



Hampton Roads Kart Club

2017 Competition Rules and Technical Manual

Celebrating 45 Years of Kart Racing!

2017 Official HRKC Schedule

Date	Day	Sponsor	Time	Event
Mar 18	Sat	Membership Meeting Location: Courtyard Marriott, Hampton	10:00am	Meeting
Apr 23	Sun	Open Practice	9:00am	Practice #1
Apr 30	Sun	Open Practice	9:00am	Practice #2
May 7	Sun	#SupportLangleySpeedway & Matt Waltz Motorsports	7:30am	Race #1
May 21	Sun	Carmasters Automotive	7:30am	Race #2
June 4	Sun	Reverend Potter	7:30am	Race #3
June 18	Sun	Islander Trophies	7:30am	Race #4
July 9	Sun	CMG Motorsports	7:30am	Race #5
July 16	Sun	Cain's Plumbing	7:30am	Race #6
July 30	Sun	Edward's Auto Glass	7:30am	Race #7
Aug 13	Sun	FRT Motorsports	7:30am	Race #8
Aug 27	Sun	The FAN Club	7:30am	Race #9
Sep 17	Sun	Hampton Cup Regatta	7:30am	Race #10
Sep 24	Sun	TYKO Property Maintenance	7:30am	Race #11
Oct 1	Sun	Islander Trophies	7:30am	Race #12
TBD	Sun	Annual HRKC Awards Banquet	2:00pm	Banquet

When in doubt, check www.hrkc.com before coming to the track.



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The rules and procedures set forth herein are designed to provide for the orderly conduct of racing events and to establish acceptable requirements for such events. As with any set of rules or guidelines, Hampton Roads Kart Club (HRKC) Board of Directors reserve the right to add, amend, suspend, or adjust any rule or procedure which they deem necessary to aid in the production of racing. This will be done primarily for the purpose of maintaining safety and fair competition for all. The HRKC Board of Directors also has the right to meet and decide on class participation of any member, based on age and prior race experience. This class assignment can be adjusted at the discretion of the HRKC Board and will be handled on a case-by-case basis.

The omission of any rule or guideline does not authorize any participant to assume legality. It is better to get clarification of a rule rather than be disqualified by assuming. Any rule or area not specifically covered in the HRKC rulebook will be enforced based on the latest NKA Technical manual. Safety of our drivers, crew members, race fans, and track officials is our number one priority at HRKC. We ask you for your help and cooperation regarding this very important matter. Your safety is our priority. Enjoy the sport, have fun, and be safe.

DISCLAIMERS

Important: Competitive racing can result in injury and/or death to the participant. No expressed or implied warranty of safety shall result from publication of, or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, or others.

Assumption of Risk: Participants assume full responsibility for any and all injuries sustained, property damage, and death at any time while on the race premises or in route to or from. No participant will have any claim for expenses or damage against HRKC, its sponsors or officials regardless of negligence. No insurance on vehicles in pits, infield, or parking lot. The primary responsibility for the safe condition and operation of a kart rests with the owner and/or driver.

Participation: The club shall inspect competing karts. Such inspection does not deem a kart safe and free from defects. Anyone may inspect the race course. By participating, you deem the race course acceptable for competition. These rules will be in place unless specifically overridden in this document. All club members are encouraged to obtain a NKA Tech Manual and to learn the rules. You may obtain a manual from a local kart shop or directly from NKA. As we are racing in a "club" environment, the HRKC Officers reserve the right to interpret these NKA rules based on "Spirit and Intent". Sportsmanship and fair-play will be our guiding principles in interpreting exactly what "Spirit and Intent" is. The NKA definition of "Spirit and Intent" can be found in NKA Rule #10.1.1.

Hampton Roads Kart Club Structure

Board of Directors:

President	Race Director
Vice President	Technical Director
Secretary	Public Relations Director
Sr. Kart Representative	Treasurer
Jr. Kart Representative	Webmaster

Address: 3165 N. Armistead Ave, Hampton, VA 23666
Website: www.hrkc.com
Facebook Page: www.facebook.com/HamptonRoadsKartClub

Check the club website or Facebook page in the event of inclement weather for status of an upcoming event. A monthly Board of Directors meeting is held to conduct club business. Club members are allowed to address the board during these meetings. Contact any board member to schedule such appearances. Board meeting minutes are available upon request through the club secretary.

#1 - General Track Rules

1.1 Tire Rules

- 1.1.1 HRKC will not utilize a tire rule except as noted.
- 1.1.2 Kid Karts – See section #11
- 1.1.3 HRKC Pro Wing Series Champs – See section #12
- 1.1.4 Predator Junior – See section #18
- 1.1.5 Remaining classes will have an open tire rule.

1.2 Pit Passes

- 1.2.1 Everyone entering the pits at an HRKC event must sign a “Release and Waiver of Liability Assumption of Risk and Indemnity Agreement” prior to entering the area before each practice or race.
- 1.2.2 Minor Participants (17 and under) must have a Minor’s Release form completed and signed by one parent or guardian prior to entering the area upon their first visit to the track. This form is filled out once and will remain on file at HRKC for the entire racing season.
- 1.2.3 Everyone entering the area must have a wrist band on their wrist.
- 1.2.4 Anyone who does not comply and enters the pits without paying for a pit pass must leave the area immediately. If anyone is caught a second time in the pits without a pit pass, they may be asked to not come back to any HRKC events.
- 1.2.5 It is everyone’s responsibility to enforce the wrist band rule. Spectators in the stands area of the track are not required to have a wrist band, but will have their hand stamped after purchasing a spectator pass, and must remain in the spectator area. The pit gates will be guarded and anyone without a wrist band will not be allowed in the pit area.

1.3 Track Insurance

- 1.3.1 HRKC participates in the AKTPA Insurance Program. To be covered by this insurance you must sign the Release of Waiver form and have a pit pass. The AKTPA Insurance Program provides HRKC with the following coverage:
 - Participant Accident: Excess medical and ambulance benefits for drivers and non-drivers who have authorized access to restricted area.
 - Participant accident coverage includes:

• Excess medical benefit	\$50,000
• Accidental death and dismemberment	\$10,000
 - All medical and ambulance charges must be filed with primary insurance first.
 - Payments made by primary insurance satisfy deductible
 - If there is no primary insurance a \$500.00 deductible applies
 - Spectators in the spectator area are covered under the General Liability clause of the policy.
 - If you require any additional information on HRKC’s insurance, please contact any Club Official.
- 1.3.2 All injury reports and medical forms shall be filed on the date of the mishap with the HRKC Officials. Failure to do so may result in denial of claim by the Insurance Company.

1.4 Safety Equipment

- 1.4.1 A licensed EMT shall be on hand during every event.
- 1.4.2 Fire Extinguishers are mandatory in every pit. Please keep them visible, easily accessible, and in good working condition, not only for yourself, but for others not familiar with your pit. Fire extinguishers should be suitable for class A, B and C type fires and subject to pre-tech inspection.
- 1.4.3 Fuel and other flammable materials shall be kept in an appropriate well marked container.
- 1.4.4 Head Gear-Full coverage (full face) helmet designed for use in competitive motor sports is mandatory. Helmet must comply with one of the following:

Snell Foundation Specifications

SA, SAH and M 2010 & 2015
K 2005 , K 2010
CMS 2007 , CMR 2007

SFI Specifications

24.1 Youth Helmet, 31.2a, 41.2a
24.1/2005
31.2/2005 , 41.1/2005

Helmet must be in good condition and is subject to pre-race safety inspection. It is recommended that participant label or letter rear area of helmet with blood type and any special medical information such as specific drug allergies.

- 1.4.5 Eye Protection -- Eye protection is required using a full face shield integral with the helmet. Tinted visors are allowed.
- 1.4.6 Neck Brace – Collar-type, unaltered neck brace designed for karting use is mandatory in all classes except for champ kart classes (see 1.4.9). Losing a neck brace on the track is cause for immediate removal of the competitor from the track.
- 1.4.7 Chest protectors meeting SFI specification 20.1 are mandatory for all drivers in all classes where the age is 12 or lower. Junior Champ kart drivers in these age categories are exempt however HRKC recommends all competitors should wear a rib/chest protector. No motorcycle type or plastic chest protector is allowed and chest protector is subject to pre-tech inspection.
- 1.4.8 Driver Apparel -- Kart drivers are required to wear jackets of leather, vinyl, abrasion resistant nylon or equivalent, and full length pants to prevent or minimize abrasions. Shoes, full-length socks, and full coverage gloves are mandatory.
- 1.4.9 Champ Kart Drivers: All safety equipment is required to meet current SFI certification requirements to include suit, head & neck restraint, gloves, shoes and arm restraints, 5-point harness. The SFI approved head-and-neck restraint shall be in good working condition and within current certification test date, are mandatory and subject to pre-tech inspection. See section #12 for additional information on the Pro Wing Champ division.
- 1.4.10 Kar Drivers are required to wear all fire resistant equipment to include suit, neck brace, and gloves. Shoes and arm restraints with a 5-point harness and an approved neck restraint in good working condition and within current date, if applicable, are mandatory and subject to pre-tech inspection.
- 1.4.11 Hair -- If hair extends appreciably from beneath helmet level, it is MANDATORY that participant wear “balaclava” or head-sock to keep hair from extending outside the helmet. Also, no apparel items such as bandannas, sweater hoods, sweat pants, loose belts, loose jewelry, etc. will be permitted. Flak jackets are highly recommended for all divisions.
- 1.4.12 Ballast weight such as weight belts, ankle weights, etc. may not be added to the driver or driving apparel.

1.5 Pit Area

- 1.5.1 Karts or Kars cannot be driven in the pits – No exceptions!
- 1.5.2 No open fire or flame is allowed in the Pit Area especially inside enclosed trailers. This does not include small propane/MAPP torches used for heating tires. These are allowed.
- 1.5.3 Oil Disposal is the responsibility of each competitor. The track has facilities for waste oil on the southeast side of the pit area. Empty oil containers shall be disposed of in the trash. The intentional dumping of oil on the ground or in a trash barrel is a serious infraction of both the law and track rules and will be grounds for suspension.
- 1.5.4 Trash – each competitor is responsible to dispose of all of the trash generated on race day in the track provided containers. Please check your area prior to leaving.
- 1.5.5 Disposal of tires at the track is prohibited.
- 1.5.6 Bikes, skateboards, or ball playing is not allowed in the pit area.
- 1.5.7 Pets are not allowed.
- 1.5.8 The automobile or towed vehicle speed limit in our pit area is 5 mph. Please respect your fellow racers.
- 1.5.9 Personal golf karts, ATVs, 4-wheelers, etc. are not allowed in the pits unless approval has been granted by the HRKC Board of Directors.

1.6 Conduct and Appearance

- 1.6.1 All drivers shall conduct themselves in an orderly manner. Physical violence, verbal abuse, or threats of any individual, race official, participant, spectator, etc. will not be tolerated and will result in immediate disqualification of the driver (DQ), ejection from the event, and/or possible suspension from future events.
- 1.6.2 Drivers will be held directly responsible for the actions of their entire crew, team, and teammates.
- 1.6.3 A person competing in any event shall make it his/her duty to present a neat appearance. All persons while in the restricted area require shoes and shirt. No offensive clothing permitted.
- 1.6.4 Violators of Conduct and Appearance rules are subject to suspension or permanent expulsion.

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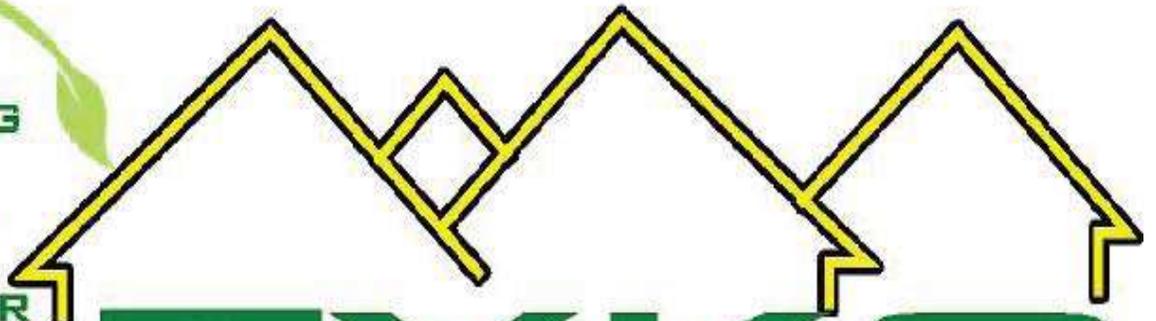
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1.7 Prohibited Substances

- 1.7.1 All participants, crew members, and spectators at the event shall not be under the influence of any substance that may impair their ability to participate in a safe and orderly manner. No intoxicating beverages are to be consumed in any areas of the track or pit area. Any driver, owner, or pit crew violating this rule will result in disqualification of the kart and loss of points for the program and the race cannot be dropped. Any person who has consumed any alcoholic beverage or non-prescription, impairing drugs on the day of the event will not be allowed to compete.

1.8 Decisions

- 1.8.1 All decisions concerning score-keeping, suspension, disqualification and interpretation of rules, by Race Officials are final. Protest will be followed as outlined in Section #4. Notify the Class Representative (who will notify the Race Director) and follow his instructions. However, questions regarding race procedure or other decisions will not be discussed while the race program is in progress. Anyone not adhering to this rule will be penalized -which may include but not be limited to ejection, suspension, or forfeiture of points.

1.9 Intent to Defraud

- 1.9.1 Any competitor who would falsify his/her age, modify his/her equipment with the intent to compete illegally in a respective class, or has the intent to defraud Club Officials or another competitor by such modifications or actions, is subject to suspension and loss of points and/or awards upon review of all evidence by the Board of Directors.

1.10 Age Determination

- 1.10.1 The competition year is January 1st to December 31st. The minimum age for practice and competition will be determined by the age of the competitor as of December 31st of that season. However, in the case of 5-year-olds, the driver must obtain the actual age of 5 years prior to competing. The end of season Turkey Race can be used to run in the next higher age group in anticipation for the following season. If before this time the age of the competitor changes during the season they may move up to the next class. Once the competitor has advanced to an older class, he/she may not revert to the younger class without the approval of the Board of Directors.
- 1.10.2 When a driver moves out of the Novice/Amateur classes (7-14 year olds), and goes to the class for their respective age, they must get approval / confirmation from the HRKC Board. At this time, their birth certificate will be reviewed and they will be guided to the correct class based on their age.

Gordon Weeks Construction

Gordon Weeks

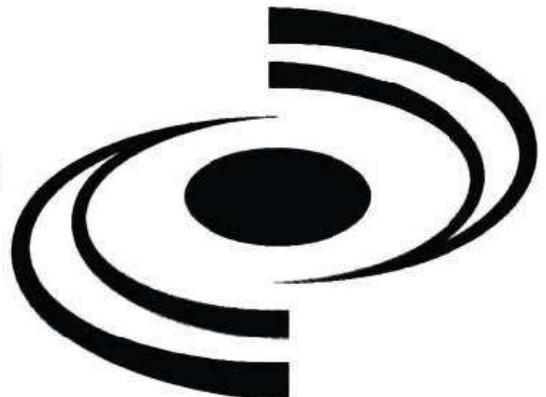
Gordon Weeks Jr. & Gary Weeks

30 Claiborne Place

Newport News, Virginia 23606

Phone: 757-930-3492 Fax: 757-930-8925

Cell:757-871-3551



#2 - Club Membership and Fees

2.1 General

- 2.1.1 Cash or Personal Checks are accepted for all fees. (Protests are Cash only).
- 2.1.2 If a Personal Check is returned, you must pay a fee of \$35.00. Returned check fee must be paid prior to returning to an HRKC event. Anyone with two returned checks will be placed on a cash-only status.

2.2 Club Membership and Fees

- 2.2.1 Annual membership dues cover a one year period starting from the annual Membership Meeting, usually held in February of each year. Membership applications are available/sold at any of our practices, races, and events.
 - \$40.00 Prior to the start of the first points race
 - \$50.00 Starting after first points raceParent/legal guardian or other responsible adult must also become a member with any member under the age of 18.
- 2.2.2 A birth certificate is required when registering drivers under 18 years of age so they can be placed in the appropriate age group. All minor drivers must have a copy of their birth certificate on file with the HRKC.
- 2.2.3 Club Membership is not required to race except for the HRKC Pro Wing Champ Series.
- 2.2.4 In order to receive year-end awards in a class or series, the participant must be an HRKC club member and have been registered for 60% of the races specified on that years racing schedule. Additionally, year-end awards may not be awarded to drivers in a senior class if less than 3 karts are running on a regular basis (60% of the races) in that class. Year-end awards will be given to drivers in a junior class provided 2 karts run on a regular basis in that class. This is to avoid giving HRKC championships to drivers who did not race against sufficient other drivers in their respective class during the year.
- 2.2.5 The Board of Directors of HRKC, in its sole discretion, reserves the right to refuse or revoke membership and participation privileges from anyone, and to change the schedule of costs, schedule of events, and competition rules, as needed, in the best interest of the HRKC.
- 2.2.6 Memberships are not transferable.

2.3 Pit Passes and Driver Registration

- 2.3.1 One day Pit Passes are:
 - Kids under 5 years old are admitted free with a paid adult
 - \$10.00 Ages 5 and 6
 - \$15.00 Ages 7 and over
- 2.3.2 Driver Registration per class:
 - \$15.00 Members - All regular season races; All classes
 - \$20.00 Non-Members - All regular season races; All classes
 - \$20.00 End of Season Turkey Race; Everybody

2.4 Racing Program

- 2.4.1 A normal race day program will consist of 1 practice round, 1 qualifying or heat event, and 1 feature event per class.
- 2.4.2 All classes will run 10 lap heats and 20 lap features. If qualifying is used to determine the feature starting positions, then there will not be a Heat race.
- 2.4.3 Race Director reserves the right to reduce the number of laps for the heat or feature race based on time or weather constraints.
- 2.4.4 A time limit of 20 minutes may be imposed on any race at the discretion of the Race Director.
- 2.4.5 Local Option - three karts or less may run a fifteen lap trophy dash with no heat race and the class may be dropped if it does not grow within four (4) races.

2.5 Rainouts

- 2.5.1 Rainouts will work as follows and will not be used as a dropped race:
 - No Heats Run -
No points awarded. Race may be rescheduled & entry fees carried over to the next race.
 - Heats started but not completed -
Board Discretion on completing the Heats at the next scheduled event. Results based on Heat races. Possibility of rescheduling the entire race day. This is also at Board Discretion.
 - Heats completed but no Features run -
Race day is complete with points awarded based on Heat race finishes.
 - Not all Features completed -
Race day is complete with points are awarded based on feature if run or on heat.

Check the club Facebook or website (www.hrkc.com) in the event of inclement weather.

#3 - Race Procedures

3.1 Sign-Ins

- 3.1.1 Registration will be open between 7:30 A.M. and 10:00 A.M. Any driver not registered by the official registration completion time will start in the rear in any qualifying events. HRKC members shall present their membership card when registering.

3.2 Safety Tech, Pre-race Inspection

- 3.2.1 There will be a safety inspection required for all karts prior to entering the racing surface. Responsibility of maintaining equipment belongs to the racer and/or the parents. A safety sticker will be placed on the karts upon passing Safety Tech. Any kart not possessing a safety tech sticker will not be allowed on the racing surface. Driver personal safety equipment is subject to a pre-tech inspection. The decision of the tech inspector will be final.

Inspection items include but are not limited to the following:

- Frame, bumpers, nerf bars and body for visible defects which could create a safety hazard.
 - Tires and wheels shall be in good condition with no apparent flaws.
 - Wheel bearings shall be properly adjusted and be free of excessive play.
 - Wheel weights shall not exceed ¼ oz. each.
 - Axle nuts must be cotter keyed or safety snap ringed and wired.
 - Brakes must be in proper working condition.
 - Karts/Kars shall be equipped with a throttle return spring.
 - All bolts shall be tight and have two nuts or be safety wired.
 - Engines shall be fastened tightly and exhaust pipe bolts shall be safety wired.
 - Additional weight shall be added with one 5/16" bolt per five pounds and shall be cotter pinned or double-nutted, painted white, and marked with kart number. A 1" fender washer is also required to help secure the added weights. Example: a ten pound weight shall have two 5/16" bolts securing it.
 - All safety equipment is subject to a pre-tech safety inspection. **Outdated safety equipment will not be allowed for practice or competition.**
- 3.2.2 Fire Extinguishers are mandatory in every pit and can be a pre-tech inspection item. They are to be in good working condition, charged, ready for use, suitable for class A, B, and C type fires and visible so persons not familiar with your pit area will have access to it.

3.3 Official Entry

3.3.1 The inspected Kart /Kar and driver will be considered the official entry for the entire event. Kart/Kar engine, frame, or driver change between heat (time trials) and feature is permitted as set forth below and after notification of the Technical Director:

- Change of Kart/Kar engine after qualification – Notify the Technical Director to get approval, give original engine to the Technical Director to hold for possible future inspection and feature start will be from the rear of the field.
- Change Kart /Kar frame after qualification – Original frame must be disabled. Notify the Technical Director to get approval, give original frame to Technical Director to hold for possible future inspection, and start feature from the rear of the field.
- Change Kart /Kar driver – Notify the Race Director to get approval and start feature from the rear of the field. Note: Substitute drivers are not allowed. Any points accumulated will be awarded to the actual driver of the kart/kar.

3.4 Practice

3.4.1 Practice will begin promptly at 9:00 A.M. Classes with many entries may be started in intervals to spread out the competitors.

3.5 Drivers Meeting

3.5.1 A drivers meeting will be held prior to the heat races each day. Drivers and/or parents of drivers under 18 years of age must attend the drivers meeting. Missing a drivers meeting will cause you or your driver to start at the rear of the field. No running of karts during the drivers meeting.

3.6 Corner Marshals

3.6.1 Corner Marshals will be in place to warn competitors if a dangerous situation exists on the track. Please respect and follow their instructions.

3.7 Fuel

- 3.7.1 Kid Karts-Gas and oil premix only and shall be kept in a well marked container.
- 3.7.2 Karts - Methanol only and shall be kept in a well marked container. No additives allowed.
- 3.7.3 2 Cycle and Shifter Karts -See sections #13 and #14.
- 3.7.4 Oils may be any brand but without any explosive additives.
- 3.7.5 Fuel and oil is subject to test for legality at any time. No additives allowed.

3.8 Number of Karts in Race

3.8.1 Classes may be combined at the discretion of the Race Director or Board of Directors.

3.9 Rookie Drivers

- 3.9.1 All rookie drivers must have a visible "X" of a contrasting bright color on the back of their helmet for the entire season.
- 3.9.2 All rookie drivers must start from the rear for their first three heat races (excluding the Novice/Amateur classes).
- 3.9.3 Competitors are considered rookies if they do not have prior racing experience.

3.10 Heat Race Line Up

3.10.1 Heat race line up will be determined by pill draw at the time of sign-up. When time trials are used to determine the qualifying field for the feature event, each driver will receive one lap after the green flag is presented. Should there be a spin or mechanical failure of the competitor's equipment, no additional laps will be given for qualifying. The lap after the green flag is presented will be counted as the qualifying lap. The fastest qualifiers will start first and the slowest ones will start in the rear of the field.

3.11 Feature Race Line Up

3.11.1 Feature starting positions will be determined by the finishing position in the qualifying heat or qualifying results or pill draw if necessary.

3.12 Grid Line Up

3.12.1 Each class should line up on the grid in their starting order. Tire covers, warmers, kart buggies, refueling, or working on karts will not be allowed on the grid. Only allowed to let air out of tires on the grid. No "air pigs" or similar air tanks allowed on the grid.

3.12.2 In the event of a scratched entry for a Heat or Feature race the space shall be filled as follows:

1) If the karts are on the track then the karts should move forward in line to fill the vacancy.

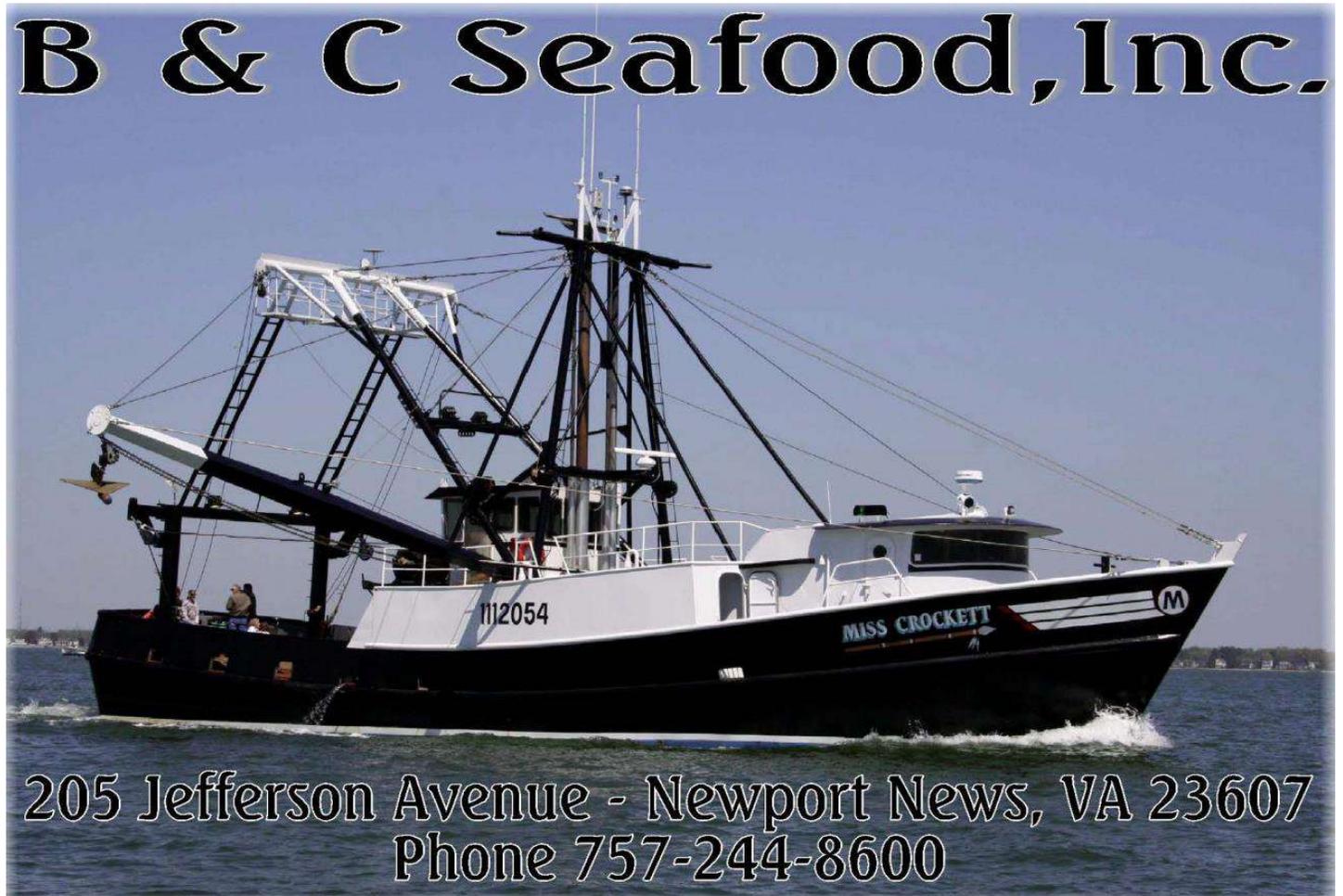
2) If on the grid, karts should cross-over to fill the grid.

3.12.3 All competitors must be lined up on the grid ready to race when signaled by the Grid Director. Upon receiving the "Go" signal all competitors will slowly proceed onto the racing surface in their respective position. The class will receive one complete pace lap before the start of the race.

3.12.4 Pushing or lifting kart/kars with engines running is prohibited. No spinning of tires on the grid. This includes the Kid Kart class. Violators will be moved to the rear of the field.

3.12.5 Any competitor not leaving the grid with his/her respective class will be able to realign into his/her position if he/she is able to get out onto the track before the front two (2) karts/kars pass the start/finish line on the first pace lap, when pace laps are given. If competitor does not leave grid with his/her class, or is not realigned by the first pace lap, they will be required to start in the rear of the field. The competition field will automatically move straight up if any competitor is out of position by the first pace lap.

3.12.6 The NKA 90 second grid rule will apply.



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3.13 Race Start

- 3.13.1 When signaled by the flagman, all classes will get one complete pace lap prior to the start of the race.
- 3.13.2 All karts/kars must stay in line and maintain pace.
- 3.13.3 On the one to go signal from the flagman, karts should line up in double file.
- 3.13.4 Once the flagman has given the one-to-go signal, absolutely no tire scrubbing will be allowed.
- 3.13.5 Inside pole kart sets the pace.
- 3.13.6 No acceleration until the green flag is waved.
- 3.13.7 On the initial start, two cones may be placed on the track in the area of the start finish line. The purpose of these cones is to generate clean race starts and all karts are required to pass through them. Passing prior to reaching these cones will not be tolerated and competitors will be sent to the rear of the field. The cone location will be at the Race Director's discretion and could change for each race. The second violation is cause for receiving the black flag and removal from the track.
- 3.13.8 If there is a yellow flag before completion of 1 lap, the original start position is assumed for all karts. Drivers are urged to remember the kart number lining up in front of them and reform starting line up so a red flag condition will not exist.
- 3.13.9 A complete scored lap is considered a lap. This occurs when the entire field passes the start/finish line.
- 3.13.10 Single file starts may be used at anytime at the Race Director's discretion to include a failed first lap.
- 3.13.11 If there is a caution on the first lap, there will be one chance at a double-file restart. Should additional cautions occur on this new first lap, restarts will be single file.

3.14 Restart After One Lap Complete

- 3.14.1 Line up is in the order in which the karts were scored on the last completed green flag lap.
- 3.14.2 Restarts are under the control of the flagman. There will be no passing until the green flag is waved. Anyone charged with "sling-shotting" will be penalized during a caution or at the end of the race.

3.15 Restarting Karts & Repairs

- 3.15.1 Corner Marshals may restart karts if they are safely able to do so. Electric starters may be passed to the corner workers to start karts only during yellow flag conditions.
- 3.15.2 No working on karts during a red flag situation.

3.16 Competitor Performance

- 3.16.1 Continual ill-handling or rough driving may result in disqualification.
- 3.16.2 Any kart which leaves the race surface must return only in a safe manner.
- 3.16.3 Any kart leaving the race surface starts in the rear if the caution is thrown. If no caution, the competitor will be black flagged if they are not fully in control while re-entering the race surface.
- 3.16.4 Anyone spinning out, therefore, bringing out a yellow flag condition will automatically go to the rear of the field upon restart.
- 3.16.5 If you cause another kart to spin out and it was determined by the Race Director that you were at fault, you will also go to the rear.
- 3.16.6 Spinouts due to trying to avoid a wreck will not be penalized, unless it is determined by the Race Director that you had ample opportunity to avoid the accident. This will be a call made by the Race Director.
- 3.16.7 HRKC Three Spin Rule: Anyone bringing out the yellow flag (unassisted) for a third time may receive the meatball flag and be asked to leave the racing surface, at the discretion of the Race Director.
- 3.16.8 The intentional bringing out of the yellow flag will not be tolerated.
- 3.16.9 Any foul driving, unnecessary bumping, crowding, chopping, blocking, or unsportsmanlike conduct on the course will subject the competitor to immediate penalty or disqualification and will receive a BLACK FLAG at the Race Director's discretion.
- 3.16.10 During a black flag, if the driver of the wrong vehicle pulls off the track, the race will be stopped and that vehicle will get their position back.
- 3.16.11 Without the specific approval of a Race Official, it is expressly forbidden at any time during an event to move a vehicle in a direction opposite to that in which the event is being run. Infringement of this rule is basis for immediate disqualification. Driving in the opposite direction in the grid area is never allowed.
- 3.16.12 Any kart leaving the track through the Turn 2 entrance/exit after their class has taken the track for their scheduled event (Heat, Feature) may not be allowed to rejoin the current event. This includes leaving the track during yellow or red flag conditions. In the case of Pro-Wing Champ Karts: any kart leaving the track and entering the inside pit area via pit road may rejoin the event at the discretion of the tower. However, any kart leaving the track and entering the outside pits may not be allowed to rejoin the current event.
- 3.16.13 If for any reason a competitor is forced to stop his/her vehicle on or near the course during an event, it will

be their first duty to place the vehicle in such a manner as to not cause danger or be an obstruction to other competitors. The vehicle shall be moved to the infield or pit area as soon as conditions permit. Karts/Kars forced to stop in the infield area shall not be moved to the pit area by crossing the track until the race is over. Drivers or pit crews shall not cross the track for any reason during an event unless told to do so by the grid director.

- 3.16.14 Competitors must cross the start/finish line under their own power or momentum. If pushed by another competitor, both competitors will be disqualified.
- 3.16.15 Any competitor who slows from racing speed must hold his arm vertically high enough to be seen visibly from behind as a warning to others. This requirement includes slowing to enter pit entrance during an event. No person shall approach a stalled vehicle under any circumstances unless under caution and until the remainder of the field has passed.
- 3.16.16 When two karts/kars are entering a turn together, the vehicle that is behind, whether it is an inch or several feet is required to negotiate the turn without endangering or impairing the progress of the vehicle in front. Conversely, the vehicle in front should not take a deliberate course for the reason of crowding a following competitor off of the course. The deliberate blocking of another vehicle is cause for disqualification.

3.17 Weight Tech

- 3.17.1 All drivers unless otherwise instructed by the Tech Director in the heat and feature must have their vehicles weighed immediately after the race. Failure to do so will result in disqualification for that heat and/or feature for that event. If weight failure is after the heat then the driver will start at the rear of the field for the feature. No points will be awarded if failing to weigh occurs after the feature.
- 3.17.2 HRKC reserves the right to require a weight check of any competitor prior to the beginning of the feature. This applies particularly to those entries that failed to weigh, or weighed light following the heat race. Only two attempts to meet weight standards will be allowed. You may not leave the tech area until weight check is completed.

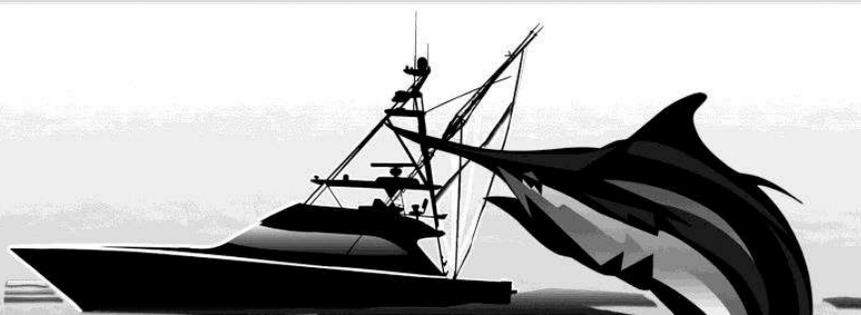
3.18 Engine Tech/Post race inspection

- 3.18.1 Any person who is not willing to submit his/her equipment for inspection, or is found illegal, will be disqualified from the event and will be subject to further HRKC Board action. The Technical Director reserves the right for random inspection. No loose weights or other objects that might enhance competitiveness will be permitted. Under the provisions of this paragraph, the Technical Director or Technical Inspector will determine the extent of tear down and inspection. The tech area will be roped off and only two team members per kart/kar will be allowed in the area. The decision of the Technical Inspector is final. Drivers not able to have their karts weighed must contact the Tech Director and place their equipment in an impound area designated by him.
- 3.18.2 NKA Engine rules will apply. Please see section 10 for all classes. All racers are encouraged to obtain a NKA Tech Manual and to learn the rules. A manual may be obtained from any of the Track Vendors or directly from NKA or a local kart shop. Any local rules or deviations from the NKA rules are listed below: Use of billet rod is allowed in Stock Animal classes. Arc P/N 6250 and 6251 and Williams P/N 2870 and 2875 are approved. All rods used in Stock Classes must remain unaltered. Any available size Burris piston is allowed as replacements for Briggs pistons. Maximum cylinder bore is 0.055 over stock bore.
- 3.18.3 The determination of what is to be teched for each class is at the complete discretion of the Technical Director or Technical Inspector in charge.
- 3.18.4 At the completion of the feature race the top three karts / kars at a minimum (more karts may be asked) will proceed immediately to the impound area. Competitors unsure of their finishing position shall remain in the scale area until race results are confirmed. This is the responsibility of driver or parent to make sure they go directly to impound area. Failure to do so may result in a disqualification.
- 3.18.5 Do not remove your kart from the impound area until a Technical Official gives you permission.
- 3.18.6 If you are racing in more than one class you must notify the Tech Official and they will give you instructions for releasing your kart from the tech area.
- 3.18.7 Fuel and Oil tests may be conducted at any time during the race program.
- 3.18.8 All Restrictor Plates, regardless of the place of finish, are subject to be checked at the discretion of the Tech Official.

- 3.18.9 If between the Heat race and the Feature you change motors or change any internal motor part or carburetor, you must first notify tech official for instructions. If a motor or kart is changed, the equipment will be held in impound until the races and technical inspections are completed and starting position will be at the rear of the field.
- 3.18.10 Refusal to submit to post-race tech shall be considered an admission of non-compliance with specifications by the competitor, subjecting them to disqualification for that event and possibilities of additional penalties at the discretion of Club Officials. That event MAY NOT be used as a dropped race.
- 3.18.11 If engine is found out of spec due to blatantly illegal parts, penalties are as follows and can be imposed at the discretion of the Tech Director:
- First offense \$50 zero points, non-droppable
 - Second offense \$100 zero points, non-droppable
 - Third offense \$200 zero points, suspended rest of season
 - All fines to be paid before returning to competition.
- 3.18.12 The NKA Spirit and Intent Rule will be factored into all Tech decisions.

3.19 Kart Numbers

- 3.19.1 Numbers must be on sides, front and back. Numbers shall be visible and legible to all track officials. Numbers and background shall be contrasting colors and approved by scoring.
- 3.19.2 Numbers to be a minimum of 6 inches in height. All karts will be required to display one number panel on the rear of the kart. In the case of 2-cycle and other classes where the muffler extends along the rear bumper of the kart, these numbers may be displayed on the rear of the seat.



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#4 - Protests

4.1 Protest – General

- 4.1.1 A Race Committee consisting of the President, Vice President, Race Director, Technical Director, Flagman and appropriate kart representative will review and pass judgment on all protests. The decision of the Race Committee will be final.
- 4.1.2 Engine – An equipment protest must be submitted to the technical director prior to the protested and protester's kart/kar leaving the tech area. A cash fee of \$150.00 must be paid to the technical director at that time. A protest may only be filed against a competitor finishing within two positions in front of them in the protester's class. Only the kart owner or competitor will be allowed to file the protest. The competitor or owner being protested must leave their kart in the tech area and submit their engine for inspection which will include removal from the vehicle. When filing a protest, the protester shall also present their engine for inspection. If during disassembly, the protesters engine is found legal, the protested engine shall be disassembled and checked for legality. If the protested equipment is found legal, the protested individual will receive \$50.00, the club will retain \$100.00, and the protested competitor will retain his/her points, awards, and trophies for that race. If the protested equipment is found illegal, the protester will get \$50.00 back and the club will retain \$100.00. An illegal protested competitor or protester will lose all points, awards, or trophies for that race and that race cannot be dropped. Refusal to participate in post race inspection is an admission of guilt and in addition to losing all points and awards mentioned above, the competitor is subject to a \$100 fine and will not be allowed to compete again until the fine is paid.
- 4.1.3 Event - Individuals may protest racing decisions made by club officials (i.e. disqualifications, black flag, etc.) provided the following conditions are met:
- The protest must be in writing to the appropriate Class Representative within thirty minutes of the incident and it will be forwarded to the Race Director.
 - The Class Representative will review the protest with the Race Committee for resolution before the end of the race day.
 - Supporting information gathered (i.e. other competitor's testimony, audio and/or video) will not be admissible as evidence of a racing violation. Audio, video, and testimonial evidence will only be admissible in protests in reference to Section 1.6 "Conduct and Appearance" of this HRKC rule book.
 - The Race Committee shall meet following receipt of the protest to review the situation. The protester and protested party shall attend the meeting to present their case. The Race Committee shall strive to ensure both sides of the issue are heard so an informed decision can be made. A vote by written ballot will be held to determine the outcome of the decision. The decision of the Race Committee is final and will be communicated to the protester by the close of the race day, if possible. However, in some cases, the decision may be rendered later, at the soonest possible date after all facts are reviewed.

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#5 - Points System

5.1 Points

- 5.1.1 Points are awarded based on the HRKC point structure.
- 5.1.2 For determination of year end awards, two points-events will be dropped. Rain outs cannot be used as a dropped event.
- 5.1.3 Competitor must be an HRKC member at the time of the race to receive points.
- 5.1.4 The Kid Karts, Novice and Amateur classes are participation-only classes – no points will be awarded.
- 5.1.5 If a junior competitor moves up into a progressively higher class during the racing season, any points earned in the former class will not be carried to the new class. However, any events missed in the new class before the advancement will be awarded last place points for each prior race they participated in. This rule provides the competitor an opportunity to participate in year end points awards for the new class. Year end awards are based on rule 2.2.4.
- 5.1.6 Competitors who are black flagged for unsportsmanlike conduct will be disqualified and receive no points for the race and will not be able to drop that race.
- 5.1.7 Competitors who are black flagged (or “parked”) for reasons other than unsportsmanlike conduct, will receive last place points for the race, and it can be used as one of the competitors two allowed dropped races.
- 5.1.8 If you are unable to make the grid for the feature but have taken the green flag for the heat race you may receive last place points for that event at the discretion of the Race Director.
- 5.1.9 When heat race results are used for awarding feature points, as is the case when feature races are not run due to weather etc., the one additional point for winning the heat will not be awarded.

5.2 Points Schedule

1 st Place:	50 points	11 th Place:	30 points
2 nd Place:	48 points	12 th Place:	28 points
3 rd Place:	46 points	13 th Place:	26 points
4 th Place:	44 points	14 th Place:	24 points
5 th Place:	42 points	15 th Place:	22 points
6 th Place:	40 points	16 th Place:	20 points
7 th Place:	38 points	17 th Place:	18 points
8 th Place:	36 points		
9 th Place:	34 points	2 less points for each	
10 th Place:	32 points	additional position	

*Note: 1 additional point will be awarded to the heat race winner (pole).

- 5.2.1 Tie-Breaking - In the event of a tie in the year-ending point total, the tie will be broken by the driver who has the most wins. If there are no wins or the number of wins is the same, the tie will be broken by the driver with the most seconds, the most thirds, etc. The NKA Technical Manual, Section 10.5.9 has more details on the tie-break scenarios.

5.3 Race Day Trophies

- 5.3.1 All Kid Kart, Novice and Amateur competitors will receive a “Participation Trophy” and it will be the same for all competitors.
- 5.3.2 All junior classes will receive a trophy for the top five positions. This does not apply to the Kid Kart, Novice and Amateur classes.
- 5.3.3 All senior classes will receive a trophy for the top three positions.

#6 - Flag Descriptions

6.1 General

6.1.1 There will be eight colored flags used by the flagman to control the races. They are: green, yellow, red, white, blue & yellow, checkered, black, and black with orange circle. It is the flagman's job to relay information regarding the status of the race to the drivers by waving the various flags. It is the responsibility of the drivers to observe the flagman's motions each time they pass by during the race.

6.2 Green Flag

6.2.1 Begin racing. When it has been determined all competitors are lined up in the proper position and the track is clear, the flagman will wave the green flag to start the race. On caution lap restarts, the race will resume immediately when the green flag is waved. Once the green flag is shown, no entry from the grid will be permitted.

6.3 Yellow Flag: THE YELLOW FLAG MEANS TO SLOW DOWN

6.3.1 Caution on the track -slow down and hold your position. No racing back to yellow flag after a caution is called. Race line up will be from the previously completed green flag lap. All karts bringing out the yellow or red flag will go to the rear of the line-up. The Track officials reserve the right to make a judgment call in all red or yellow flag conditions. The Official Yellow "full-course caution" is the yellow caution light and or the Flagman's yellow flag, not the yellow flag displayed by the infield workers. The infield workers may display a "local caution" which is just to warn you of situations on the track that you should be aware of and you do not have to slow down for these "local cautions".

6.3.2 The caution flag will not be thrown unless a dangerous situation is created. Single kart spins will not cause a caution unless a dangerous situation is created.

6.3.3 HRKC Three Spin Rule: Anyone bringing out the yellow flag for the 3rd time may receive the meatball flag at the Race Director's discretion.

6.4 Red Flag: THE RED FLAG MEANS TO STOP IMMEDIATELY

6.4.1 Karts must come to a complete stop in a safe and orderly manner. Drivers are to follow the instructions of the race officials. Champ Kart drivers should remain belted in their karts unless instructed otherwise by race officials. No repairs will be allowed during a red flag situation. The race is scored according to the last completed green flag lap.

6.5 White Flag

6.5.1 Signifies 1 lap remaining in the race.

6.6 Blue Flag w/ Yellow or Orange Stripe

6.6.1 Signifies competitor is about to be passed by faster vehicles and that they should hold their current line.

6.7 Checkered Flag

6.7.1 End of the race. The checkered flag is waved when the competitor leading the race crosses the start/finish line at the completion of the last lap. The first competitor to complete the designated number of laps is declared the winner.

6.8 Black Flag

6.8.1 Pull off the track immediately in a safe and cautious manner. If the flagman waves the black flag and points to you while you are racing, you must slow down using caution as not to interfere with the other racers and exit the track in a safe manner. If you are black flagged for any reason you must leave the track within two (2) laps. You will be scored in last place based on the number of Karts starting the race. If you do not leave the track in the specified time, you will not be scored and will forfeit all points for the day and cannot drop the race. Any unsportsmanlike-like actions resulting from this situation could also result in suspension from the track for a number of events.

6.9 Black and Red Flag

6.9.1 Practice is over, proceed to the pit area.

6.10 Rolled Up Black Flag

6.10.1 The rolled up black flag warning means the officials deem you are driving unnecessarily rough or bumping too hard, etc. This flag is a courtesy warning to you, letting you know that the officials saw you and you should refrain from further similar actions. If this flag is ignored and you continue to drive in this manner, the next black flag you see will not be rolled up. **ROUGH DRIVING WILL NOT BE TOLERATED AND WILL BE DEALT WITH SWIFTLY!!!!**

6.11 Meatball Flag

6.11.1 A Black and Orange (orange circle) mechanical flag will be used when equipment malfunctions exist. Competitors receiving this flag shall pull off of the track and proceed immediately to the scales.



#7 - Track Rentals

- 7.1 Contact Langley Speedway at 757-865-7223 to schedule a practice session.

#8 - Transponders

- 8.1 All karts/kars entering the racing surface during race day, must have a working transponder mounted on them. This includes all three rounds (Practice, Heat, and Feature) that each class is sent out on the track. If you have your own AMB/MyLaps Trans160 or Trans260 transponder, please include the transponder number on your membership form or inform the HRKC as soon as you have one, so that they can be entered into the scoring system.
- 8.2 If you do not own your own transponder, one can be rented from the HRKC when you register at the ticket window prior to each race. Transponder rental is \$10.00 per day.
- 8.3 It is the racers responsibility to make sure that the proper transponder is affixed to the kart prior to the kart/kar entering the racing surface for each practice, heat, and feature race.
- 8.4 Karts/kars without a transponder may not be scored for that race.
- 8.5 Once on the track, the karts/kars may not be stopped in order for a transponder to be added.
- 8.6 The transponder must be affixed in the approved holder on the front left upright on the nerf bar (except for Pro-Wing Champ Karts where it is fastened to the left front nerf bar). A transponder mounting bracket can be purchased at the track.
- 8.7 Transponders cannot be placed anywhere on the driver. Transponders must be visible so they can be easily retrieved by the scales attendant after the feature. If a rental transponder is indicated on the registration sheets used at the scales, and the transponder is not turned in, the scale attendant will not annotate the weight and the driver may not be scored or receive points. **Bottom line: if you rent a transponder, turn it in at the scales after your feature.**
- 8.8 The official in charge of scoring will determine the finishing race position using both the transponder system and manual line scoring.
- 8.9 Failure of the electronic scoring system to pick up the transponder signal will prevent the competitor from being timed for qualifying or scored in the race. However, if a transponder falls off of the kart or fails to function during a race, the race director may contact the finishers immediately in front of and immediately behind the non-scoring kart/kar and consult with the other race officials to verify the finishing position. If the position can be verified, the race director can award the non-scoring kart/kar its correct position.
- 8.10 The rental transponder number will be assigned by the HRKC during driver registration and when members rent a transponder each race of the season (repeat renters), all efforts will be made to ensure the kart has the same transponder each race.

#9 - Track Officials

- 9.1 **Track Officials** shall include the following positions with their stated responsibilities. The Track Officials are in charge of and have the responsibility to carry out their duties in an effort to provide everyone present with a safe and equally competitive racing environment. Anyone failing to heed their direction shall be subject to action, by a Race Committee, ranging from removal from the track to expulsion from the track for a period to be determined at the sole discretion of the HRKC Race Committee.
- 9.2 **Race Director** will have complete control over the activity on the track during practices, heats and features except as otherwise provided. This includes Protests, Race Finishes, and Disqualifications.
- 9.3 **Chief Flagman** will have complete charge of the karts/kars while on the track. His flag signals are to be obeyed without exception. The Chief Flagman and/or Race Director shall conduct a drivers meeting for competitors to explain the flags and other pertinent information concerning the event.
- 9.4 **Grid Director** will be in charge of starting the karts/kars from the grid.
- 9.5 **Technical Director** oversees functions in the Technical Department area which will include: Scales, Pre-Tech Inspections, Technical Inspector, and Trophy presentations.
- 9.6 **Technical Inspector** is our hired post-race inspector and is responsible for teching the karts and engines after the features are run. The decisions reached by the Technical Inspectors are final and will be relayed to the other Track Officials.

#10 – Class Listing

	<u>Age</u>	<u>Weight</u>
10.1 Kid Karts (exhibition only – oval & road-course) Refer to NKA Tech Manual, Sections 30.5 & 40.6 and section #11 below.	5-7	150 lbs.
10.2 Novice (exhibition only) This class may not run on a weekly basis and is reserved for new participants with little or no karting experience and can be used at the discretion of the Race Director. Stock B&S Flathead per NKA Tech Manual with 0.425" restrictor plate (purple). Refer to NKA Tech Manual, Section 40.3	7-10	265 lbs.
10.3 Amateur (exhibition only) This class may not run on a weekly basis and is reserved for new participants with little or no karting experience and can be used at the discretion of the Race Director. Stock B&S Flathead per NKA Tech Manual with 0.500" restrictor plate (blue). Stock B&S Animal per NKA Tech Manual with two-hole (blue) restrictor plate. Refer to NKA Tech Manual, Sections 40.3 & 40.5	10-12	290 lbs.
10.4 Junior Sportsman I Stock B&S Flathead per NKA Tech Manual with 0.425" restrictor plate (purple). No steering fairings permitted. Refer to NKA Tech Manual, Section 40.3	7-10	265 lbs.
10.5 Junior I Clone Clone motor per NKA Tech Manual. Refer to NKA Tech Manual, Section 40.4.	7-10	265 lbs.
10.6 Junior Sportsman II Stock B&S Flathead per NKA Tech Manual with 0.500" restrictor plate (blue). Stock B&S Animal per NKA Tech Manual with two-hole blue restrictor plate only. No steering fairings permitted. Refer to NKA Tech Manual, Sections 40.3 & 40.5	10-12	290 lbs.
10.7 Junior II Clone Clone motor per NKA Tech Manual. Refer to NKA Tech Manual, Section 40.4.	10-12	290 lbs.
10.8 Junior Restricted Stock / Junior III Stock B&S Flathead per NKA Tech Manual with 0.575" restrictor plate (gold). Stock B&S Animal per NKA Tech Manual with 0.505" restrictor plate (gold). Refer to NKA Tech Manual, Sections 40.3 & 40.5	12-15	320 lbs.
10.9 Junior III Clone Clone motor per NKA Tech Manual. Refer to NKA Tech Manual, Section 40.4.	12-15	320 lbs.
10.10 Stock Medium Flathead Stock B&S Flathead per NKA Tech Manual. Refer to NKA Tech Manual, Section 40.3	15-up	350 lbs.
10.11 Stock Medium Animal Stock B&S Animal per NKA Tech Manual. Billet Rod Approved See Section 3.18.2. Refer to NKA Tech Manual, Section 40.5	15-up	350 lbs.
10.12 Stock Heavy Flathead Stock B&S Flathead per NKA Tech Manual. Refer to NKA Tech Manual, Section 40.3	15-up	375 lbs.

- 10.13 **Stock Heavy Animal** **15-up 375 lbs.**
 Stock B&S Animal per NKA Tech Manual.
 Refer to NKA Tech Manual, Section 40.5
- 10.14 **Stock Heavy Clone** **15-up 375 lbs.**
 Clone motor per NKA Tech Manual.
 Refer to NKA Tech Manual, Section 40.4.
- 10.15 **Stock Super Heavy** **15-up 400 lbs.**
 Stock B&S Animal per NKA Tech Manual.
 Kart shall not weigh more than 200 lbs. Billet Rod Approved See Section 3.18.2
 Refer to NKA Tech Manual, Section 40.5
- 10.16 **Open 4 Cycle** (road-course) **15-up 325 lbs.**
 Any OEM 5HP or less engine. No OHV engines.
- 10.17 **Shifter / TAG** (Touch And Go) (road-course) **15-up 395/375**
 80 cc or 125cc kart engines. Must be NKA legal
 Minimum Weight, post race: 80 cc 375 lbs. 125cc 395 lbs.
 Refer to section #16 for additional specifications
- 10.18 **2-cycle Yamaha/Piston port** (road-course) **15-up 345 lbs.**
 Yamaha KT-100 or Piston port engine. Must be NKA legal.
 Refer to section #13 for additional specifications and NKA Tech Manual,
 Section 30.2
- 10.19 **Yamaha Junior** (road-course) **12-15 320 lbs.**
 Yamaha KT-100 or Piston port engine. Must be NKA legal.
 Refer to section #14 for additional specifications and NKA Tech Manual,
 Section 30.2
- 10.20 **Cadet** (road-course) **7-11 265 lbs.**
 Briggs & Stratton LO206 engine or Comer 80cc engine. Must be NKA legal.
 Refer to section #15 for additional specifications and NKA Tech Manual,
 Sections 30.4 & 40.6
- 10.21 **Junior Sportsman Champ** **7-12 315 lbs.**
 Stock B&S Flathead per NKA Tech Manual with 0.500" restrictor plate (blue).
 Stock B&S Animal per NKA Tech Manual with two-hole restrictor plate only.
 No Mirrors allowed. Refer to NKA Tech Manual, Sections 20.4, 40.3 & 40.5
- 10.22 **Junior Restricted Champ** **12-15 345 lbs.**
 Stock B&S Flathead per NKA Tech Manual with 0.575" restrictor plate (gold).
 Stock B&S Animal per NKA Tech Manual with 0.505" restrictor plate (gold).
 No Mirrors allowed. Refer to NKA Tech Manual, Sections 20.4, 40.3 & 40.5
- 10.23 **Senior Champ Flathead** **15-up 415 lbs.**
 Stock B&S Flathead per NKA Tech Manual.
 Refer to NKA Tech Manual, Sections 20.4 & 40.3
- 10.24 **Senior Champ Clone** **15-up 425 lbs.**
 Clone motor per NKA Tech Manual.
 Refer to NKA Tech Manual, Section 40.4
- 10.25 **HRKC Pro Wing Series** (speedway) **15-up 425 lbs.**
 Stock B&S Flathead per NKA Tech Manual. No axle clutches.
 Spec tires per section 12. Mirrors are optional.
 Refer to NKA Tech Manual, Section 20.4

- 10.26 **Predator** **13*-up 375/425**
Predator 212cc engines (model 60363 or 69730 only)
Minimum Weight, post race: heavy 375 lbs.; super heavy 425 lbs.
Refer to section #17 for additional specifications
- 10.27 **Predator Junior** **8-13* 290 lbs.**
Predator 212cc engines (model 60363 or 69730 only)
Refer to sections #17 & #18 for additional specifications
- 10.28 **Predator Powder Puff (female)** **13*-up 325 lbs.**
Predator 212cc engines (model 60363 or 69730 only)
Refer to section #17 for additional specifications

- Note 1** If classes do not grow to 3 or more entries, within 4 races they may be dropped or combined with another class and scored separately.
- Note 2** Classes may be added, deleted, combined, or changed during the year, as demand requires. Weights are also subject to change, as determined by the Hampton Roads Kart Club Race Committee.
- Note 3** Competitors who advance out of the Novice/Amateur or a junior class may not return to that class without special permission of the Hampton Roads Kart Club Race Committee.
- Note 4** Classes 10.1 through 10.7 are progressive for the junior drivers and they may not compete in more than one class. This does not apply to the Junior Sportsman Champs or Junior road-course classes.
- Note 5** For any class that has a class sponsor, the sponsor's decal must be displayed on the kart or the competitor will not be allowed to compete in the feature and will not receive points.
- Note 6** If classes do not have 3 or more karts running on a consistent basis, the class may not run for a season championship, but will just run for trophies. This will be decided on by the HRKC Board.
- Note 7** Both the Novice and Amateur classes are not intended for drivers to remain in for extended periods of time. They are designed just for drivers with no previous experience, to get familiar with their kart and the race day procedures. The HRKC recommends that drivers move up to their respective classes after a max of 6 races in the Novice or Amateur divisions. Exceptions to this rule must be discussed and granted by the Junior Kart Rep and the HRKC Board.
- Note 8** All kart weights posted above are minimum post heat race or qualifying and feature events.
- Note 9** Powder Puff is a class strictly for our female drivers. Participating in the Powder Puff class excludes a driver from racing in another Junior or Senior flat kart oval class. This does not apply to Champ or road-course classes.

BLUE DIAMOND GRAPHICS



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#11 - Kid Karts: (NKA Sections 30.5 & 40.6)

Note: The primary purpose of the Kid Kart class is to serve as a training/educational process to teach and improve driving skills to beginner drivers. Additionally, to teach safety and race event procedures to children ages five (5) to seven (7) years old. Participant awards are given out and will be of equal value and accomplishment level. All participants are winners.

- 11.1 Kid Karts must pass pre-race safety inspection before being allowed on the track.
- 11.2 Chest protectors meeting SFI specification 20.1 are mandatory for all Kid Kart drivers.
- 11.3 Drivers and parents will attend the regular drivers meeting unless otherwise specified.
- 11.4 Chain guard is to completely cover the chain when viewed from above.
- 11.5 Chain/Gearing
 - 11.5.1 Comer C51: #219 chain, 10 tooth driver, 89 tooth axle sprocket.
 - 11.5.2 Briggs & Stratton LO206 Kid Kart Engine: 17 tooth driver, 57 tooth rear sprocket
- 11.6 No offset karts are allowed. Seat must not be offset beyond the outside edge of the left frame rail.
- 11.7 Wheelbase-minimum 29", maximum 31".
- 11.8 Width: Front, maximum 40" as measured to the outside rim/tire (no minimum).
Width: Rear, minimum 39", maximum 42" as measured to the outside rim/tire.
- 11.9 Rear bumper shall be continuous loop shaped with vertical or angled bracing connecting upper on lower loop rails so the rear tires are protected.
- 11.10 Steering height: maximum 20"
- 11.11 Seat height minimum 10".
- 11.12 Side pods or double nerf bars are mandatory.
- 11.13 Tires-Open compound, front size 4:50-5; Rear 5:50-5. Maximum rear tire circumference 33.75".
- 11.14 Official weigh-in: 150 lbs.
- 11.15 Additional return spring on the carburetor or on the foot pedal is required for additional safety.
- 11.16 Engine Specifications: Engine to be stock with correct restrictor pill. See NKA Section 30.5 for Comer C51 and Section 40.6 for Briggs & Stratton LO206 Kid Kart specifications.

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#12 - HRKC Pro Wing Champ Series

- 12.1 Minimum age is 15 years and up. Drivers participating in the Saturday Night Pro Series must be approved by the race committee. Rookies must start in rear for four races. Kart must be marked with yellow tape on rear roll cage uprights.
- 12.2 No rough driving allowed in Champ Class. Any incident that causes damage to a kart or stops the race will be reviewed by the race committee and could result in possible dismissal from the series.
- 12.3 All belts and harnesses must be of the 5-point type and meet the following minimum requirements:
 - 12.3.1 Meet current SFI requirements.
 - 12.3.2 Can be 2" or 3" wide.
 - 12.3.3 Be dated by the manufacturer, no more than 3 years old, and in good repair.
 - 12.3.4 A quick-release seat lap belt is required.
 - 12.3.5 Both ends of the lap belt must be fastened to the roll cage with grade 8 bolts not less than 3/8" in diameter.
 - 12.3.6 Shoulder harness must come from behind the driver's seat. Inertia reels cannot be used.
- 12.4 All drivers must wear SFI approved driving suit, shoes and gloves in good repair. A single layer fire suit is the minimum allowed. Arm restraints, 5 point harness, SFI 38.1 approved head and neck restraint system dated no more than 5 years old. Helmets meeting Snell 2010 or 2015 SA rated or M Rated with Nomex Balaclava.
- 12.5 Steering Wheel must be quick release steering wheel.
- 12.6 All seats must have a metal seat guard or "wolf plate" mounted between the rear brake rotor and the seat. The guard must be made of 1" or wider steel and be 1/8" thick at a minimum.
- 12.7 Chassis must be approved by HRKC Technical Director.
- 12.8 Tail sections are optional.
- 12.9 Wing: Only F/T 94 may be used with NO modifications allowed. Wing must be secured by two slip pins at the rear. Slip pins are required for safety; NO solid bolting at the rear. The minimum stationary angle of the wing will be 15 degrees. The wing cannot be mounted further forward than 3 inches from the vertical plane extending up from the back side of the rear axle. The minimum height shall be no less than 30 inches measured at the right front corner of the wing. Wing shall be kept in good shape. Damaged sections shall be replaced.
- 12.10 Kart numbers should be placed on top of the wing facing forward, on the nose of the kart, and on the rear corner of the sides of the wing. A number plate that can be seen from the rear of the kart is also required. (See HRKC 3.19.)
- 12.11 Stock rear bumpers must be round. "No pointed bumpers will be allowed".
- 12.12 Rear view mirrors are optional.
- 12.13 Tires: Burris SS-55, B-55-A, M-15-A or B, or Dunlop DCS, DDS series tires.
- 12.14 Engine: per NKA specifications. No 1998 deck rules allowed. It is highly recommended that all engines be equipped with a rollover fuel check valve fuel cap.
- 12.15 Champ Kart and drivers shall remain belted in their karts unless instructed otherwise by race officials. No repairs or adjustments will be allowed during a red flag situation.
- 12.16 Sprint Car window net is mandatory. Attached from the left rear roll cage down bar to the left front roll cage down bar. (SFI 27.1 approved, dated no more than 3 years old.)
- 12.17 Headrests or "halo" type head support devices, such as those used on the LaJoie racing seat, are optional on the Wing Champ karts.
- 12.18 Clutch Protection Plate is mandatory. An aluminum plate, 6"x6"x 3/16" minimum attached to the right side of the seat, centered on the crankshaft, is required.
- 12.19 Elbow pads are mandatory. Pads are a tech item and could result in disqualification.
- 12.20 Feature starting positions will be determined by the qualifying results or if qualifying does not take place, the feature starting order will be determined by current season points order except for the first race of the year, then a pill draw will be used.
- 12.21 Even though the Wing Champ series runs on Saturday nights with the Langley Speedway program, they are still part of the HRKC and will also use the two (2) dropped races rule as specified in Section 5.1.2. Each competitor can drop their two worst points events from the year when determining year-end results. Rainouts cannot be used as a dropped event.
- 12.22 All Wing Champ drivers are required to wear a RACEceiver one-way radio at all times they are on the track during the race day. These RACEceivers will be provided by the HRKC and the driver is only responsible for providing their own ear buds. A set of ear buds can be purchased from the HRKC if needed.
- 12.23 Arm restraints shall be attached into the quick release seat belts. Arm restraints shall not be attached to the steering shaft.
- 12.24 All header pipes must be fully wrapped with "header wrap". It is not necessary to wrap a muffler if one is

utilized.

- 12.25 Fuel and oil are subject to test for legality at any time. No additives allowed.
- 12.26 THIRTY (30) kart maximum field size.
- 12.26.1 If thirty-one (31) or more karts show up for a race, the top twenty (20) will be locked in by their qualifying time. Karts qualifying from twenty-first (21) back will run a TEN (10) lap heat race. Heat race starting order will be set by qualifying time. Finishing order from the heat race will determine starting positions twenty-one thru thirty (21-30) for the feature race. Those karts not making the feature race will receive one (1) point just like those who finish twenty-sixth (26) and back in the feature.

#13 - 2-Cycle 100cc Class Rules

- 13.1 100cc piston port engine, NKA spec [Yamaha KT100 is preferred; any NKA prepped 100cc piston port 2-cycle would be of comparable performance].
- 13.2 Minimum kart and driver weight 345 lbs. post race. Subject to change based on class participants.
- 13.3 Exhaust: Fixed open [no slippy pipes].
- 13.4 Gas and oil premix only [no alcohol, nitro or other performance additives.].
- 13.5 Tire selection is open.

#14 – Yamaha Junior Class Rules

- 14.1 100cc Yamaha engine, NKA spec, with a Walbro WB3A carburetor.
- 14.2 Minimum kart and driver weight 320 lbs. post race.
- 14.3 Exhaust: RLV SSX-V #7548 (Can)
- 14.4 Gas and oil premix only [no alcohol, nitro or other performance additives.].
- 14.5 Tires: Brand and compound open.

#15 – Cadet Class Rules

- 15.1 LO206 engine, NKA spec (Section 40.6) with a PZ Model 22 Carburetor, with Junior LO206 yellow slide
- 15.2 Minimum kart and driver weight 265 lbs. post race.
- 15.3 Exhaust: RLV #5506, #5507 or #5511
- 15.4 Gas and oil premix only [no alcohol, nitro or other performance additives.].
- 15.5 Tires: Brand and compound open.

#16 - Shifter & TAG (Touch And Go) Kart Class Rules

- 16.1 Engines: Any 80 cc or 125 cc displacement. NKA legal.
- 16.2 Minimum kart and driver weight: 80 cc 375 lbs. 125cc 395 lbs.
Subject to change based on class participants.
- 16.3 Exhaust: Fixed open [no slippy pipes].
- 16.4 Gas and oil premix only [no alcohol, nitro or other performance additives.].
- 16.5 Tire selection is open.

#17 – Predator / Predator Powder Puff

Note: The spirit and intent of these rules is to provide a true budget class with an engine total value of \$150 or less. Any attempt to circumvent these rules by adding a performance enhancing product, either mechanical or fuel, shall be considered as an intentionally illegal act and will result in disqualification for that race day.

Those who choose to race in this class enter with the knowledge and acceptance of the fact that this is a "Claimer" class. If your engine is claimed by another competitor, you must remove your engine and give it to the Tech Man, minus any non-claim parts; no arguments and no foul language or threats to anyone. If you cannot or will not abide by these rules, do not enter a kart in this class. Failure to surrender an engine when claimed will result in a loss of the current season's points up to and including the date of the claim.

- 17.1 Minimum age is 13 years and up. Any driver 13 and 14-year-old MUST have a parent or legal guardian petition the board to participate. 13-year-old drivers with NO prior driving experience can petition to race in the Predator Junior class.
- 17.2 Engine must be run out of the box with the following modifications:
 - 17.2.1 Engine must have a key way as installed by factory on the flywheel.
 - 17.2.2 Oil sensor can be unplugged or removed.
 - 17.2.3 Factory gas tank vent can be disconnected OR factory fuel tank can be removed with the addition of a top plate and fuel pump. Pump may only be pulsed through the valve cover. If engine using top plate and fuel pump, the fuel tank is to be securely mounted on floor pan.
 - 17.2.4 Throttle stop screw may be disconnected or removed.
 - 17.2.5 Governor may be removed, disconnected or made non-functional.
 - 17.2.6 Air filter assembly must be 100% stock with all factory parts and pieces in use.
 - 17.2.7 Specific Rules for Model #69730 engine – Must run stock plastic air box and foam filter. No alterations of any kind allowed to air box, this includes deburring, bead blasting, etc. Foam filter must remain seated in original position in air box and sealed by upper portion of air assembly. Tank vent tube may be disconnected and fuel cap fixed to vent. If unhooked, the hose that runs to the air box must be plugged.
 - 17.2.8 Specific Rules for Model #60363 engine – Must run stock plastic air box with stock paper filter and foam cover. No alterations of any kind allowed to filter or air box. This includes deburring, bead blasting, etc. Tank vent tube may be disconnected and fuel cap fixed to vent. If unhooked, the hose that runs to the air box must be plugged.
- 17.3 Exhaust: Can be either the original stock factory muffler with no alterations allowed OR the only approved legal exhaust is a .750" O.D. mini pipe and RLV mini muffler. The exhaust system is to be wrapped or sleeved with a heat-resistant fabric from mounting flange to muffler to reduce the risk of burns.
- 17.4 Clutch: Any clutch with #35 chain only. No skip gears or skip sprockets. Must have a chain guard.
- 17.5 Cylinder heads may NOT be interchanged between hemi and non-hemi models.
- 17.6 Engine Claim: The person making the claim may ONLY claim a engine that finished ahead of them in that race. Claim fee is \$175.00. The person whose engine is claimed will receive the engine of the person making the claim AND \$150.00. HRKC retains \$25.00 of the claim fee. Claim does not including clutch, chain guard, top plate, fuel pump or other after-market accessories. The claim procedure will be same as it is for protest. (Refer to Section #4.)

#18 – Predator Junior

Note: Predator Junior drivers will follow all rules in Section #17, except 17.1, plus the following:

- 18.1 Fixed Gear: 16 tooth driver, 60 tooth rear driver
- 18.2 Maximum tire circumference: 34.5"

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Predator/Predator Junior

Clarke Motorsports

35 Chain Gear Ratio Chart

	ENGINE	9	10	11	12	13	14	15	16	17	18	19
R E A R G E A R S P R O C E D U R E	54	6.00	5.40	4.91	4.50	4.15	3.86	3.60	3.38	3.18	3.00	2.84
	55	6.11	5.50	5.00	4.58	4.23	3.93	3.67	3.44	3.24	3.06	2.89
	56	6.22	5.60	5.09	4.67	4.31	4.00	3.73	3.50	3.29	3.11	2.95
	57	6.33	5.70	5.18	4.75	4.38	4.07	3.80	3.56	3.35	3.17	3.00
	58	6.44	5.80	5.27	4.83	4.46	4.14	3.87	3.63	3.41	3.22	3.05
	59	6.56	5.90	5.36	4.92	4.54	4.21	3.93	3.69	3.47	3.28	3.11
	60	6.67	6.00	5.45	5.00	4.62	4.29	4.00	3.75	3.53	3.33	3.16
	61	6.78	6.10	5.55	5.08	4.69	4.36	4.07	3.81	3.59	3.39	3.21
	62	6.89	6.20	5.64	5.17	4.77	4.43	4.13	3.88	3.65	3.44	3.26
	63	7.00	6.30	5.73	5.25	4.85	4.50	4.20	3.94	3.71	3.50	3.32
	64	7.11	6.40	5.82	5.33	4.92	4.57	4.27	4.00	3.76	3.56	3.37
	65	7.22	6.50	5.91	5.42	5.00	4.64	4.33	4.06	3.82	3.61	3.42
	66	7.33	6.60	6.00	5.50	5.08	4.71	4.40	4.13	3.88	3.67	3.47
	67	7.44	6.70	6.09	5.58	5.15	4.79	4.47	4.19	3.94	3.72	3.53
	68	7.56	6.80	6.18	5.67	5.23	4.86	4.53	4.25	4.00	3.78	3.58
	69	7.67	6.90	6.27	5.75	5.31	4.93	4.60	4.31	4.06	3.83	3.63
	70	7.78	7.00	6.36	5.83	5.38	5.00	4.67	4.38	4.12	3.89	3.68
	71	7.89	7.10	6.45	5.92	5.46	5.07	4.73	4.44	4.18	3.94	3.74
	72	8.00	7.20	6.55	6.00	5.54	5.14	4.80	4.50	4.24	4.00	3.79
	73	8.11	7.30	6.64	6.08	5.62	5.21	4.87	4.56	4.29	4.06	3.84
	74	8.22	7.40	6.73	6.17	5.69	5.29	4.93	4.63	4.35	4.11	3.89
	75	8.33	7.50	6.82	6.25	5.77	5.36	5.00	4.69	4.41	4.17	3.95

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2017

LANGLEY SPEEDWAY SCHEDULE

		LMSC	MOD	GRAND STOCK	SUPER STREET	SUPER TRUCK	PRO-SIX	U-CAR	LEGEND	BANDO	WC-KART	ENDURO	RACES
1-Apr	OPENING NIGHT	100			40	25			25	15			5
8-Apr	WEEKLY		50	40			30	25				30	5
15-Apr	WEEKLY	T-66			40	25			25	15	20		7
22-Apr	WEEKLY	100		T-25			30	25				30	6
29-Apr	RIR RACE WEEKENED CLOSED												
6-May	WEEKLY	100	T-33		40		30	25			20	30	8
13-May	*NASCAR MOD'S*			40		25			25	15			5
20-May	WEEKLY	T-66			40		30	25			20	30	7
27-May	WEEKLY		T-33	40		T-20			25	15			7
3-Jun	WEEKLY	100			40		T-25				20	30	6
10-Jun	WEEKLY		50	40		25		25	25	15		30	7
17-Jun	WEEKLY	T-66		40	40		30				20		6
24-Jun	WEEKLY		T-33				30	25	25	15		30	7
1-Jul	*FIREWORKS*				40	25		25			20		5
8-Jul	WEEKLY	T-66		66					25	15		30	6
15-Jul	WEEKLY		T-33		T-33	25		25			20		7
22-Jul	*HAMPTON HEAT*	200		40			30		25	15			5
29-Jul	WEEKLY	100			40	25		25			20	30	6
5-Aug	WEEKLY		T-33	40			30	25	25	15			7
12-Aug	WEEKLY	T-66			40	25					20	30	6
19-Aug	WEEKLY	100		T-33			30	25	25	15			7
26-Aug	WEEKLY		66	40	40	25					20	30	6
2-Sep	*N&N PRO SERIES*				40		30	25			20		5
9-Sep	RIR RACE WEEKENED CLOSED												
16-Sep	WEEKLY	T-66	50	40				50			20	30	7
23-Sep	WEEKLY		50		40	25	30		25	15			6
7-Oct	DAY OF DESTRUCTION												
Total		20	15	14	14	12	13	13	11	11	12	12	



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