

- 6:00am – Gates open
- 7:00am – Registration opens
- 7:30am – Pre tech opens (mandatory all karts)
- 8:15am – X head drivers meeting (mandatory all KK and rookie drivers)
- 8:30am – Regular drivers meeting, national anthem (mandatory all drivers attend)
- 8:45am – First practice 7 minutes each class
- Qualifying 7 minutes each class
- Heat 1 – 8 laps
- LUNCH – 30 minutes
- Heat 2 – 10 laps (invert top 6 positions, no invert for Kids Kart)
- Heat 3 – 14 laps
- Trophy Presentation

Ok, now for all the new drivers we will have out at DPR (Desert Park Raceway). Here is an in depth look at how the day will unfold.

Gates open at 6am. The only people at the track at this time are the overnights and a board member who is setting up for race day (Yes you may stay the night and enjoy your weekend in your trailer if that's what you desire...many do it). Otherwise, start rolling in around 7am for a good parking spot. If you are unsure where to park, ask someone or me.

Registration opens promptly at 7am. It is best for you to come up to the reg (registration) booth as soon as possible and get yourself signed in and paid to race. The lines will be long this year. At registration, you will be given a registration sheet to fill out. Once you fill this out and pay, you will do one of the following:

- Take your reg slip to the tech line (which will be underneath the carports) and wait to be tech'ed by a techman).
- Find a techman and have them tech your kart right there on the spot. They also will be coming by your pit area to tech so make sure you are registered and have your tech card ready to go.
- After you have been tech'ed, you will advance to the Transponder station. There will be a lady sitting at a table with the transponders you will use on your kart for TIMING purposes. As some of you may not know, the club has a \$6000 professional timing system (more on this later). After you get your allotted transponder, attach it to your kart with a transponder bracket and your done. If you don't have a transponder bracket, rig it up with Zip ties. Transponders must be mounted where the IKF rulebook says to mount them. I will tell you how and where to place it if you don't know.

So you're done with the registration, pre-tech and transponder stations. Get back to your pits; get ready, and drivers meeting will be soon to follow. My biggest advice to you all is don't show up late. You will be rushing to get things done and you will not have fun. Better to sit and wait than be rushing around. Trust me we have all done it. **If you show up after 8:15am, you will be charged a \$10 late fee and start in the back in your first heat.** If you show up after 8:30am, you will not be allowed to run unless future accommodations have been made with the board. No exceptions.

After the first heat cycle (after all classes have ran their first heat), we will break for a 30-minute lunch. The only time we change this is if the weather isn't cooperating and we need to move along. Then we'll have shorter lunch breaks or tighten up the schedule.

1st heat - you will line-up according to your Qualifying position.

2nd heat - the top 6 positions from Qualifying will invert. For example, pole position kart will line up in the 6th position. 6th position qualifying kart will start on pole! Kid Karts and all X-heads do not invert.

3rd heat - we take your 1st and 2nd heat finishing positions and combine them. This grids you up for the main event. (In case of tie before main event, we will revert to Qualifying position). (X-heads will never line up in front of a non-X-head).

Very important - At the conclusion of your main event (last race), **turn in your transponder to the scale house worker**. If for any reason you take the transponder home on accident, simply bring it to the next board meeting or race, whichever comes first. These are very expensive and we can't afford to lose them. Luckily, we know who's issued what transponder (they're all numbered) so if you don't return it, I'll send you an email reminding you.

Also very important – On race days, the Race Director is in charge of the entire event. Any board member who is not racing that day can assist the RD at his request. Please do not ask board members who are racing to help with a race related problem. Once practice begins, we are racers just as you and have no authority to overrule any call that is made on the track or change the racing schedule to fit your purposes (needing more time to work on karts, etc). You must talk to the RD for all complaints and/or requests.

Track timing system – The club has a track timing system that scores each and every kart on the track individually with laps ran and fastest time. So after any heat or qualifying, you may come up to the fence by the registration building and check your fast time, see who got pole position (P1) or see what place you finished. Very Kool!

After races, you may go back onto the track and practice or test once trophy presentation is complete. Many members who don't race use the track after a race because of the amount of rubber that is left on the track. Good testing time! Hope this answers some questions. Thanks for reading this.

Brian Rivera
VP- NNKC