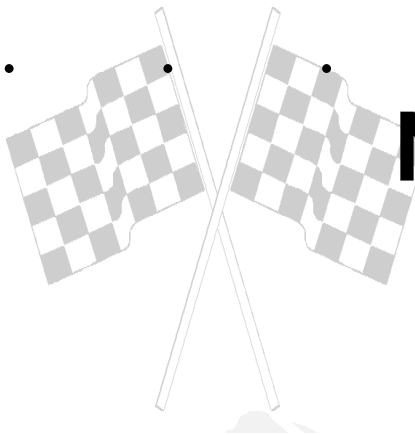


Karting in New Hampshire



.....
NHKA Racing Series



*Your Best Opportunity to Drive at a World Class
Professional Race Facility*





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Karting at NHMS

*Your Best Opportunity to Drive at a World
Class Professional Race Facility*

Welcome!

Welcome to New Hampshire and the NHKA Racing Series. Karting is an excellent opportunity to join the world of motorsports as a competitor. This fun family oriented sport is open to kids as young as 12 years old all the way up to kids in their 60's.

Visit with us for a weekend. You can just watch and ask questions or volunteer for a couple of hours of work. You'll meet lots of really great people from all over.

This handout is primarily geared towards kart racing on the 1.6 mile 12 turn road course at New Hampshire Motor Speedway. The information is meant to help you become familiar with the typical activities that happen during a race weekend at New Hampshire Motor Speedway.

Karting Enterprise Inc. – KEI

KEI is an organization of people who have been active in providing New England karters with racing for many years now. This organization works very hard throughout the year to promote the sport.

These are the people who are responsible for the karting events here on the New Hampshire Motor Speedway. Contact Dave Whitesell for specific information on KEI.

KEI Workers

Only workers listed on the paperwork to be forwarded to NHMS before each weekend event will be allowed to enter the track prior to the events official start. Workers on the official list will be notified as to when a KEI official will be available to let them enter the facility. Workers on the official list will not be allowed to bring in friends, relatives, etc.

Track Information – New Hampshire Motor Speedway

New Hampshire International Speedway was the first super speedway to be constructed in the United States since 1969 with ground breaking on August 13, 1989. The Official Track Opening date was June 5, 1990.

NHMS is built on the site of the old Bryar Motorsports Park; the NHMS road course does not use any of the old Bryar track, although the outfield section somewhat resembles the corresponding section of the old track (albeit run in the opposite direction.)



New Hampshire International Speedway completed Acquisition Closing on January 11th, 2008 and was been renamed New Hampshire Motor Speedway by the new owner Speedway Motorsports, Inc.

Today it is still known as “The Magic Mile” and is home to two of the largest sporting events in New England.

New Hampshire Motor Speedway is a very clean facility located just north of Concord.

Track Office

New Hampshire Motor Speedway
PO Box 7888
1122 Route 106 North
Loudon, NH 03307-7888
603-783-4931 (Guest Services)
603-783-4744 (Administration Offices)

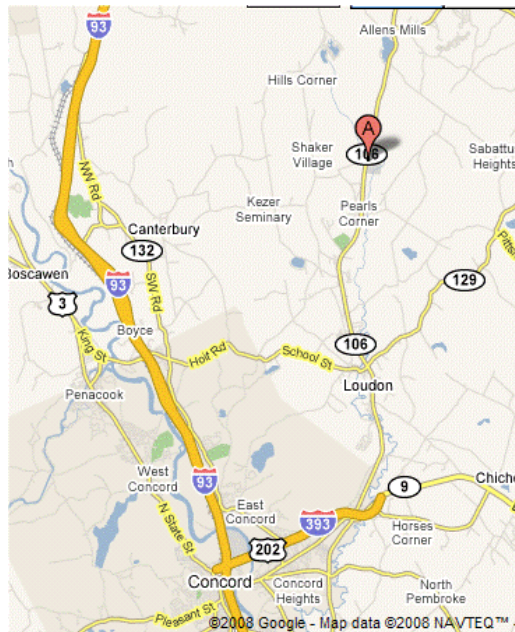
Directions to New Hampshire Motor Speedway

NHMS is located in Loudon, NH on Rt.106, approximately 14 miles north of Concord, NH.

From the South, take I-93 to exit 15E (I-393). Take Exit #3. Turn onto Rt. 106 North. NHMS will be 9 miles north on the right.

From the North, take I-93 to the Tilton Exit #20 to Rt. 140 through Belmont to Rt. 106 South. Follow Rt. 106 South to the Speedway which is approximately 7 miles on the left.

[Google map to the Speedway](#)



Overnight parking and camping will be available in the paddock area for karters during the karting event. There are no “hookups” and there is sometimes a fee for camping/electricity. Do not pay this fee at the Main Gate.

Dogs are welcome but must be leashed at all times and always picked up after.



Hotels & Motels

There are many hotels and motels located in the area. It is recommended that you make your reservations early as those location nearest to the race trace can fill up quickly especially during National events and in October when visitors arrive in New Hampshire to view the colorful fall scenery.

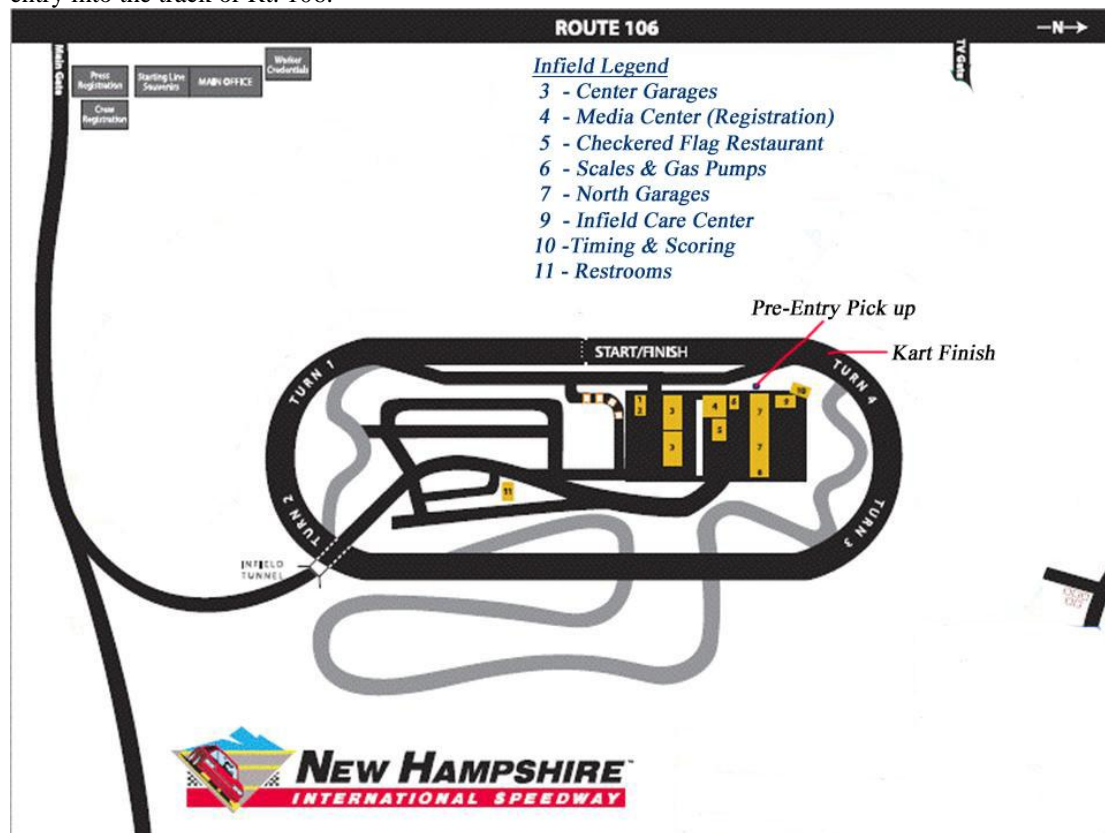
You may want to visit the New Hampshire Motor Speedway website selecting the Visitors Guide section. They provide a list of nearby lodging including distances from the track.

Entry into the Track for Karting Events

Use the South Gate entrance and stop at the building just to the left of the entrance gate. Track gate opens at specific times depending on the day of week and time of the year. Check your newsletter for the opening times.

Each person must sign the waiver and purchase a pit pass for each event. Wristbands will be issued at the main gate. The wristband is your pit pass and has a number on it. You will need this number when signing in at registration. The wristband must not be removed until you are ready to leave the track at the end of the weekend. If you lose or remove your wristband, you will have to buy a new pit pass. Friday's pit pass covers you for entry into the track for the weekend, a Saturday pass is valid for Sunday admittance. Keep your pit pass with you at all times and always show it when re-entering at the track main gate.

Parking is allowed outside the front gate prior to the official start of the event. Do not block entry into the track or Rt. 106.





Special Notices

Noise Restrictions

Do not start or run any kart motors before 8:05AM. This is a strict rule of the NHMS Track Management.

NHMS is restricted to a 99Db noise level measured at track edge per the City of Loudon. Air boxes are mandatory on all Sprint Shifters and Spec 125 where applicable. Experience indicates that upper-class karts require some sort of muffler.

Kart Stands

Do not set kart stands in the hot pit area where the karts drive. Keep the karts on the track and the stands in the pit area. Put something under the legs of the kart stand so they do not sink into the asphalt. Either weld plates onto the bottom of the stands or put a block of wood or even pieces of a number panel under the legs. *The track management could confiscate stands without the proper footing.*

Fluid Spills & Washing Parts

Do not wash engine parts with solvents in the rest rooms. If you have to wash off engine parts, there are parts cleaners located in the pit area. Be sure to bring a catch pan to collect any gas or oil spills.

If you do accidentally spill any fluid on the asphalt, there is speedy dry in the scale building. It is the responsibility of the competitors who create a spill to clean the spill. Violators will be dealt with severely.

Sharing the Facility

The Center Garages and parking areas are not always available during a karting event weekend. There are occasions where we “share the track” with other organizations. During these times, please respect the spaces assigned to each organization. “Sharing the track” really means sharing the facility. We’ve seen NH State Troopers, bicycle racers, company outings, etc.

Prior to using the track:

- You must purchase your pit pass.
- You must be entered into either practice or a class on the day you use the track.
- Your kart must bring your registration information to safety tech with your kart and helmet and pass the pre-race safety tech.

Please keep a fire lane of at least 20 - 30 feet open around the garages. Do not block gates.

No one under the age of 12 is allowed past the small hot pit wall.

Race gas is available at the track as a cash only sale

Compressed air is available.

The road course is 1.6 miles.

Kart parts are available at the track from vendors. It’s best to make arrangements for the tires you will purchase in advance from the track vendors

The pit area and hot pit area should be kept clean of tie wraps, safety wire, and trash in general.



The track restaurant is open during race weekends for breakfast and lunch. They also sell ice.

There are convenience stores nearby as well as a large shopping and restaurant district located in Concord.

Special Parking Areas

Reserved Areas

Only people with permission from a KEI Official or NHKA Racing Series Sponsors are allowed to park in areas marked as Reserved. If your friend is a sponsor, that does not entitle you to park next to him in the reserved area. There are many classes open for full sponsorship and anyone can purchase a personal sponsorship. Sponsorship forms are available either at registration or from Dave Whitesell.

Hot Pit Area

The Hot Pit Area is located on pit road. Parking in the hot pit area is no longer allowed.

Garages

Garages bays are available for rent by selecting Garage Rental on the NHKA Racing Series Road Course Pre-Entry Form. Fees per bay are listed on the form. Garages may be rented at the track if available. The garages are locked each night and unlocked in the morning. If you and several of your friends get together to share the cost of the rent, it does not cost as much per person and it is very comfortable to work out of.

People renting garages should empty trailers on arrival and park their vehicles towards the rear parking area to keep access lanes open and so those not renting garages don't have such a long push to the grid.

Driver Requirements

This is a list of some of the driver requirements that must be met in order to participate in an NHKA or WKA event. Always refer to the WKA Technical Manual for all regulations.

- Persons under the age of 18 must complete a Minor Release Form and any other prescribed insurance documentation.
 - A birth Certificate or other documentation is required
 - Minor drivers must satisfactorily demonstrate driving ability
 - There are different age requirements for different classes
- Novices are drivers who have experience of less than 3 races
 - They should place a number panel with brightly colored "X" on the rear of their kart
 - They should also put an "X" on their helmet
 - They should start at the rear of the grid

WKA Endorsements – Membership Application

Each applicant will be issued one license endorsement based on the Series and Class(es) entered at the top of this form. Restrictions maybe applied to any endorsement and/or the endorsement may be issued on a provisional basis. Driver requirements for each endorsement are listed below, but WKA may recognize similar experience from other WKA series or other national race-sanctioning organizations. The below endorsements are listed in order beginning with the highest license endorsement obtainable with WKA in each applicable series. If the applicant possesses an endorsement listed for or below a class, then the applicant is eligible to compete in lower the classes. RR1 & RR2-Shifter licenses are honored for the Mfr Cup I CC Shifter class.



CLASS / CATEGORIES	AGE REQ	ENDORSEMENT	DRIVER REQUIREMENTS
B Stock / Formula 125 / Unlimited / 250's	18 & up	*Road Race Class 1	2 years, 6 events per year in RR2 &/or RR3 class(es)
125 Sprint Shifter	18 & up	*Road Race Class 2 Shifter	2 years, 5 events per year in RR2 &/or RR3 class(es)
Spec 125 Sprint (TaG)	16 & up	*Road Race Class 2 TaG	1 year, 5 events per year in RR2 &/or RR3 class(es)
100cc Controlled, Cont'd Limited, Cont'd Spec, Formula 100	16 & up	*Road Race Class 2	1 year, 5 events per year in RR3 class(es)
Yamaha Pipe & Sportsman Laydown	16 & up	Road Race Class 3	Age Only
Piston Port Can Laydown & Sprint	15 & up	Road Race Class 3	Age Only
WKA & Yamaha Pipe Sprint	16 & up	Road Race Class 3	Age Only
Briggs Animal Sprint	15 & up	Road Race Class 3	Age Only
Briggs Sprint Over 35	35 & up	Road Race Class 3	Age Only
Jr Enduro Laydown	12 - 15 only	Road Race Class 3	Age Only
Jr Sprint	12 - 15 only	Road Race Class 3	Age Only
Briggs Jr Sprint	12 - 15 only	Road Race Class 3	Age Only

Endorsements denoted with an asterisk (*) are advanced level licenses and require evidence that applicant is of sufficient driving experience and ability.

Restrictions may be applied to any endorsement and/or be issued on a provisional basis.

WKA Membership

Please renew your WKA membership directly with the WKA as soon as you get it in the mail. This prevents your membership from lapsing and saves the club the paperwork of your renewal. All memberships processed will require a separate check made out to "WKA".

If you need help completing the form, please come at a time when registration is not busy. Ask a friend or mentor to help if you have a question on the information required. **There is also a 1-day membership available.**

NHKA Registration Information

Registration is usually held at the Media building that is near the scale building and the main restrooms. Racing on the road course requires you to obtain the proper license from the WKA. All forms are available at registration.

Always remember to bring your WKA card with you as well as your transponder number when registering. Note: your current WKA membership information is coded on your WKA magazine address label. Bring it with you in case something happens to your card.

Be sure to check the price difference between the pre-entry fee and the "at the track" entry fee, as it was voted to make it a larger spread to encourage more pre-entries.

The registration area can become very busy in the mornings so please don't wait until the last minute if your need to register for a race.



Registration Hours

Registration for the road course is usually open during the following times:

	Open
Friday	10:00AM – 3:00PM
Saturday	8:00AM – 4:00PM
Sunday	8:00AM – 4:00PM

Registration is always closed during all morning drivers meetings. Registration may also close and reopen at anytime during the event but an announcement will be made prior to any closing. We have several volunteers working in registration who have drivers competing in races. Sometimes they like to watch the race too. ☺

When registering:

- Be sure to bring your WKA membership card with you to all events. If you do not have it, you will be required to apply for a new WKA card prior to being entered into any class or practice.
- Drivers on the road course **must have the “enduro endorsement” on the back of their WKA Membership card.** Check the back of your card and if it doesn’t state “Enduro Class 1” or “Enduro Class 2”, you will need to complete a WKA membership application at the first event.
- You must purchase a pit pass at the entrance gate in addition to your event entries. You will be issued one wristband for the pit pass at the main gate and another one at registration for Friday practice if entered. Note: Occasionally spot checks are performed during practice looking for the wristbands. Make sure you have yours on before going out to practice.
- Payment for class entries may be made in cash, by credit card or by personal check.
- You will need your AMB 160 transponder serial number - _____

Entry Changes

It is possible that you may need to change your original entry to a different class. If you need help determining which class you should be entered in based on the class requirements, you might try asking someone in the North Garages who has similar equipment. Please note that the workers in Registration can not tell you which classes you should be in only what classes you have entered.

Once you are certain of the changes you’d like to make, explain the changes that you need make to the registration personnel. You can make changes up to on half hour prior to the first call to grid a race but you should really get it done as early as possible.

Pre-Entry Registration

If you have pre-registered by mail, you can pick up your pre-entry materials from Pre-Entry Registration located at the main gate to Pit Road. Pre-entry pick up is located away from the main registration area in order remove some of the congestion that naturally occurs at the start of an event weekend. Practice fees can be paid here as well by check or cash. If you are paying by credit card, you will need to go to Registration.

Pre-Entry Registration usually follows the same hours as Registration and is always closed during the mandatory morning Drivers Meetings. Pre-Entry’s can usually be picked up at anytime after 10:00 AM if someone is at the trailer.



All pre-entered competitors must personally pick up their pre-entry packet at the pre-registration area and must also have personally executed their waiver signature when purchasing their pit pass.

Drivers must bring their WKA card to pick up their Pre-Entries. You will need to provide your WKA card, sign a waiver and if you have entered into practice, you will receive an armband. You cannot pick up Pre-Entries for another driver.

Once you have picked up your entry, there will be no refunds given unless your kart does not pass Safety Tech and the problem cannot be fixed at the track.

Pre-Entry Registration does not have access to the computers used in Registration. All entry changes must be made at Registration.

Transponder Information

Please purchase your transponder from the World Karting Association prior to attending a kart race weekend at NHMS. NH Karting Association and KEI may not have transponders available for every race. You can contact the WKA using the following information:

WORLD KARTING ASSOCIATION, INC.

Mail to: RO. Box 1030, Harrisburg, NC 28075

Ship to: 5725-D Concord Parkway N., Harrisburg, NC 28075

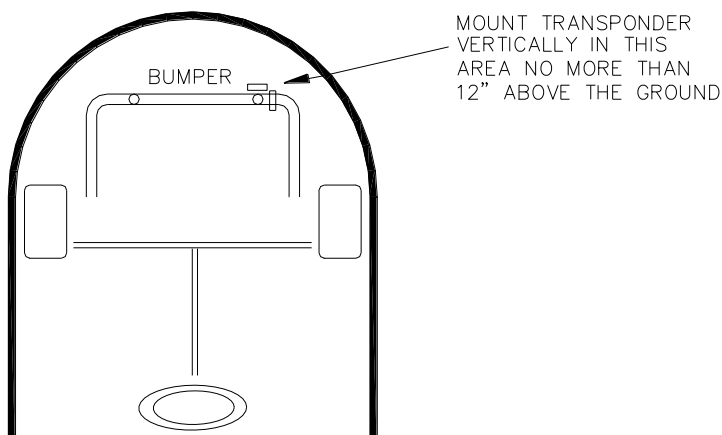
Phone: 704-455-1606 Fax: 704-455-1609

You may be able to purchase the transponder using a payment plan.

Everyone will be required to have an AMB 160 transponder that must be purchased through the WKA.

INSTALLATION OF THE AMB TRANX160 INDIVIDUAL TRANSPONDER

1. The AMB TranX1 60 transponder must be mounted on the front right side of the kart. It must be in front of the right front tire and cannot extend past the front bumper. You may attach it to the front bumper. No transponders will be allowed to be positioned in the tip of the nose cone.
2. You may secure the mounting bracket on the kart with tie-wraps, bolts, etc. Velcro is not advised, unless you use additional measures along with the Velcro. Mounting brackets must not exceed 1 foot above the ground in height. The lower it is, the better the signal will transmit.
3. No metal or carbon fiber can be beneath the area directly below the transponder.
4. If your metal floor pan and/or any carbon fiber are directly underneath the transponder, you must cut an opening into your floor pan at least 3" in diameter directly below where the transponder will be mounted.
5. Fasten the transponder in the holder using the supplied fixing pin. Push the pin all the way through!!! Warning: A detached transponder can be very dangerous. Make sure the transponder and holder can not get detached. Use additional tie-wraps during endurance races.



Class, Points and Trophy Information

In the WKA Dunlop Tire Road Racing Series driven by Mazda, there are approximately 38 classes. There should be at least one class if not more than your Enduro or Sprint Kart with a 2 cycle or 4-cycle engine can enter. Each class has certain requirements that must be met.

Classes and their requirements are occasionally added, removed, adjusted or modified by the governing bodies which are why they are not listed in this section. You should refer to the WKA Manual for the current class structures. If you need more help, ask a couple of people at the track who have similar equipment to make a recommendation for you before entering a class.

Remember that the people in Registration can't tell you which class to enter only which classes you have already entered.

Points Championship

Club members compete for a year end points championship that allows you to drop your worst finish. For example, we would count your best 4 out of 5 or best 6 out of 7 races.

NHKA Club classes exist and may vary from WKA classes.

Receiving Points

You must be a current member of the 'NHKA Racing Series' to receive points towards the year end championship. Anyone who becomes a temporary member for the event does not receive any points towards the year end championship. You will not receive points if you do not weigh in after the race.

Trophy Information

The trophy policy is to be self-supporting.

- 1 trophy for each 3 karts entered in the senior class with a maximum of 5 per class.
- 1 trophy for each 2 karts in the junior classes with a maximum of 5 trophies per class.



Exceptions occur if a class sponsor agrees to pay for extra trophies.

Trophies are handed out near the scale building at the end of the day. You will need to sign for it. If you won't be able to pick up your award by the end of the race weekend, you can pick it up at the next race weekend. Do not ask registration for your award while they are busy.

Permanent Numbers

- (1) You must be a NHKA Racing Series member before you can select a permanent number.
- (2) For the initial assigning of numbers:
 - (a) Highest points earner in both Enduro and Sprint will get #1 and can also select a second number in case they do not repeat as high points earner. High point's earner does not have to run #1 and does not keep the #1 unless they repeat as the high points champion for the next year.
 - (b) Multiple class champions will get to select next.
 - (i) Example: If you won 3 classes, you will get your choice before the driver that has won only 2 classes.
 - (ii) Example: If more than one driver has won three classes, the driver with the highest number of points will get first choice
 - (iii) The same process will be followed for all class champions regardless of the number of classes won.
 - (c) The driver with the highest number of year-end points will get the first choice.
 - (d) Drivers with no accrued points will get to choose their numbers after the cut-off date.
 - (e) In future years, you will have first choice to keep your number, providing you renew your NHKA Racing Series membership by the cut-off date listed at the start of each year. Only the number 1 will change automatically with each year's new high point's champion. If you wish to change your number at the start of the year, you can do so, providing the new number you want is available.
- (3) Cut off date for the above procedure is usually around March. After that time, all remaining numbers will be available on a first come basis. The official dates will be posted in the newsletter.
- (4) All permanent numbers will be on a rectangular white or yellow background, with approximately 1 1/2" of background color all around the number.
 - (a) The height of the number will be a minimum of 5"
 - (b) Numbers will be a minimum of 3/4" wide
 - (c) Numbers will be block or plain style
- (5) Numbers are to be on the sides on the side panels and the sides on the nose cone.
 - (a) Do not put them on top of the side panels or on top of the angled area of the nose cones. They cannot be seen when they are located on the top
 - (b) All numbers to be between 2 and 99
 - (c) No number can start with zero
 - (d) No alpha characters allowed
- (6) The Race Director has the right to require the use of the numbers issued at the track if it is determined that the permanent numbers on the kart are going to be difficult to score.



Applying Numbers to your Kart & Scoring

The scoring building is on your left-hand side as you follow the road course. Numbers need to be placed on the front left, left and right sides of the kart.

- If assigned a number at registration:
 - Do not trim or cut down the size of the yellow part of the numbers issued.
 - The scorers are looking for the yellow to draw their attention to your number.
 - You must have nothing else on the area where you are putting your numbers.
 - Remove the old numbers and clean the area with either carb cleaner, brake clean or lacquer thinner. These numbers do not have a lot of glue on the back and are made to stick on something clean, hard and smooth.
- Anyone that wishes to use tape to hold on their numbers must use clear or yellow tape. Some brands of clear tape are better than others.

Race Results

Race results will be posted in an area that is easily accessible and the location depends on space availability. They are usually posted on the window of the media building and should be viewed from outside.

Please do not remove the sheets during the weekend. They are there for everyone.

Announcements are made when the results are official and posted.

Safety

The safety of all the participants and spectators is always the top priority of everyone at NHMS during an NHKA event. Review this section and refer to updates to safety requirements in the technical manual. Speak up if you notice something that could prevent an accident. Always think safety and be careful.

All NASCAR and OSHA Safety rules must be complied with to be allowed on the hot pit area. You can no longer stand out at the pit road wall that runs between the track and Pit Road to watch the races or provide signals to your driver without the helmet. Bring a bicycle type DOT approved helmet with you.

No one under the age of 12 is allowed past the small hot pit wall.

Dogs are welcome however they must always be leashed.

For insurance reasons, it is necessary to warn everyone that kart racing is dangerous and anyone can be injured or killed. The event organizers do everything possible to make the event as safe as possible, but the nature of racing does involve risks.

Safety Equipment Guidelines

The safety of all workers, drivers and spectators is taken very seriously by the club. If you see a hazard, please report it. Below are a few safety equipment guidelines for you to review. This list is included only as a guideline.

Always refer to the WKA Technical Manual for current information.



- Helmets should provide full-face coverage and be in good condition. It should comply with the **Snell Foundation 1990 specifications**. The helmet must be secured with a strap.
- Eye protection is mandatory. Goggles or face shield required
- Collar-type, unaltered neck braces designed for motorsports use are mandatory for all classes except the Enduro lay-down karts.
- Drivers are required to wear:
 - Leather, vinyl or abrasion resistant jackets
 - Full length pants
 - Shoes and socks
 - Gloves
- Steering wheels
 - May be completely circular, minimum 10" diameter & minimum 3 spoke design
 - May be butterfly-type with 10" minimum diameter & 4 spoke design with a minimum 5" grip length on opposing sides
- If hair extends appreciably from beneath the helmet level, it is mandatory for those people to wear a "balaclava" or head sock.
- No apparel such as sweater hoods, loose belts, bandanas etc.
- Flak Jackets are recommended

Safety Tech

Safety Tech is located just outside the North Garage area usually at the 3rd bay across from the Media Center. They typically have cones set up in the area where you need to bring your kart. You should bring your Kart, pit pass, Class information you receive from Registration or Pre- Entry Registration, helmet, driving suit, gloves and your safety collar if you drive a sprint kart. You will need to sign a simple form.

You must pass Safety Tech before you will be allowed out on the track. Your kart will be looked over by the safety tech inspector. They will look at your kart, brakes, brake lines, fuel lines, any fasteners that must be cottered, etc. They will check your helmet, which **must be full faced Snell 90 rated or better**. When you pass the inspection, a sticker will be attached to your kart.

If you fail the inspection, you will be told why your kart failed and have the opportunity to correct the failure. Listen to the Safety Tech, they might make suggestions or offer advice. Be aware that their area also gets busy at times.

Safety tech is only meant to check for required safety items. They are not looking for technical rules compliance. Your equipment is subject to re-inspection at any time.

Here is a sample pre-race checklist that you can use as a reference but are not the only items inspected during Safety Tech.

	Cotter pins or safety wire on gas and brake pedals, steering wheel
	All Steering components must be cottered or wired including tie rods, ends, kingpins, steering wheel, etc.
	Rear wheel hubs must have axle retainers
	Front wheel hubs must be cottered.
	All brake components including calipers, master cylinder must be cottered or wired.
	Any additional weights must be secured with 5/16 min. diameter bolts and safety



	wired or double-nutted
	Wheel nuts should be tight
	Helmet complies with Snell Foundation 1990 specifications
	Brake and fuel lines should be protected from impact and possible wear.
	Fuel lines should be clamped or safety wired.
	Lead weights must be painted white for visibility on the track (if they fall off).

Schedule

NHKA negotiates the dates each year with the management team of the race track. Many factors must be considered during the negotiations and the outcome is sometimes different each year.

Frequently we are able to secure race dates in April, June, August, and October with one of the schedule dates being set as a WKA National event.

Special Note - National Weekend

During the Nationals, extra help is always appreciated. We'd like to be the best hosts and hostesses to the many competitors who have traveled to New Hampshire for the event. Track job openings and scheduling is usually managed by signing up on a whiteboard in the scales building. If you have some free time, we'd appreciate your help.

There is also usually some type of group food event that weekend. It's a great time to make new friends and catch up with old friends. We try to plan for the event on the race weekend prior to the National. A signup sheet is kept at Pre-entry Registration so sign up to bring some food to share, offer grills or tables to use, volunteer to flip hamburgers, set up or clean up. Be sure to stop by as everyone is always welcome and there has always been plenty of food and fun for everyone. It's really a lot of fun, please join us!

Weekend Race Schedule

The weekend race schedule is posted in the scale building on a large whiteboard. Always check the schedule for changes. You need to listen to the announcements during the morning practice sessions to hear about any schedule changes due to the combining of classes. There is always a chance that morning practice sessions may be shortened or extended depending on the current situation. The club schedule typically follows the registration form schedule.

National events are run using a different daily race schedule.

Again, make sure you check the schedule.

Typical Routine for Drivers and their Crews

Here is a sample of a typical routine that drivers and crews may follow just to give you an idea of what is involved when you arrive at the track.

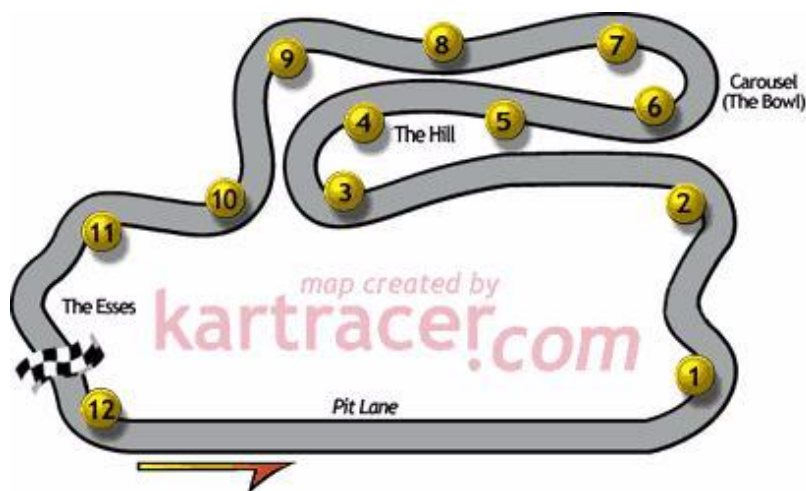
- Drivers and crews sign in at the main gate and get their pit pass.
- Enter the infield and decide where to park.



- Crews with Garages can park nearby to unload but then need to move their vehicle and trailer out of the way.
- Begin unloading and setting up your gear. Say “Hi!” to your friends and make new ones.
 - If you’ve never been here before, walk around a little to see what is around. Locate:
 - Registration & Pre-Entry Pickup
 - The gas pumps and air compressor
 - Safety Tech
 - The Scale Building
 - Kart parts vendors
 - The restrooms and showers
 - The Checkered Flag Restaurant
- Find your WKA Card.
- Get your kart ready for Safety Tech.
- Listen for announcements
 - The registration, pre-entry pickup and safety tech areas all need time to set up so please don’t rush over and expect to be taken care of immediately.
 - Announcements are made when the gas pumps are open. You can put your fuel can in the line that usually forms. Cash only, no credit card service is available.
- Head over to Registration or Pre-Entry pickup to get your entry materials
- Bring your kart and helmet to Safety Tech for inspection. You need your Entry materials before you can get your kart inspected.
- Put on your kart numbers and transponder.
 - Put an “X” on your helmet to let others know you’re new.
- Gather tools, starter and whatever you might need during your practice session.
 - Many people use wagons to keep all these things together
 - Bring a stop watch with you so you can record your times or time others
- Get your fuel and ready your kart for your practice session.
- Make sure you have a Friday practice armband on
- Attend the mandatory drivers meeting when announced.
 - If you’re new to the track, someone might be available to drive you once around the track in a pickup truck. Pit crews can also go if space is available.
- Check the board for your practice session group.
- Head out to the pit road with your kart and other necessary equipment
 - Usually an AMB beacon is placed over the pit road wall near the beginning of the wall. If it’s not out there let Pre-Entry Registration know. If you use something other than AMB, place your beacon in the same area.
- Go out with your practice group
- Weigh your kart and yourself in the scale building
- **Have a great time!**



Road Course Map



Practice Procedures

Practices are usually held in alternating sessions between the **Enduro Karts and the Sprint Karts.**

- You must be ready when it's your turn to practice and you must go out with the correct group.
- Each session *may* be 15 minutes long with a tow pickup in between.
- There is a board at the end of pit road that will be green for an open track and red for a closed track. Do not exit pit road if the sign turns red. Use extreme caution, and slowly turn around. You may slowly drive back the majority of the way.
- Each session also has a matching board with a large roman numeral on it for the designated session at the end of pit road.
- A checkered flag will be displayed at the end of pit road to indicate when the practice session is over. Once the session is over, you should use the remaining time on track as a cool down lap on your way to exit the track.
- You are expected and required to safely exit the track when the session ends.

During practice, pit road can become very busy. Always proceed with caution when you are out there. Be sure to pick up your parts, tools, starters, hats, helmets, trash or any you bring out there. Pit road needs to be clear when the races start.

Grid Procedure

You must be ready when it's your turn to race. We can only wait a short period of time for you. If we waited 5 or 10 minutes for each person, we would never finish with all the classes so be prompt. Better yet, be early.

Announcements on which class is racing next are made in the following order:

- 1st call 15 minutes prior to the end of the previous race.



- 2nd call at 10 minutes
- Final call at 5 minutes.
- Anyone late to the grid (misses drivers meeting) will start at the rear of the field.

There are two grids. One is located at the entrance to pit road while the other is located at the exit from pit road. The shifter karts grid at the exit from pit road. It's a long walk so make sure you have plenty of time to get your driver and kart down there as well as anything you need to start the race.

The materials you received at registration will give you an indication of your starting grid position. The Grid Director has a sheet that lists the racers and their grid position. The Grid Director will verify all positions. If you do not know where to grid, they will tell you. They also do a quick test of your transponder.

Make sure you leave enough space next to you so everyone has room to start the karts. It's always a good idea to look down the line for someone who uses the same type of starter in case yours does not work. It happens and when it does, help will usually arrive from the pit crews of your competitors.

You must have a fire extinguisher with you while on pit road. At a minimum it should be a 2.5 lb. dry powder or chemical fire extinguisher and it must be operable.

A brief drivers meeting will be held by the Grid Director. At this meeting, race procedures are reviewed as well as safety. If multiple classes are on the grid together, you will be given instructions on which flag man to watch and what the split in timing will be.

I believe that if you don't have a working transponder on your kart you will not be allowed to start the race.

The track must be clear before any race begins and the ambulance must be in position. Watch the flag person as instructed in the drivers meeting.

Once the race begins, your pit crew must be aware of any split starts and not cross the pit road until it is safe to do so. They should wait until all karts have left the grid. All starters, wagons, etc should be removed from the area when it is safe to do so.

The Road Course Race

To race on the road course, you must be at least 12 years old.

Enduro races are no more than 45 minutes in length. Sprint races are no more than 30 minutes. Weather conditions can cause the race times to be shortened in order to complete all class races. This is frequently due to extreme heat or cold or rain. These changes would be discussed at the morning drivers meeting.

Once the race is underway, you should already be aware of the locations of the corner workers. There is a countdown timer that is usually set up on the pit wall about 1/3 of the way down the front straight. The checkered flag is given just outside of the scoring building.

Once the race is over, you are given a 1 lap cool down lap before entering the scale building. You must weigh in in order to get points. Do not drink anything prior to being weighed unless the officials have approved it.

If you have a race immediately following the one on the grid, let those in line for the weigh in know. They will allow you to enter into the scale building quickly so you can be ready for



your race. You must also speak with Post-Race Tech to let them know your situation. They will instruct you on what you need to do for Post-Race Tech.

- If you have your engine sealed so you can race it in the next race, you must be sure to have the grid person check for proper sealing prior to the start of the race. If you are found illegal at the end of the second race and if the same tech does apply to both races, you will be disqualified from both races.

Once everyone is through the scale building, you must wait for the Post-Race Tech to dismiss the drivers if you are in the top 5 finishers.

Protests

The driver of record must file a protest within 30 minutes of the end of the race for kart and/or engine protest. This is done in the Registration area.

The driver of record will be required to post a \$50 fee for a Tech asked for at the end of the race.

- If the protest is upheld, money will be returned to the protester.
- If found legal, money will go toward the year end awards or merchandise.
- If the same driver requests 2 techs during 1 season and both are found legal, the protester will lose their points for the event.

Fortunately, we don't have many protests but it can happen.

New Kart Drivers

Tips

- Ask questions. People are friendly and everyone helps everyone else out.
- Ask someone to point out David Whitesell to you. David is responsible for many things and by now you've seen his name throughout this document.
- Put an "X" on your helmet using contrasting tape for the first few races. This lets other drivers know that you are a novice and they'll give you more room on the track.
- Start at the rear of the grid regardless of the number you are assigned. This will help you to gain starting experience without pressure.
- Bring a spare spark plug and wrench to the grid in case your plug fouls.
- Test your starter – make sure it's charged & working
- Signal your need to jump the line at the scale building if you have back to back races and be sure to talk to the post-race Tech Inspector before leaving the area.
- Don't accept anything to drink while waiting to be weighed in after the race. If you accept the drink you could be disqualified. Wait until after you weigh in.
- You must weigh in to receive points even if you do not finish.
- Make sure you have the correct number on your kart for the race you are about to start.
- Charge your transponder
- Weigh your kart and yourself



The Black Flag

If black flagged during practice, you and your kart will be sent to the penalty area for an amount of time to be determined by the seriousness of your infraction.

The Scales

The electronic scale weighs in whole pounds and rounds off the weight to the nearest pound. One ounce of weight can cause a one pound change in the total weight. There is a secondary scale available in the event of a failure of the electronic scales. It's a good idea to weigh your kart and yourself before your race. You may use the scales at anytime that the building is open.

General Club Information

Technical and class regulations are published in the WKA magazine. Always refer to the WKA Technical Manual for more detailed regulations and procedures.

Driver meetings are mandatory. Read the driver handout and attend the meeting to be informed of news, any last minute changes, special conditions and to ask questions. The meeting is held first thing each morning, usually around 7:45am and lasts about 15 minutes. All kart engines must be off during the meeting. No Karts should be started before 8:05AM.

If you have never been to NHMS and would like to have someone drive you around the track, ask during the drivers meeting. This will be arranged if time permits and only when the track is not "open". If you are new to the track and want to follow someone around for a lap or two during practice, ask during the morning drivers meeting.

The club holds an annual rules meeting to discuss the upcoming season, rule changes, classes etc. The location, date and time will be in the newsletter.

The club also holds a year end awards banquet. This is usually held in the January/February timeframe. The last two banquets were held near an indoor kart track and arrangements were made to set up a friendly competition against other local clubs. At the awards banquet, competitors are recognized for their achievements, trophies are handed out and a raffle is held. The location, date and time will be in the newsletter. If you would like to donate items for the banquet or to raffle off, contact David Whitesell. All items are welcome, big or small. They do not have to be karting related.

T-shirts, sweatshirts, hats and other memorabilia may be available in the registration building. Proceeds of these sales help to support the club.

A pot luck dinner/cookout is occasionally held on Saturday nights pending Track Management approval. If we have one, we would like everyone to bring enough food to feed your family plus enough for one other person. A donation of money is also welcomed and goes directly towards food items. We usually need chairs and tables, grills and people to share the duties such as setup and cleanup. Volunteer to help if you can but be sure to join us.

We occasionally have 50/50 raffles during the season with a couple of payouts being over \$100. Listen for the announcements.

Drivers are responsible for their pit crew members so any unacceptable actions may subject the driver to penalties. Consumption of alcohol is prohibited while the track is open. Illegal usage of drugs is prohibited at all times.

Sponsorship

Sponsorships of classes are available, contact David Whitesell.



Items for Sale

Vendors

Only sponsors are allowed to be vendors at the track. Contact Dave Whitesell for more vendor information. Parts are available during the event weekends.

Used Items

The sale of personal parts or karts is acceptable even if you are not a sponsor.

If you have any used items for sale, you should submit the following information in writing to David Whitesell:

- Your name and phone number
- Describe what you have for sale
- Include the price

David provides this information to people looking to get into the sport.

You can also post kart related item for sale on the forum of the NHKA web site.

Track Jobs & Volunteers

Help is always needed so if you have some time to volunteer – do so. Some track jobs are paid positions. Others provide you some compensation like a preferred parking place or just a big thank you. Contact Dave Whitesell if you're interested in helping out.

The Officials et al.

During the race event, there are many people available to help make the weekend run smoothly. This list is by no means all inclusive but gives you an idea of all the work there is to do on any given race weekend.

As you look down the list, know that help is always needed and greatly appreciated. Sometimes it's hard to volunteer if you don't know where to help. If you really want to get involved, figure out where and how you can help and then talk with the people on this list. I bet we can put you to work doing something you'll enjoy.

If you don't have the time to volunteer, that's no problem. Enjoy the race event!

Name	Specialty	Contact Information
Dave Whitesell	Race Promotion	85 Auburn Road Londonderry, NH. 03053 603-434-9778
Van Gilder Dave Whitesell	Race Director	
Jim Sorrentino Eric Stockford	Safety Tech	Garage 3



George Smith	Grid Director	1 minute to the 1 minute!
Barbara Whitesell Diana Trumbley	Registration	Registration
Debbie Learnard Lynne Gilder	Trophy Distribution	Registration
Teddy Calabro Nancy Bowen	Scoring	Scoring Building
Doreen Simpson Ron Simpson	Pre-Entry Registration	Entrance to Pit Road
Bill Price	Scales	Scale Building
Lee Camara	Fuel	Scale Building
Guy Calabro Paul & Scott Bowen	Track Setup	Golf Cart & Brooms
Anthony Whitesell	Jack of all trades	Garage 1
Kevin Learnard	Forum Moderator	NHKA Website
Bruce Gray	Post Race Tech	Garage 1
Doreen Simpson	Document Author	Doreen@piperhill.net

There are many others that I have probably omitted by accident from the list above. I extend my sincere apologies to those who I have missed. Your effort is always greatly appreciated by the club and all the members!

Web Sites

There are several very good Internet web sites on karting. Be sure to search for karting.

The unofficial site hosted by Alan Brenden at <http://www.alntricia.net/NHKA1/index.php>.

At this website you find news, forums, photos as well as other NHKA karting related information.

Information Sources

Information contained in this document was contributed and compiled from the following sources:

NHKA Racing Series

Karting: Racing's Best Kept Secret

David Whitesell

Author unknown



A Manual For Karting Beginner
1999 WKA Technical Manual
Karting in New Hampshire
Karters & Officials

Alan Brenden
Volume 26, No 11 November 1998
Doreen Simpson (1998, 1999)
All the people over the years who still politely
answer my questions.

Disclaimer & A Final Note:

This document is not intended to provide all the rules and regulations that govern kart racing at New Hampshire Motor Speedway. Situations change all the time and what was once okay may not be anymore. You need to attend the meetings, read the Tech Manual and always ask if you are uncertain.

As the writer of this document, I intended to put together information to help those who are interested in karting at New Hampshire Motor Speedway. I myself am not a racer but I remember how hectic it was when we started out being new to the club and the sport. It was exciting but how was anyone supposed to absorb everything when they are starting out? I couldn't and I wasn't even racing!

The information in the document is based on my experience as a non-racer watching everything that goes on during a typical race weekend. I've asked so many questions over the years so thank you to everyone who took the time to explain and thanks in advance because you know I'll have more questions.

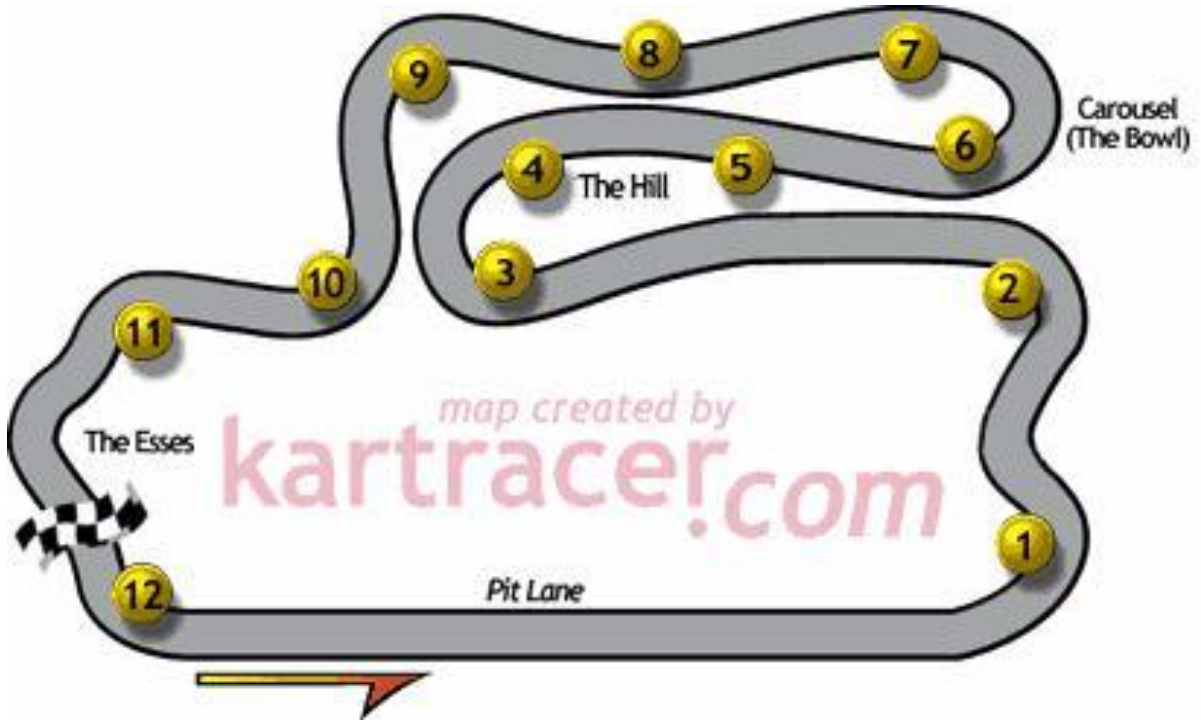
If you are interested in karting, please come up for a race weekend. Explore the garages, stop and ask questions and watch the races. If you are interested in a particular type of kart racing or have technical questions, come see me at Pre-Entry Registration if you can't find an answer. I'll point you to someone who can help. There are a lot of knowledgeable people at the track that would be more than happy to help you.

Karting is really a lot of fun. I always enjoy going to the races and I enjoy seeing the many people who have become our friends over the years.

My last tip: Wear good shoes because there is a lot of walking around!

Thanks for reading and I hope we'll see you at the track,

Doreen Simpson



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