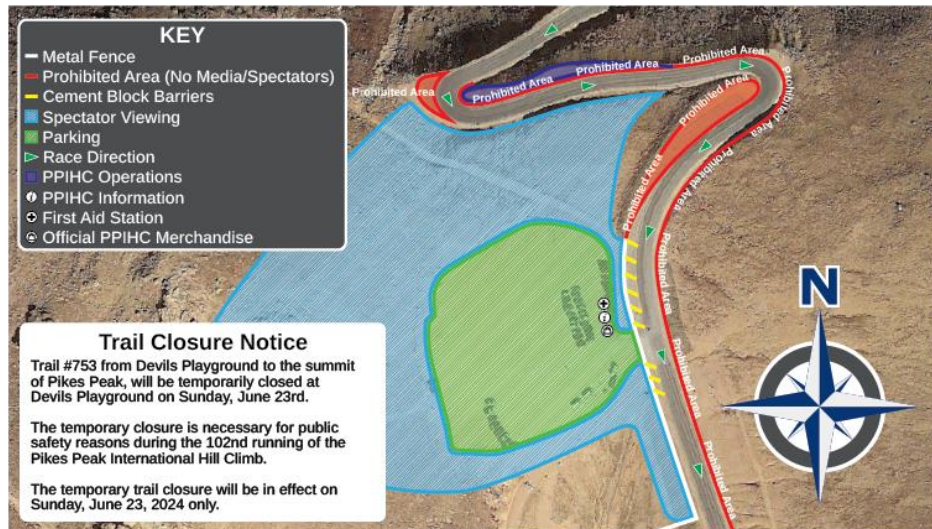
Friday, June 21 - (PPIHC Sanctioned Optional Practice Day)

- This practice session is optional. There is no qualifying. You do not need to sign up in advance and there is no fee. It is simply a final opportunity for those competitors wishing to make additional practice runs. The decision whether or not to practice on that day is up to each competitor. The format will be the same as the previous practice days.

Qualifying/Practice Sections Defined:

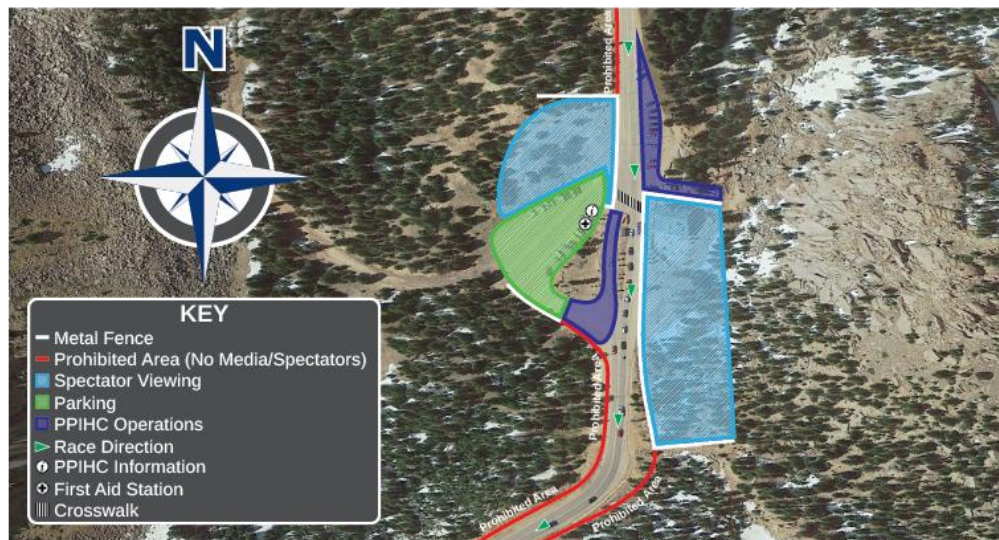
- Upper Section – Devils Playground to the Summit

DEVILS PLAYGROUND



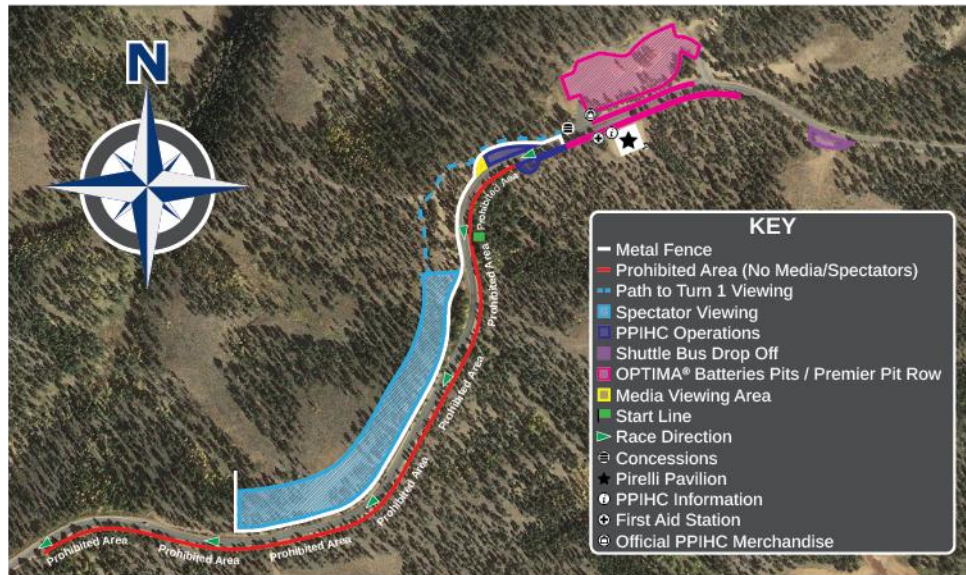
- Middle Section - Glen Cove to 16 Mile

GLEN COVE



- **Lower Section - Start Line to the S/B (switchback) below Glen Cove**
(This is the Official Qualifying Section)

PITS & TURN 1



The 2024 PPIHC competitor list can be found [HERE](#)

Rookie Practice Requirement

As a reminder, the following rule in the 2024 Rule Book will be strictly enforced for the 2024 PPIHC:

- Part VI – Practice and Race Day
- 6.9 - Rookie competitors must practice every section of the race course. A Rookie's failure to practice one or multiple sections of the race course will result in their disqualification from the event.

Practice Days: Schedule/Parking Course Conditions & Rules/Important Notes

Section Arrival Times:

- 3:30 a.m. – Gateway open to Competitors / Crews

Drivers Meeting:

A MANDATORY drivers meeting will be held **each practice morning** in each section's pits prior to the first run of the day. Roll call will be taken. Competitors may be fined for failure to attend.

Checkered Flag Reminders:

Competitors MUST slow down after receiving the checkered flag in all sections. Failure to do so could result in a PPIHC fine and/or penalty.

Gran Turismo Windshield/Helmet Visor Banner:

All competitors will be mailed a Gran Turismo windshield/helmet visor banner. All competitors/entries will be responsible for application of the Gran Turismo banner in the specified location before Tech Inspection and before you are able to take a green flag at Testing, Practice/Qualifying or on Race Day. Any competitor failing to display the Gran Turismo windshield/helmet visor banner will not be eligible to take a green flag.

Parking:

Due to limited parking, please arrange for your crew members to ride together.

- Lower Section – OPTIMA™ Batteries Pits
 - No competitors are allowed to pit and/or park on any portion of the Pikes Peak Highway road surface at any time, except those who have purchased pit row space. The space belongs to those who have purchased it all week, whether or not the owner is practicing on the Lower Section.
 - All competitors need to be parked and pitted in designated parking and or pit parking spots.
- Middle Section – Glen Cove
 - Parking is extremely limited in this area. Please consolidate your crew into as few cars as possible and do not bring any equipment that is not 100% necessary.
- Upper Section – Devils Playground

Course Conditions:

- Cold asphalt (The course will not be the same on Race Day as it was during Practice Days.)
- There may be frost, ice or water on the course.
- The paint is slick.
- Watch out for animals on the course.
- Different paving surfaces and heaving in pavement may be present.
- There can be a strong sun glare during the first few practice runs.

On-Course Rules:

- Follow all race official directions at all times!
- The two-minute rule will be enforced. A running clock will start after each vehicle has left the starting area and begun a test run. If another run-ready vehicle is not presented at the designated starting area within two minutes, that set of runs will be considered complete and the section's head official will signal for vehicles to return from the finish area to the pits.
- The racing line is white line to white line; do not cut the course.
- If you see a red flag on the course, during any run, stop immediately. No safety crews can or will move until race control is sure all drivers on the course are stopped and accounted for.
- If you run/disregard a red flag, expect to be penalized.
- If you are red flagged, wait until race control or an official releases you.
- Never go downhill unless instructed to do so by race control or an official.
- If you stop on the course, try to get out of the racing line. If you are blocking the course, walk downhill and notify other competitors. Have another competitor continue uphill and notify a course official.
- If your vehicle is disabled, it may not be brought down between runs.
- Make sure your towing equipment is in good condition to avoid further delays.
- Competitors must slow down after receiving the checkered flag in all sections. Failure to do so could result in a PPIHC fine and/or penalty.
- During practice, it is common to have two-way traffic on the return trip to the start line or pits. Do not pass other competitors going downhill. Drive slowly and stay in your lane.
- All competitors must ride down after the last run at legal highway speed! NO EXCEPTIONS.

Notes and Pointers:

- Don't race other competitors, race the mountain.
- Prepare yourself for the altitude and stay well hydrated.
- You MUST be ready to present your vehicle at the start line ASAP to maximize the number of runs.
- Make all of your runs!
- The road is turned over to Pikes Peak - America's Mountain at 8:30am. Competitors must be prepared to depart the designated pit area by 9:00am.
- If competitors wish to spend additional time on Pikes Peak - America's Mountain past 9:00am they must exit the Pikes Peak Highway and re-enter through the Gateway after paying the toll. Only street legal cars (no trailers) will be allowed on the Pikes Peak Highway during public hours and all drivers must obey all posted speed limits and traffic laws. If any competitor is found on the mountain, without having paid the toll during public hours and/or is cited for violating any traffic laws, they may be subject to a PPIHC penalty and/or fine.



008 – RallySafe Implementation and Information

Posted Online: March 11, 2024

Last Updated: March 11, 2024

(Subject to Change)

For 2024, The Broadmoor Pikes Peak International Hill Climb, brought you by Gran Turismo will continue to implement RallySafe to improve on-course safety as well as live competitor tracking. This is mandatory for all competitors as well as PPIHC Safety Trucks. The PPIHC will continue to be timed via transponders from North Country Timing and Scoring.

About RallySafe

RallySafe is the world's most advanced rally management system. Using the latest technology, RallySafe is an all-in-one advanced safety, timing and tracking package and one of the most robust, feature-heavy technology platforms to ever be used in motorsport. The system comprises a unit for each vehicle capable of two way messaging for safety messages and warnings from race control, satellite and GSM communication to a cloud-based management portal monitored by race control.

Learn more about RallySafe [HERE](#).

It is the responsibility of the competitor to understand the operation of the RallySafe in-car units. Penalties may be given for improper use of the warning systems regardless of whether or not such actions affect other competitors.

RallySafe System Requirements for Competitor

For the 2024 event, the PPIHC will be covering half of the cost of the RallySafe system. Competitors will be responsible for the other half: **\$215**. You can either pay the RallySafe system fee at Registration on June 17, or ahead of time [HERE](#).

RallySafe Fitting Kits

There are two options for the required RallySafe fitting kit, renting or purchasing. Either option will require a 12V power wired to the harness of the vehicle on **un-switched** power. The power source must be from the main battery and utilize a 5 amp fuse. The RallySafe Car Fitting Instructions can be found [HERE](#)

Option #1 – **Rental Fitting Kit**

If not purchased, a rental fitting kit will be provided to each competitor at Tech Inspection on June 17, 2024. In order to prepare for the rental kit, please read below about a power source that each vehicle must provide. The car must have a TE AMP SuperSeal 1.5 2-Pin male plug/female pins (TE part number 282080-1) with **un-switched** power and ground.

- The wiring must also have a 5 amp fuse.
- The power pin must be in **terminal 1** of the connector. The connector has the terminal numbers labeled.
- The plugs must be able to reach level with the dash at the driver A-Pillar bar plus six inches.
- There are also pigtail kits available from several vendors.
- The unit itself will be mounted with a roll cage attachment within reach of the driver and requires no cutting or drilling. This is installed by a clamp system so the bar must have 360 degree access and clearance around the bar for the clamp.
- The rental fitting kit will include a temporary stick-on antenna. The antenna must be installed with clear view of the sky to ensure stable communication and tracking.
- This installation kit must be returned at the end of the event or if the competitor withdrawals from the event.
- All teams are expected to arrive at Tech Inspection with the AMP connector installed.

Option #2 – **Purchase a RallySafe Fitting Kit**

If any competitor would prefer to purchase a fitting kit directly from RallySafe, they may choose to do so. If you plan to enter future PPIHC races, this is a good option to consider.

- The car must have a TE AMP SuperSeal 1.5 2-Pin male plug/female pins (TE part number 282080-1) with **un-switched** power and ground.
- The wiring must also have a 5 amp fuse.
- There are several options, including a stick-on antenna and different wire lengths. The bolt on antenna is recommended.
- Kits can be found here: <https://shop.statusas.com/shop/category/rallysafe/>
- Please note, shipping can take up to three weeks.
- We may have a limited number of these kits available for purchase at the event.

Either option will require a 12V power wired to the harness of the vehicle on **un-switched** power. The power source must be from the main battery and utilize a 5 amp fuse.

The in-car unit will be installed at Tech Inspection.

The RallySafe Instruction Manual can be found [HERE](#)

Return of RallySafe Units and Fitting Kits

Once cars return to the pits on Race Day, teams must remove the unit and fitting kit (if rented) and return all items to the RallySafe representative on site. This will be at the same location where transponders are returned.

For cars DNFin the event before the finish, teams must remove the unit and fitting kits (if rented) as soon as possible and return them to the RallySafe representative. Missing kits, parts, or units will be invoiced. The complete fitting kits are approximately \$200 and the units are \$1,500.



009 - 2024 Accepted Competitors - Mandatory Forms Checklist

Posted Online: March 12, 2024

Last Updated: March 12, 2024

(Subject to Change)

Prior to on-site Registration, you must electronically submit the following:

☐ **Medical History Form** (due May 1, 2024)

The Medical History Form must be completed by each competitor. Submit your completed Medical History Form to Alex@ppihc.org prior to May 1, 2024. An on-site Health Screening will be done by a UCHealth physician at Registration/Technical Inspection. Click [HERE](#) to download the Medical History Form. Click [HERE](#) to view the form used by the UCHealth physician during the Competitor Health Screenings.

☐ **Terms of Acceptance** (due June 1, 2024)

Terms of Acceptance must be signed online by June 1, 2024. These can be found and completed [HERE](#).

☐ **Proof of Valid Medical Insurance** (due June 1, 2024)

All drivers must have medical insurance in force at the time of any PPIHC sanctioned event to participate. Please e-mail a copy of your current medical insurance card to Alex@ppihc.org.

☐ **Driver's License** (due June 1, 2024)

All competitors must have a current driver's license. Please e-mail a copy to: Alex@ppihc.org.

☐ **USAC License** (due June 1, 2024)

All credentialed personnel, including competitors MUST register for a free USAC License [HERE](#). Your credential will not be released until this digital waiver has been signed and you have received a confirmation which will include your picture as well as a QR Code. The fastest and easiest way to receive this confirmation will be to select "text" rather than "e-mail" when prompted.

☐ **Crew Credentialing** (due June 17, 2024)

For the 2024 event, each driver will be given one (1) Competitor Credential and up to five (5) free Crew Credentials. Each competitor is then allowed to purchase additional Crew Credentials for \$125 each – these can either be paid for onsite at Registration, or in advance [HERE](#). It is preferred that all crew members register/obtain their USAC License [HERE](#) prior to Registration.

☐ **RallySafe System** (due June 17, 2024)

For the 2024 event, the PPIHC will be covering half of the cost of the RallySafe system. Competitors will be responsible for the other half: \$215. You can either pay the RallySafe system fee at Registration on June 17, or ahead of time [HERE](#).

You will complete the following on-site, in person:

☐ **Waiver of Liability** (June 17, 2024)

☐ **Competitor Health Screening** (June 17, 2024)

☐ **Competitor Registration** (June 17, 2024)