



ATWATER KARTING SPEEDWAY

2026 Rules & Regulations

Welcome to Atwater Karting Speedway!

1. GENERAL

- a. These rules and regulations are intended as a guide for safe and enjoyable racing. Racers, crew members, volunteers and officials participate at their own risk and should exercise their best judgment in all situations to reduce risk of injury and to promote safety in the sport.
- b. Atwater Karting Staff places great emphasis on good sportsmanship and safe racing for all competitors, Junior and Senior alike. The AKS staff is dedicated to providing a racing program which promotes positive community involvement and good character development for our youth. Please remember to say thank you to the AKS staff who generously volunteer their time throughout the year.
- c. AKS facilities expect the highest level of conduct at their events. All attendees are responsible for their behavior. Any offense committed by a crew member shall be chargeable directly to the driver but may also be chargeable to the offender(s) in conjunction with the driver, should the situation warrant. This responsibility also extends to conduct in the local area of an event, including motels, hotels, restaurants or any private or public area, as well as social media.
- d. AKS operations are conducted in accordance with the current National Kart Association (NKA) Sporting Regulations Manual. The AKS Rulebook takes precedence for rules and regulations exercised as “*Local Option* or supplemental rules”. All officials, drivers, pit crew, and participants are expected to be fully versed with all applicable sections of AKS and NKA rules & standards, supplemental rules and *Local Options* that are part of any event. Failure to be aware of the rules and standards does not minimize their scope.
- e. Participation in events at AKS implies that each racer and crew member has reviewed and understands all rules and regulations, both AKS and NKA. AKS/NKA offers no warranty, expressed or implied, resulting from the compliance of these rules and standards that govern karting events. Racing is a dangerous sport that can result in injury, dismemberment, and even death. No rules or standards can guarantee the elimination of those risks. Your (or your child’s) participation in the sport of karting is at your own risk.
- f. Rule compliance will be enforced to the best of the Board’s ability. Deviations and updates to rules will be applied as deemed necessary by the AKS Board. All decisions are final. If you are unsure of a regulation, or are considering a technical gray area, please contact ASK for clarification prior to moving forward.

g. This is a living document and can be modified by AKS as needs arise in terms of safety, supply chain disruption, technical evolution, and information not previously known. Revisions will be posted at www.atwaterkartingspeedway.com. Revisions supersede any standards or standards contained within.

h. SOCIAL MEDIA USAGE - SUPPLEMENTAL RULE

It is acceptable for a participant to do a personal posting, blog or tweet on the various social media platforms. However, any such postings, blogs or tweets should at all times conform to the highest standards of behavior and sportsmanship, be dignified and in good taste, and not contain vulgar or obscene words or images.

Persons making or contributing to derogatory comments posted on social media which are directed to, or at anyone representing or attending Atwater Karting Speedway, will immediately be suspended from racing and banned from the pit area. Please use your efforts on social media to support your track, staff & fellow racers and grow the sport for future generations!

i. PHOTO and VIDEO USAGE – SUPPLEMENTAL RULE

Permission to use images created by AKS on the AKS website or social media sites for personal use is hereby granted. For permissions to use images created by other sources, please contact the owner of the images.

Photo and Video Use Policy: Drivers, Crew and event attendees acknowledge that event images are deemed public and can be included on social media platforms or marketing materials for track promotion.

j. REGISTRATION: All drivers, crew members & pit area spectators must sign in at the registration booth upon arrival to the facility. All persons who intend to enter a restricted area (thereby becoming a participant of that event) shall sign the official Release and Waiver of Liability, Assumption of Risk, and Indemnity Agreement provided to the facility by the NKA before being allowed to participate in any event.

Anyone observed in the pits without a pit pass must purchase a pass immediately or leave the pit area and go to the spectator area.

i. **Race Schedule:**

Saturday

Pits Open 11:30 am
Registration Opens: 1:00 pm
Draw Cut Off: 2:30 pm
Hot Laps: 3:00 pm
Pit Meeting: 4:15pm
Green Flag Drops: 4:30 pm

Sunday (double header weekends)

Pits Open 7:30 am
Registration Opens: 9:00 am
Draw Cut Off: 10:00 am
Hot Laps: 11:00 am
Green Flag Drops: 12:00 pm

- i. **Draw cut-off is two hours prior to race start time. Late entrants will have to tag the field in the heat race. If the heat race is missed, the driver will start the feature in the back of the field.**
 - ii. Hot Laps begin at 3:00 pm. Racers must be registered, wearing a pit pass wristband, have all required safety gear and kart cleared through pre-tech to be on track for hot laps. Hot laps will be conducted at the discretion of race officials, including start, lap count and duration.
 - iii. Special race events may start earlier and information will be published prior to event dates.
- k. PIT PASS FEE: \$20.00 (Pit Pass covers all events held on a single day) **Pit Pass fees are non-refundable once issued. Subject to change for special events.**
- l. KART ENTRY FEES: \$40.00 first class, Additional Classes \$30.00 per class
Drivers' Pit Pass is included in the entry fee. Once a race event has commenced entry fees are non-refundable, subject to a rain-out policy. **Subject to change for special events.**
***Note: For the 2026 season, the \$5 increase in entry fees will go towards paying our tech official and/or purchasing tech tools needed. This will ensure we have a properly trained tech official at every AKS event.**
- m. AKS SEASON MEMBERSHIP (Optional) Cost is \$150 per driver, per season and includes a custom season banner, AKS hat, and the driver's meal at the year end banquet. This is a great way to support the track and recognize your racer(s).
- n. PIT STALL TRACK SPONSORSHIPS
Reserved parking spots are available for a \$150 track sponsorship contribution. Returning race teams will be given the first chance to reserve their spot they have previously occupied or move to an open spot. PIT STALL claim cutoff date is March 6th, 2026. Any spots not paid for by this date will be open to all race teams. Select Pit Stall Sponsorship option on the Season Registration form and submit payment. AKS will install signs marked with the race team's name to identify claimed pit stalls.
- o. GENERAL ADMISSION
Grandstand and Spectator Areas are FREE Admission: Free Will contributions are appreciated.
- p. RACECEIVERS
Raceceivers are mandatory for all karts racing at AKS. A limited quantity of Raceceivers are available at the track for a daily rental fee of \$10. Request rental at registration and fill out a rental agreement. A valid driver's license is required to rent a Raceceiver. Earbuds are available for purchase in limited quantities.
- i. Raceceivers and holders should be attached securely to the helmet or the driver to prevent accidental dislodgement and potential damage. AKS is not liable for damages incurred to private parties' equipment or safety gear.
 - ii. AKS Raceceiver settings: CH 000 Frequency 454.0000

q. TRANSPONDERS

i. Transponders are mandatory for all classes. A limited quantity of transponders are available at the track for a daily rental of \$20. Request rental at registration and fill out a rental agreement. A valid driver's license is required to rent a transponder.

ii. Flat Karts: Transponder should be attached securely to the steering shaft.

Wing Karts: Transponder must be mounted on the right front down tube of the roll cage unless directed by track officials.

r. REFUNDS

Once the entrant has taken to the track for any official session of the event, they are not eligible for a refund. If they have not taken to the track for an official session, but the event has begun, they are eligible for a 50% refund. It is at the sole discretion of the sanctioned event to determine whether the refund is in cash or in credit.

s. Waiver Requirements

i. *RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK, INDEMNITY AGREEMENT*: All persons who intend to enter a restricted area (thereby becoming a participant of that event) shall sign the official Release and Waiver of Liability, Assumption of Risk, and Indemnity Agreement provided to the facility by the NKA before being allowed to participate in any event. All participants, by signing the waiver, hereby elect to use the track at their own risk, and thereby release and forever discharge AKS and NKA, together with their heirs, assigns, officers, representatives, agents, employees and members, from all liability from injury to person, property, employees and/or reputation, that may be received by said entrant and/or driver, and from all claims of said injuries to parties listed above growing out of, or as resulting from the event contemplated under the entry form, or caused by any construction or condition of the course over which the event is held.

PARENTAL CONSENT RELEASE AND WAIVER: It is mandatory that at least one parent or legal guardian of a minor 17 years old or younger fully execute the Parental Consent and Release and Waiver of Liability, Assumption of Risk, and Indemnity Agreement before being allowed to participate at any AKS event. If a parent or legal guardian will not be present at the event, the Parental Consent waiver must be signed and notarized prior to the event.

NKA MINOR REPORT is to be signed at registration by a parent or legal guardian at each event and reaffirms the agreement of the Parental Consent.

t. Criminal Activity

The laws of the United States, and local laws and statutes, are always in effect at any event, including an AKS event. These rules and standards cannot supersede the laws of the land, and do not remove the expectation that everyone on the premise is expected to abide by those laws. AKS is not responsible for any injuries or actions that result from criminal activity at our facility or in the area of an AKS event. Driver is responsible for all actions of their crew/guests. Criminal activity may include, but is not limited to;

- Physical Assault: participants (driver, crew, spectator, official, etc.) shall not make any

physical contact in an aggressive manner towards another participant or official.

- Verbal Assault: participants who use aggressive or threatening language towards another participant or official.
- Use or possession of a prohibited/illegal substance.
- Underage consumption of alcohol or controlled substances.

- a. Alcohol is not permitted anywhere on the AKS facility.
- b. All Parents/Legal Guardians are required to read, sign and observe the AKS Parent Code of Conduct.
- c. Penalties: ANY display of unsportsmanlike conduct (on or off the track) will result in a FINE, SUSPENSION, IMMEDIATE REMOVAL FROM RACE AREA, POINT PENALTIES OR ALL OF THE ABOVE at the discretion of the AKS board.
- d. If disqualified for unsportsmanlike conduct, you must leave the pit area immediately.
- e. Rough driving is considered unsportsmanlike conduct and will result in penalties, including verbal warning, docked position(s), black flag disqualification, suspension, point penalties, fine, immediate removal from the race area, or all of the above at the discretion of the AKS board.
- f. No one may drive on the track outside of race events. Violations of this rule will result in immediate ban from the current racing season.
- g. No driving of karts in pits is permitted. Under no circumstance should a driver exiting the track drive through the pit area. *Violators of this rule will be subject to disciplinary actions including a fine of \$100, disqualification, loss of points and/or suspension.*
- h. Smoking is NOT PERMITTED in staging at any time. First offense will result in a verbal warning. Second offense will result in penalties being assigned to the driver and/or team.

AKS Reserves the Right to Refuse Service to Anyone, at Any time, and to Remove Persons from the Premises for Misconduct.

u. Prohibited Substance

All participants entering the restricted pit area shall be sober and not under the influence of any substance that may impair their ability to participate in a safe and orderly manner for the duration of the event, or while on premises for a multi-day event. Authorities will be called if it is determined that any participant has operated a kart under the influence during any part of a sanctioned event.

v. Medical/Accident Occurrences

Emergency Medical Technician (EMT or First Responder) will be on site while karts are running on the track. The EMT will be in charge of any medical emergencies and direct staff accordingly for assistance. Anyone getting hurt that will need medical attention, must notify the Board to fill out an accident report to be turned into the insurance company. DO NOT THROW OUT OR LOSE YOUR PORTION OF THE PIT PASS FOR FUTURE REFERENCES. Medical insurance for prior incidents ceases when the driver returns to race. A medical release form stating the driver has clearance to resume racing may be requested.

w. Pets are allowed on AKS premises , but must be leashed at all times. If pets are not on a

leash or running around you may be asked to leave.

- x. **Bicycles, Scooters or other motorized toys are NOT permitted in Pit, Staging or Scale Areas during racing events. We are a COLD pit. Bikes and scooters must be put away during racing. They can be rode before and after the races. This rule will be strictly enforced and penalties may be assigned to a racer's team for violations. Non-participants are to stay clear of the staging and scale areas at all times.**

2. ENTRANT

- a. To be eligible to compete or attend any AKS event, or to be eligible for any benefits that are part of the event, each participant must be in good standing with AKS and NKA. The Legal Entrant is the driver and shall include their parents or legal guardian in the event the driver is a non- emancipated minor.
- b. The Legal Entrant must enter the event prior to going on course for any official session of the event. Entry does not guarantee the Legal Entrant any additional benefits, points, or awards, and may not be used in any protest or appeal.
- c. Entering an event implies that the rules and standards have been agreed to by the Legal Entrant. NKA Member Facilities and/or their respective Race Directors reserve the right to refuse any entry.
- d. SUPPLEMENTAL RULE – All drivers must be registered with AKS through MyRacePass to earn points toward the 2026 Season Championships.
- e. Appearance of Driver/Crew - It is expected that the driver and crew, team, and industry members in attendance maintain a professional appearance during the event.
- f. General Ability
 - i. It is expected that all drivers competing will show the basic skills necessary to properly compete in a karting event, which includes understanding the basic policies and procedures that govern an event.
 - ii. The event Race Director and/or series officials have the final decision regarding a competitor's ability to properly perform, as well as having the competitor run the appropriate class for their skill level. It is within the rights of the Race Director and/or racing officials to remove anyone from the competition, or to place them in a more appropriate class for their skill level, should they determine it necessary for their safety, or the safety of the other competitors.
- g. Competition Age – Local Option

A driver's competition age is determined by the age that they will be on January 1st of 2026. The absolute minimum age for on-track NKA sanctioned events is 5. The driver must have had their 5th birthday before being able to take to the track.

 - a. **Drivers in the Rookie Caged and Rookie Red Plate are not permitted to also run in a Wing Class.**
- h. Advancing an Age Group
 - i. Drivers may petition the AKS Board to advance to a higher/lower class. It is at the sole discretion of AKS to allow a waiver for a driver to compete in a class they technically do not qualify for. These situations may result from the size of the driver, experience, etc. These situations are rare and any waiver presented does not set precedence for any future waiver considerations.

j. **When eligible by age, drivers may move up to the next class. Once they have completed one full event at the next level, they must decide whether to remain at that level or revert back to the previous level. They can make this decision only one time in a given season. Once the second event at the higher level has been completed, they must remain at that level at any AKS event. If a driver does move to a higher class, they will not take their points with them.**

k. Medical Conditions -

It is not the duty of AKS, or the NKA, to determine the health status of each participant. Each participant must exclude themselves from participating if they have any condition known to them that a reasonable person would consider unsafe. AKS nor NKA shall be liable in the event there is additional injury, including death, from any medical condition.

3. SAFETY (Reference NKA 2026+ Sporting Regulations, SECTION 10.4)

1. It is the responsibility of each participant to properly manage their safety equipment and to wear the proper safety equipment per NKA 2026 Sporting Regulations, Section 10.4

4. EVENT

A. Restricted Area Access

Only those persons having signed a waiver of liability and with a pit pass shall be allowed in the pit/restricted area, which include staging and track if a driver or when expressly permitted by an official.

B. Meeting of Drivers/Crew and Officials

The Track Officials/Race Director may conduct a meeting of drivers for the discussion and interpretation of the rules and any specific standards applying to that event. All drivers are required to attend, and it is the driver's responsibility to do so. Failure to attend this meeting does not remove the responsibility of the driver to know the rules and standards of the sanctioned event.

C. Legal Equipment

To compete in any official session the driver and kart must be compliant with the technical regulations of that class. In the event that it is determined that the Legal Entrants equipment is not legal, infractions will apply. In the event that it is determined that non-legal parts were intentionally created with the goal of subverting the spirit and intent of the technical regulations, the person or persons involved will be subject to severe infractions, and possible expulsion from the series.

D. Environmental Consideration

- a. Fire Code: All participants shall abide by state and local fire codes.
- b. Fuel & Oil: All participants shall not dispose of fuels or lubricants in the pit area or the track area by pouring or spilling such fuels or lubricants upon the ground. AKS provides a designated disposal barrel located by the TECH SHED for your race day use.
- c. Used Tires: Used tires are not to be left in the pits, trash, or any location at any AKS event

without the consent of the AKS board and/or race director, which may include specific instruction.

- d. Trash is the responsibility of each Legal Entrant and their crew to collect and dispose of in provided barrels at any AKS event, unless directed otherwise.

E. Cancellation of Event – LOCAL OPTION

- a. It is the right of a sanctioned event to cancel the event for various circumstances such as weather, dangerous conditions, government action, pandemic closures, war, civil unrest, etc. It is also their right to determine what and/or if a refund is practicable. **Pit Pass fees are non-refundable once issued.**
- b. Weather related announcements will be posted on the AKS website and/or Facebook page. **Individual text messages or phone calls may not be answered.**

F. Substitute/Relief Driver

Substitute/Relief drivers are NOT allowed in AKS events. If it is determined that a substitute driver has been used, both the legal entrant and the substitute driver are to be disqualified from the event.

G. ALTERNATE KART/MOTOR

A driver may use an alternate kart in the feature, but must start in the rear of the field.

Kart and/or motor changes must be reported to scoring staff or race director prior to start of feature race. If change is not reported, points will not be awarded to that driver for that feature. Alternate karts and motors must receive Tech approval prior to taking the track in any event and must have an AKS Tech Decal affixed to the kart.

H. HEAT RACES:

- a. Maximum of 8 karts per heat race. Entries will be divided into heat lineups by random pill draw. Lineups will be posted following the closing of registration.
- b. **Rookie Caged and Rookie Red Plate will have 9 laps OR 30 minutes to complete the heat race.**
- c. **Pro Modified Wing will have 12 laps OR 20 minutes to complete the heat race.**
- d. **All other classes will have 15 laps OR 20 minutes to complete the heat race.**
- e. Time will start with the completion of the first lap and will stop for all red flags
- f. The AKS Board has discretionary authority to divide heat races to more or less than 8 karts.

I. FEATURE RACES:

- a. Maximum of 12 karts per feature.
- b. All features will be lined up from the finishing position results of the heat race. Passing points will be assigned. B Main races will be utilized as needed when the field exceeds 12 karts, per race officials' discretion.
- c. **Rookie Caged and Rookie Red Plate will have 12 laps OR 25 minutes to complete the feature race.**
- d. **Pro Modified Wing will have 18 laps OR 25 minutes to complete the feature race.**
- e. **All other classes will have 25 laps OR 20 minutes to complete the feature race.**
- f. Time will start with the completion of the first lap and will stop for all red flags
- g. The AKS Board has discretionary authority to alter feature races to more or less than 12 karts.

*In the event of a yellow flag displayed as allotted time expires for a race, the flagman will show the green and white flags together to indicate to drivers that there will only be three laps left in the race (i.e., a green, white, checkered finish).

J. Official Scoring

- a. The official race scoring, whether by electronic system or hand scoring, is the only “Official/Legal” source of race scoring. The official scoring is the information supplied & certified by the official scorer. Any information provided to the public through real-time scoring programs such as MyRacePass, is not official and the information it displays cannot be used to protest or question the official scoring of an event.
- b. To be scored, a kart must be under its own power.

c. **Points – LOCAL OPTION**

- i. **Rookie Caged and Rookie Red Plate will be eligible for season points.**
REMINDER: These classes are intended as a beginner class to learn basic driving skills, track & race procedures and be a fun experience.
- ii. Heat races do not receive points and are primarily used to determine the lineup for feature races.
- iii. Season points go with the driver. The official scorer must be notified if someone other than the driver at check-in is driving the kart. This must be done prior to the start of the feature race. Failure to do so will result in loss of points for the night.
- iv. Tie Breaker: In the event of the tie, tiebreakers will be determined by: wins, 2nd places, 3rd places, on down through all finishing positions and then qualifying positions (if applicable). If a tie still cannot be resolved, “co-champions” (or whatever the points position) will be declared.
- v. If you take the Green Flag in the feature and drop out, you will receive last place points.
- vi. Did Not Finish (DNF): Karts will receive last place points if you have taken the green flag in the same event’s heat race (must be under own power).
- vii. Any driver who is disqualified will not receive points or a trophy for that race, unless the disqualification was for safety reasons.
- viii. Did Not Start (DNS): In the event that a driver is unable to start any session of the official race event (heat or feature), they will receive zero points for that session. Starting a race is defined by a driver crossing the start line under their own power when the green is displayed by the starter.
- ix. AKS reserves the right to drop classes from the race schedule if the class does not average a minimum of 4 entries after a two-week probationary period.
- x. Drivers and crew members may not enter the scorer’s booth without permission of the head scorer. Questions related to scoring may be addressed post-race with the AKS Board.

d. **Points Structure**

Heat/Passing Points/Feature

1. General Format

- a. Drivers draw at the Registration booth for the heat starting spot.
- b. Heats are lined heads up from draw.
- c. Upon completion of heats, drivers will be assigned points for both finishing spot (Finishing Points) and for spots advanced from the start of the heat (Passing Points).
- d. Drivers will be ranked in order by the sum of Finishing Points and Passing Points to give

the most Total Points. The driver with the most Total Points will line up inside row one of the feature. Second in Total Points will line up outside row one. Third, inside row two and so on through the field.

- e. If B Mains are necessary, they will be lined up the same way as the feature with the pole kart being the driver with the most total points who does not make the feature cut off.
- f. B Main and Feature finish are NOT subject to passing points.
- g. Finishing Points and Passing Points do not count towards season points totals. Only Feature finish points count towards season points totals.

2. Finishing Points (FP)

- a. Drivers receive FP based on their finishing order in their heat race. The Heat winner receives 11 points. Second place finisher receives 9 points, third place receives 8, and so on with a 1 point difference per position.

3. Passing Points (PP)

- a. Drivers receive PP based on how many spots they advance during their heat. Drivers receive 1.50 points per spot advanced from starting position to finishing position.
- b. PP are awarded ONLY for total spots advanced. PP are not awarded for every pass made (i.e. – passing a kart dropping back then passing a kart again will not award multiple PP).
- c. Starting position is determined at the green flag (and only initial green flag) and is not necessarily the same as the posted lineup.(i.e. – a kart scheduled to start on the pole of a heat not making the call, would not automatically mean all other karts get 1.50 PP. It would result in a resetting of the field)
- d. A driver electing to take the tail or a spot other than his assigned starting spot will not be eligible for PP. This is to prevent a “fast kart” in a “weak heat” from taking the tail and abusing the system. They still will receive the appropriate FP for their finishing spot. The same will go for a driver who does not draw for a heat spot.

AKS PASSING POINTS CALCULATOR

Finishing Points	11	9	8	7	6	5	4	3	2	1
FINISH START	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
1st	11	9	8	7	6	5	4	3	2	1
2nd	12.5	9	8	7	6	5	4	3	2	1
3rd	14	10.5	8	7	6	5	4	3	2	1
4th	15.5	12	9.5	7	6	5	4	3	2	1
5th	17	13.5	11	8.5	6	5	4	3	2	1
6th	18.5	15	12.5	10	7.5	5	4	3	2	1
7th	20	16.5	14	11.5	9	6.5	4	3	2	1
8th	21.5	18	15.5	13	10.5	8	5.5	3	2	1
9th	23	19.5	17	14.5	12	9.5	7	4.5	2	1
10th	24.5	21	18.5	16	13.5	11	8.5	6	3.5	1

Total Points Formula = 1.5 points for each position gained, plus points for that position.

Karts Passed	1 Kart	2 Karts	3 Karts	4 Karts	5 Karts	6 Karts	7 Karts	8 Karts	9 Karts
Passing Points	1.5 PP	3 PP	4.5 PP	6 PP	7.5 PP	9 PP	10.5 PP	12 PP	13.5 PP

4. Total Points(TP)

- TP are the sum of a driver's PP and FP. After the heats are completed, all drivers from all heats (per class) are combined into one group and sorted by TP to determine feature (and B Main if necessary) lineup.

5. Feature Points Chart

Feature Position	Points	Feature Position	Points
1st	100	7th	91
2nd	96	8th	90
3rd	95	9th	89
4th	94	10th	88
5th	93	11th	87
6th	92	12th +	86 -

12. Awards

a. AKS Event Awards:

- Trophies will be awarded to top 3 Feature Race finishing positions in all classes.
- In addition, each feature race winner will receive a 'Feature Winner' decal.
- Season Points will be awarded per official recognized finishing positions for each of the designated Points Races.

4. **Rookie Caged and Rookie Flat classes are eligible for season points, but reminder that this is to remain fun and for learning purposes.**
5. Additional trophies, prizes or monies may be awarded for special events and/or sponsor provisions.

b. AKS Season Awards

1. Season Point Champions - Awards will be presented to the top 3 to 5 driver point totals, depending on class size. Must attend a minimum of 10 races to qualify for season award.
2. Drivers purchasing an AKS Season Membership will receive a custom season banner for the class of their choice, an AKS hat and a meal at the end of season banquet.
3. AKS custom season banners will only be available for purchase to all racers who attend Harvest Fest.

5. COMPETITION – REFERENCE NKA 2026 Sporting Regulations Section 10.6

- A. Sportsmanlike Conduct - Drivers are expected to compete with a high standard, to follow the general rules for official sessions, and to avoid unnecessary contact with other drivers. Unsafe or unsportsmanlike conduct is prohibited. Bumping, nerfing, aggressive driving, etc. is prohibited.
- B. All drivers and crew should review and study **NKA 2026 Sporting Regulations Section 10.6** for AKS event competition standards.
- C. The designated officials of any AKS event shall have the power of rule enforcement and race supervision. Any official can report a dangerous driving situation or other rules violation that is observed on-track. The decision on whether to issue an infraction or not lies with the AKS Race Director/Track Officials/Board.
- D. Any Official is permitted to remove karts from the racetrack due to unsafe conditions due to driver and/or other karts or disqualify a kart for safety violations. The AKS Race Director/ Track Officials/Board decision is final.

6. FLAGS



GREEN FLAG: Signals the start of racing and the course is safe to resume full-speed racing. Passing is legal as soon as the green flag is displayed, and the participant is in the identified start zone.

YELLOW FLAG: Signifies an area of caution on the track. All drivers are to slow down to parade lap speed and drive to turn one to get instructions for returning to a restart.

BLACK FLAG ROLLED: The black flag may be used to warn a driver that potentially poor sportsmanship on track has been noted, and they are to revise their tactics or be issued an infraction for the next occurrence. A rolled black flag does not mean the driver is to exit the course.

BLACK FLAG WAIVED: This flag indicates you are being removed from the course immediately for a number of potential reasons. A driver has a maximum of two laps to adhere to this flag. Drivers must exit the track at the legal exit.

BLUE-ORANGE/YELLOW STRIPE FLAG: This flag is shown to a kart or karts being lapped by faster traffic. When a kart is being lapped, he will give the right-of-way to the faster traffic.

CROSSED WHITE & GREEN FLAGS: Rolled and crossed indicates the halfway point through the heat or race.

WHITE FLAG: Shown only as a courtesy to signify the beginning of the last lap. Ultimately it is only the checkered flag that will end the race.

CHECKERED FLAG: Shown to signify the absolute conclusion of an official session regardless of the actual number of laps completed and is not contingent upon a white flag being thrown.

RED FLAG: The red flag shall be displayed when an unsafe condition exists on the track, such as; serious incident, an inverted kart(s), dangerous conditions, failure of a competitor to comply with a black flag, or other reasons deemed necessary by track officials. When a red flag is displayed, all drivers shall stop in a safe manner as soon as possible and step safely away from their karts. No work is allowed on karts at this time.

7. RACE PROCEDURES

- A. The Flagman is in control of the race at all times. He will determine if the karts are in good formation before starting the race.
- B. Staging:
- Races will start promptly when called. All racers are responsible for knowing the race order and reporting to the staging on time.
 - Karts will line up from the pole position, each row side by side per posted lineup. The staging area is reserved for the exclusive use of competing karts and their crews, and is subject to the control of the staging official, who can limit the number of crew per vehicle at any time. Once the class has left the staging area and entered the track, any drivers currently in the staging area have 90 seconds to join before the staging will close.
 - All tire wrapping must be removed prior to entering the staging area.
- C. Refueling is prohibited on the staging. No performance additives may be added to fuel or oil.
- D. Working on your kart is allowed.
- E. AKS observes a quiet staging. All engines can be warmed in your pit, but once you leave your pit the engine is to remain shut off until given the signal to fire by the staging official.
- F. RACE STARTS:
- Rookie Caged - Standing Start: Drivers will arrive at the turn 3 start area, and pull into their staging position as indicated by an official.
 - Flat and Wing Classes – Rolling Double File: Drivers are to exit the staging at a reasonable pace, and line up, two by two behind the pole and outside pole.
 - Each class must complete a parade lap to activate the transponder to the MyLaps System.
 - Rolling Start Start Zone - The pole sitter shall approach the start zone at a reasonable and maintained pace, roughly 5mph. The speed shall be constant until the pole sitter reaches the start zone which is defined by a set of cones spaced 40-60 feet apart. The pole sitter will start the race anywhere within this defined zone, and the flagman will use a green flag to signify that the race has started once the leader has started the race. There is no waived start. If the leader goes before the first set it shall be considered a jump start and is subject to infraction. If the pole sitter has not accelerated when they have reached the last set of cones the flagman shall start the race and begin. No driver may lead the pole sitter out of the start zone. If it is deemed a driver has led the pole sitter out of the start zone and the race has started it shall be considered a jump start and shall be subject to infraction.
- G. Scratched Entries:
- In the event of a scratched entry with a rolling start, that space shall be filled in by racers criss crossing. If in the pits, and if time and conditions allow, the open space will be filled by crossing over.
- H. Race Completion:
- A race will be considered complete after the leader takes the white, the next flag (checkered or yellow) that comes out the race has ended. Every effort will be made to complete an event under green flag conditions, with scoring based on the order that the vehicles pass the start/finish line from the lead kart and down the order with any lapped karts accounted for.

- I. If a driver is uncomfortable with starting position at any time, the driver may specifically request to be placed at the back of the field. Let the staff know of this request as soon as possible, so that the starting lineup may be updated. Drivers moving to the back of the field by request are not eligible for passing points in that session.
- J. Karts accidentally leaving the track may rejoin the race if able to do so safely. Karts may not leave the track for the purpose of overtaking another kart and will be put to the back for this action.
- K. No driver is permitted to exit the track under green flag conditions.
- L. No work is allowed on karts on the track. For all mechanical, safety or driver incidents, drivers are to safely proceed to the infield area or exit track if able to do so safely.

M. If a kart shuts off on the track, track officials/infield workers will attempt to start the kart 3 times before sending the kart off the track. Please make sure your idle is turned up to prevent this.

N. Cautions / Restarts - SUPPLEMENTAL RULE:

- a. Drivers who are judged to have been responsible for a yellow flag will be put to the back of the field. Drivers responsible for two cautions during the same race will be disqualified from that race. The Rookie Caged, Rookie Flat and R-Box Wing class will have a three-caution rule. If no fault can be determined, no penalty will be assessed. This is the decision of the flagman/race officials.
- b. A driver who intentionally brings out the yellow flag is subject to disqualification.
- c. Once the lead kart has completed one lap, there will be no complete restarts.
- d. At the third restart, lineups will be single file.
- e. No racing back to the flag stand under the yellow flag. The positions of the karts will be that of the last completed green flag lap. Passing is not allowed under the yellow flag.
- f. If the yellow flag is thrown after the leader has taken the white flag, the race will finish under caution with final positions scored per last completed lap.
- g. All karts are to proceed to Turn One and stop for lineup directions. Flagman will communicate with drivers over the Raceceiver.
- h. **During a yellow flag, WORK ON KARTS is allowed only in the designated pit area. Two minutes will be given. Time will start once you are in the designated area. Any entrance to the designated pit area will result in starting at the back of the pack.**
- i. Any kart caught up in a caution incident is subject removal for safety concerns. Flagman/Track Officials/Race Director has the final decision

O. Post-Session Scale Procedures

- a. Drivers must shut down engines immediately on exit from the track. Failure to shut down an engine before crossing the scale line may be subject to disqualification.
- b. All drivers shall be weighed with their karts immediately after the heat race. The top 5 feature finishing positions must scale immediately following the race.
Failure to weigh can disqualify you from the race.
- c. Drivers and karts shall be weighed together and must achieve the minimum weight for the class as they come off of the track. Drivers shall not add any weight to themselves or their karts between the finish of the competition and weigh-in of driver and kart.

- d. Drivers have two attempts to make stationary weight. If a driver does not make weight at the first attempt, the scale steward shall direct removal of the kart from the scales, “zero” the scales, and immediately make a second attempt.

P. Post-Session Technical Inspection

- a. All required karts and drivers shall proceed directly to the designated impound area for technical inspection. Only the driver and one designated crew member per kart is allowed in the post-race technical inspection area. **Failure to report immediately to the Tech area after race ends may result in disqualification. DO NOT LEAVE THE POST-RACE TECH AREA UNTIL DISMISSED BY THE TECH DIRECTOR.**
- b. If in checking a motor another infraction is found but was not one of the items chosen, the tech official may still rule on that item. Example: Protest includes checking the carb bore, in taking off the carb the tech official discovers the restrictor plate has been drilled out. The tech official will DQ the motor.
- c. If a part is deemed illegal, or its legality is suspect and requires additional inspection or testing, the technical officials have the right to confiscate the item for further review or to simply remove it from the sport. AKS, the sanctioned event, or event official is not responsible for replacement of the part, or the value of the part.
- d. **LOCAL OPTION** - AKS Rookie Caged Class engine specs will be teched as per their respective model rulebook.
- e. Flat Kart Classes will be teched as per the NKA/AKS rulebooks.
- f. Wing Kart Classes will be teched per Atwater Karting Speedway rulebook.

8. PROTESTS, APPEALS & INFRACTIONS

All protests, appeals & infractions will be addressed according to the AKS **rulebook**.

I. Protests

- A. A Protest Fee of \$500 is to be paid in cash to the Tech Director when the protest is submitted. Fee is distributed as \$150 to AKS and \$100 to Head Tech person. The remaining \$250 will be awarded to the party of which ruling is in their favor.
- B. All protests must be submitted in writing on an official protest form to the AKS Board and payment in full prior to the green flag dropping of the main feature of the class you are protesting. Protestors and protestee must both start the main feature. Both karts **MUST** remain in the tech shed immediately following the race.
- C. All Wing class protests will be bare block tested.
- D. In all protest disputes—AKS Board rulings are final.
- E. Any member of the AKS Board related to either party in a protest is prohibited from participation in the committee discussion of the ruling.
- F. Only the following people are to be allowed at a protest teardown:
 - 1. One representative from each party, track president, tech official and/or tech assistant.

II. Appeals

- A. AKS is available to process the appeal of a decision during a series event. The appeal may handle operations, infractions, and technical issues that were not able to be determined at the facility.
- B. Only protested driver or crew may file an appeal after they have properly filed a protest at

the event where the solution was not acceptable, or if they were disqualified due to a technical infraction.

- C. If the legal entrant intends to appeal a technical infraction, the part or parts in question may not leave the tech area if the appeal is technical related.
- D. The Legal Entrant has 48 hours to file an appeal, including all documents and exhibits, to AKS.
- E. The appeal to AKS is \$500, and is payable by cash only. If a successful appeal, \$250 will be refunded.
- F. Please review **AKS Protest guidelines**.
- G. *SUPPLEMENTAL RULE* - Any protested kart may refuse a tear down, thus acting as an upheld protest and will lose all awards and points for that event and may be subject to loss of season points or possible suspension from AKS.

III. Infractions

- A. The officials at an AKS event have full authority to levy infractions based on their interpretation of the rules and standards within this document, the concept of Spirit & Intent, and the current and future integrity of the sport.
- B. The infraction system is in place to provide protection and guidance for both participants and officials so that the infractions levied are acceptable for the infraction.
- C. While infraction ranges are specified, it is understood that during the course of an event, or of a season, participants that are consistently noncompliant with the rules or standards contained in this document may receive infractions of a progressive nature, particularly for non-compliance of the same nature in during the course of the same event, or string of events.
- D. Multiple infractions may be assessed to a participant at one time, for multiple infractions in an official session or during an event.
- E. The infraction types detailed in NKA 2026 Sporting Regulations, Section 10.10.3 may be utilized during AKS events. The list is not all inclusive and penalties can be assessed as deemed appropriate for the infraction.
- F. Please review NKA 2026 Sporting Regulations Section 10.10.3 on infraction

2026 ATWATER KARTING SPEEDWAY CLASSES

Class	Age	Weight (lbs)	Motor	Specs	Tires
Rookie Caged	5-8	250	Harbor Freight Predator Motor	6.5HP Harbor freight Hemi Predator as supplied by the manufacturer.	Open Tire Rule Slicks or Treaded
Rookie Red Plate	5-8	245	NKA Clone	ARC or Speed Karts .375 Red Plate *	Slicks: Any Brand
JR 1 Green Plate	8-11	275	NKA Clone	ARC or Speed Karts .425 Green Plate *	Slicks: Any Brand
JR 2 Blue Plate	12-15	320	NKA Clone	ARC or Speed Karts .550 Blue Plate *	Slicks: Any Brand
Adult Clone	15 & Up	375	NKA Clone	Pump Gas 87 or 91 Octane Only; Long Pipe Allowed	Slicks: Any Brand
Adult Open	15 & Up	375	Unrestricted	4 Cycle Only, NO Shifters	Slicks/Treaded: Any Brand
Restricted Box Green Plate Wing	5-8	285	Clone See Rulebook for full specs	Clone: ARC or Speed Karts .425 Green Plate; 6.5 OHV 196cc No Kohlar, No Honda, No Predators Pump gas ONLY	Open Tire Rule Treaded (NO Prep)
Restricted Box Blue Plate Wing	8-11	295	Clone See Rulebook for full specs	Clone: ARC or Speed Karts .550 Blue Plate; 6.5 OHV 196cc No Kohlar, No Honda, No Predators Pump gas ONLY	Open Tire Rule Treaded (NO Prep)
BP Wing	8-14	315	Clone See Rulebook for full specs	Clone: 6.5 OHV 196cc 168-f Clone engine; No Kohlar, No Honda, No Predators; Pump Gas ONLY	Open Tire Rule Treaded (NO Prep)
Modified Pro Wing	12+		See Rulebook for full specs	Option 1: Upper Midwest BP Clone engine - 315 lbs Option 2: Modified Upper Midwest BP Clone engine - 335 lbs Option 3: Upper Midwest Intermediate engine - 360 lbs	Open Tire Rule Treaded (NO Prep)

*Flat Kart Clone Classes: Pump Gas 87 or 91 Octane Only, Max 3/4" OD Pipe, Mini B-91 Muffler

Wing classes: No chemical alterations to tires.

Spec Fuel Location for all AKS season races: Atwater Casey's located at 309 Pleasant Ave. West Any pump 87 or 91.

Class Age determination date is January 1, 2026. Drivers within one year of minimum class age may request class entry from AKS Board per Rulebook guidelines.

All classes are subject to change or be combined based on kart counts, etc. Must have 4 or more karts to score a class.

Race Format will be 1 heat w/Passing Points & 1 feature, extra laps added to heat & feature. B main option added as needed.

Birth Certificates to verify age can be requested by AKS at any time.

9. CLASS STANDARDS

AKS Rookie Caged CLASS (5-8)

This is a learning class only/controlled speed class - If you want to race in a competitive class, this class is not for you!

#250 min weight Predator

▪ **Harbor Freight Predator Hemi engines only**, NO DUCAR OR Box Stock Project Predator 212cc engines allowed.

▪ **6.5HP Harbor freight Hemi Predator as supplied by manufacturer.**

▪ Factory unaltered muffler only

▪ Stock fuel tank may be removed and replaced with a top plate and approved pulse type single outlet fuel pump, pump must be pulsed only from rocker cover, sided cover, or block. Replacement tank may not be mounted to roll cage, must be mounted to chassis frame / floor pan etc. in a secure / safe manner.

▪ Stock fuel tank may be used as well but must be unaltered other than fuel fill cap

(see below) ▪ All fuel line connections must be secured by clamps or similar.

▪ Governor MUST be complete and functional, including the governor set screw / No MAXIMUM RPM CHECK in 2025. Governor must fully surge at some point if checked. Stock air filter, stock muffler, and factory supplied spark plug must be used and unaltered. Stock main and low speed jets only. NO GO 0.031 main and 0.018 low speed jet. Low oil sensor must remain in the engine but may be disconnected. Red 0.375 NO GO unaltered ARC or Speed karts restrictor plate MUST be used. One intake gasket on each side of restrictor plate MUST be used. ▪ Fuel cap may be drilled for ventilation / Max of three holes 0.125 max hole sizes.

2. Hemi Predator SP carburetor is the ONLY legal carburetor that may be used in this class / Unaltered

▪ Vent hose from fuel tank to air box may be disconnected but must be plugged and visible. ▪ NO

other alterations to predator engine are allowed /will be compared to known stock. AKS or any other competitor may claim this engine for \$175.00 as raced minus throttle linkage, chain guard, and clutch. (Predator engine only)

▪ AKS may at any time exchange engines with a new engine. If the engine is found to be legal it will be returned to competitor the following event and the new engine returned to AKS. If found illegal competitor will be suspended from track for one month or two race events.

- 12 clutch driver only! / Open clutch / Any disc or drum clutch may be used / NO wet clutches allowed, 65-70T rear sprocket only, 35 pitch chain only.
- Any slick tire may be used, no grooved tires in this class, max outside diameter 35" RR tire, maximum air pressure in right rear tire is 10 PSI.
Predator engine MUST both run the spec gearing at all times.
- See chassis rules, cage may be clamped to frame, or spring loaded and properly secured. Cage may not be welded to frame at any point. Cage must be mounted in four spots two ahead of the driver seat and two behind the driver seat. Subject to track official inspection
- No enclosures of any type allowed!

This class is intended to be a non-competitive class, this class is intended for the new young racer to learn to: Enter the track, Exit the track, learn how to race around others, learn what the lights and flags mean and most importantly how to respect other racers and track officials.

LOCAL OPTION

1. Kart Numbers

- a. Kart Number must be visible on all 4 sides.
- b. Minimum height of the number itself is 6" and black in color.
- c. LOCAL OPTION – Numbers of alternate colors will be allowed, provided the number is easily visible from the scoring tower and does not impede the scorekeeper's function. Absolutely no metallic or silver numbers.
- d. All Wing classes must have the class AND weight of their class displayed on the right side front bottom corner of the wing. Flat kart classes must have the class AND weight of their class displayed on the body next to the motor. This must be visible!

2. Cage Standards: All Karts will be equipped with functional roll cages constructed of suitable material, craftsmanship, and design, to protect the driver in the event the kart departs its normal racing attitude. Cage structural tubes must be at least 1.0" O.D. with .083" wall mild-steel or stronger tubing.

- a. Cage may be clamped to frame or spring loaded and properly secured. Cage may not be welded to the frame at any point. Cage must be mounted in four spots, two ahead of the driver seat, and two behind the driver seat. Subject to track official inspection
- b. The cage must be of sufficient height and width so that the driver's head, with a helmet on, leaves a minimum of **2 inches** safety clearance from the top and to any side bar. An additional crossbar over the driver's head is required.

- c. The width of the cage must be at least as wide as the driver's shoulders, plus **4 inches** of clearance at shoulder height.
3. Chain guards which extends ½ inch beyond the clutch, minimum 6-inch overall length and maximum of 1 inch between edge of chain guard to seat, side shield is required.
 4. Clutch use is mandatory, and is determined by the specific engine rules for posted NKA/Upper Midwest Wing classes.
 5. All fuel line connections must be secured by clamps or similar.
 6. Plug Wire Disconnect: A vertical plug wire disconnect (tie strap) must be present. Alternative rope or leash connected to spark plug must be zip tied to the cage for track workers to safely kill the motor in case of an emergency situation.
 7. Mufflers are mandatory for all classes, and must be safety wired through hole in header brace. Must have safety wire through the perforations on end of the muffler. Muffler must be clamped to the header, and header wrapped.
 8. Tires:
 - a. The tire rim size is maximum **6 inches** in diameter.
 - b. Caged Kart Rookie classes may use slick or treaded tires.
 9. LOCAL OPTION - **tire prep at track is permitted for flat karts only.**
 10. Brakes must function properly with two wheels locking. Wheel Stub brakes are not allowed. Both brake and throttle must be operated by the driver's feet. If you're asked to stop on the track and your brakes are not working properly, you will be asked to exit the track. AKS reserves the right to ensure that both the driver and kart can properly stop.
 11. Wolf Plate is required (Protection plate over disk brake rotor).
 12. Floorpan from the front of the seat forward must be present and properly secured. No void large enough for any part of the driver's body to inadvertently pass through shall be permitted.
 13. Rear Bumpers are required for **all classes**. Full width rear bumpers are not mandatory, but are recommended. **For Wing Karts: flat kart style bumpers will be legal for the 2026 season.** *For all Rookie through JR 2 karts without a full width bumper, a Hopper Stopper is required behind the left rear tire.*
 14. Fuel tank and engine components must not extend beyond the rear bumper. No performance additives allowed.
 15. Seats must be mounted securely to a minimum of 4 points to the chassis, with two at the front and two on the sides to solid metal frame or adjustable mounts.
 16. Seat Belts:
 - a. All karts must have seat belts, shoulder harness, arm restraints and leg restraints (leg restraints may either be a crossbar or leg straps). No bungee cords or cut or frayed seat belts allowed.
 - b. Seat belts must be fastened to the main frame of the kart with a minimum of a .375-inch (3/8") bolt that is grade 8.
 - c. Arm Restraints are mandatory and must attach to the seat belt system, and not allow any part of the driver's hand or arms outside the cage when fully extended.
 17. Driver's Suit: Must be SFI 3.2A1 rated or better. This is a fire resistant one or two piece suit.

18. Use of approved helmet, neck collar and gloves is mandatory. See Safety section for safety gear specifications.
19. Steering Wheel: **Quick release hub/steering wheel is highly recommended.**
20. **Drivers in the Rookie Caged Class are not permitted to also run in a Wing Class.**

AKS Flat Karts

1. Please review **NKA 2026 Sporting Regulations Section 20.3, Speedway classification**
2. Kart Numbers
 - a. Number Panels - Minimum width 9" , minimum height 7" , as measured on the surface of the panel. Number panel must be white or yellow.
 - b. All competition karts must be equipped with four (4) number panels, 1 on the front of the kart, 1 on each side, and 1 on the rear, meeting the above specifications.
 - c. Minimum height of the number itself is 6" and black in color.
 - d. LOCAL OPTION – Numbers of alternate colors will be allowed, provided the number is easily visible from the scoring tower and does not impede the scorekeeper's function.
3. Chain guard which extends ½ inch beyond the clutch, minimum 6-inch overall length and maximum of 1 inch between edge of chain guard to seat, side shield is required.
4. Clutch use is mandatory, and is determined by the specific engine rules for posted NKA classes.
5. Plug Wire Disconnect: A vertical plug wire disconnect (tie strap) must be present.
6. Mufflers are mandatory for all classes, and must be safety wired through hole in header brace. Must have safety wire through the perforations on end of the muffler. Muffler must be clamped to the header, and header wrapped.
7. Nerf Bars in front of the rear wheels, both sides of the kart are required.
8. Tires:
 - a. The tire rim size is maximum **6 inches** in diameter.
 - b. Slicks are mandatory for all Caged/Flat Kart classes.
 - c. LOCAL OPTION - tire prep at track is permitted for slicks open tire rule.
9. Brakes must function properly with two wheels locking. Wheel Stub brakes are not allowed. Both brake and throttle must be operated by the driver's feet.
10. Wolf Plate is required (Protection plate over disk brake rotor).
11. Floorpan from the front of the seat forward must be present and properly secured. No void large enough for any part of the driver's body to inadvertently pass through shall be permitted.
12. Rear Bumpers are required for **all classes**. Full width rear bumpers are not mandatory, but are recommended. *For all Rookie through JR 2 karts without a full width bumper, a Hopper Stopper is required behind the left rear tire.*
13. Fuel tank and engine components must not extend beyond the rear bumper.
14. All fuel line connections must be secured by clamps or similar.

15. Seats must be mounted securely to a minimum of 4 points to the chassis, with two at the front and two on the sides to solid metal frame or adjustable mounts.
16. Steering Wheel: Quick release hub/steering wheel is not permitted.
17. Hopper stoppers are mandatory. NO EXCEPTIONS!
18. Air faring is optional for Jr.2 and below.
19. **Drivers in the Rookie Red Plate Class are not permitted to also run in a Wing Class.**
20. **When running both BP and Modified Pro Wing, you must have two karts. The only exception is if you are running the exact same motor for both classes. There is absolutely NO CHANGING ANYTHING if using the same kart.**

100.00 Upper Midwest Wing Kart Specifications

First Release: 12.24.25

2026 Upper Midwest Wing Classes		Competition Age determination date is January 1, 2026		
Class Name	Ages	LBS Min.	Plate	Pipe
Restricted Box Green Plate Wing *	5-8	285	.425 Green Plate	Big Pipe w/4104 Muffler
Restricted Box Blue Plate Wing *	8-11	295	.550 Blue Plate	Big Pipe w/4104 Muffler
BP Wing *	8-14	315		
Modified Pro Wing *	12+	Option 1 - Upper Midwest BP clone engine, 315 lbs Option 2 - Modified Upper Midwest BP clone engine, 335 lbs Option 3 - Upper Midwest Intermediate engine, 360 lbs		

* Upper Midwest Wing Kart Rules; Note: BP Wing extended to 14 yrs of age. Beginning January 1, 2027 BP Wing class will be 9 - 14 yrs of age.

101.00 Restricted Box Green Plate Wing

Upper Midwest Wing Karts

Ages 5-8 / Min weight 285 lbs.

Treaded tires only - Any factory treaded tire brand permitted. Right-rear sidewall must be stamped 50 compound or higher, NO chemical alterations allowed.

Clone 196cc ONLY

Open dry clutches only / drum or disc / No jackshafts allowed.

101.01 Engine / 2024 NKA rules will apply, with exceptions as outlined (NO porting allowed)

The Upper Midwest Restricted Box Green Plate Wing is NOT an NKA or AKRA sanctioned class. The NKA rule book serves as a guide only.

ARC or Speed Karts 0.425 NO GO Green unaltered Restrictor plate only

Pump 87-91 Octane GAS only

101.02 ** Exceptions to NKA rules for Restricted Box class engines**

Big pipe w/ 4104 muffler required. No loop pipes, Header pipe and muffler must meet 2024 NKA rules for Adult Box Stock classes, must be inside the roll cage and must exit towards the rear of the kart or must be approved prior to event by tech inspector or race director.

Electric starter nut MAY BE used.

Valve seat may have up to three anglers, 30 top / 45 center / 60 Bottom as viewed with cylinder head removed gasket mating surface facing up, this will be a visual check for 2026, the 60 degree cut may not be cut into the aluminum bowl of the cylinder head. This rule will be reviewed for 2026.

Box Stock cast rod or Billet rod allowed; NO Titanium rods allowed.

101.03 General engine rule (Restricted Box Only)

Minimum combustion chamber volume: 26.5CC Restricted Box Green and Blue plates. The approved method of checking will continue to be the liquid CC test. Test to be made using ONLY Marvel Mystery oil. This test must not be completed on Kart, engine must be removed and proper procedure followed to complete. If min CC is not met a second test maybe preformed, this test will include removal of cylinder head using the number system. Min number for Restricted Box Green and Blue Plate classes will be .290 AS RAN. Carbon should not be scraped but maybe wiped from piston or cylinder head using only WD40 and must be done within a reasonable time limit. Head gasket surface on head and block must be cleaned to remove any sealer or gasket material. Owner or whoever is in tech with engine must be given opportunity to clean surface prior to tech official doing so. Tech official must

use care in removing material but will not be liable for any damage that can or might occur during the cleaning process.

Examples: Restricted Box 196CC clone 26.5CC

Head between valves .275 (Measured on combustion surface between intake / exhaust valves)

Head gasket thickness .010

Piston in hole .005 (Measured parallel to wrist pin, does not need to be the same on both sides, if one side is .008 and one side is .006 use the number .007 in calculation - example only)

Total .290 minimum, anything above that number for Restricted Box would be considered acceptable, anything below is DQ.

Again, Upper Midwest Restricted Box classes / engine combinations are NOT NKA or AKRA engine rules or classes and there is no sanctioning body to contact or to protest to.

102.00 Restricted Box Blue Plate Wing

Upper Midwest Wing Karts

Ages 8-11 / Min weight 295 lbs.

Treaded tires only - Any factory treaded tire brand permitted. Right-rear sidewall must be stamped 50 compound or higher, NO chemical alterations allowed.

Clone 196cc ONLY

Open dry clutches only / drum or disc / No jackshafts allowed.

102.01 Engine / 2024 NKA rules will apply, with exceptions as outlined (NO porting allowed)

The Upper Midwest Restricted Box Blue Plate Wing is NOT an NKA or AKRA sanctioned class. The NKA rule book serves as a guide only.

ARC or Speed Karts 0.550 NO GO Blue unaltered Restrictor plate only

Pump 87-91 Octane GAS only

102.02 * Exceptions to NKA rules for Restricted Box class engines*****

Big pipe w/ 4104 muffler required. No loop pipes, Header pipe and muffler must meet 2024 NKA rules for Adult Box Stock classes, must be inside the roll cage and must exit towards the rear of the kart or must be approved prior to event by tech inspector or race director.

Electric starter nut MAY BE used.

Valve seat may have up to three anglers, 30 top / 45 center / 60 Bottom as viewed with cylinder head removed gasket mating surface facing up, this will be a visual check for 2026, the 60 degree cut may not be cut into the aluminum bowl of the cylinder head. This rule will be reviewed for 2026.

Box Stock cast rod or Billet rod allowed; NO Titanium rods allowed.

102.03 Upper Midwest General engine rule (Restricted Box Only)

Minimum combustion chamber volume: 26.5CC Restricted Box Green and Blue plates. The approved method of checking will continue to be the liquid CC test. Test to be made using ONLY Marvel Mystery oil. This test must not be completed on Kart; engine must be removed and proper procedure followed to complete. If min CC is not met a second test maybe preformed, this test will include removal of cylinder head using the number system. Min number for Restricted Box Green and Blue Plate classes will be .290 AS RAN. Carbon should not be scraped but maybe wiped from piston or cylinder head using only WD40 and must be done within a reasonable time limit. Head gasket surface on head and

block must be cleaned to remove any sealer or gasket material. Owner or whoever is in tech with engine must be given opportunity to clean surface prior to tech official doing so. Tech official must use care in removing material but will not be liable for any damage that can or might occur during the cleaning process.

Examples: Restricted Box 196CC clone 26.5CC

Head between valves .275 (Measured on combustion surface between intake / exhaust valves).

Head gasket thickness .010.

Piston in hole .005 (Measured parallel to wrist pin, does not need to be the same on both sides, if one side is .008 and one side is .006 use the number .007 in calculation - example only).

Total .290 minimum, anything above that number for Restricted Box would be considered acceptable, anything below is DQ.

Again, Upper Midwest Restricted Box classes / engine combinations are NOT NKA or AKRA engine rules or classes and there is no sanctioning body to contact or to protest to.

103.00 BP Wing

Upper Midwest Wing Karts

Ages 8-14 / Min weight 315 lbs.

*** In 2026, BP Wing extended to 14 yrs of age. Beginning January 1, 2027 BP Wing class will be 9 - 14 yrs of age.**

Treaded tires only - Any factory treaded tire brand permitted. Right-rear sidewall must be stamped 50 compound or higher, NO chemical alterations allowed.

Open dry clutch only, NO jackshafts

103.01 BP Clone Engine - Upper Midwest BP rules

6.5 OHV engines only / Spec Commercially available pump 87-91 Octane GAS only / Approved engines: 6.5 -196CC clone engines ONLY. NO Kohlar, NO Honda, NO Predators

The Box stock Tillotson engine will be allowed the 68MM reinforced Tillotson block will be allowed in this class, will be teched the same as any other 196CC clone block.

Description: Single cylinder, 2 valve overhead 4cycle engine. Aftermarket coatings of any type are not permitted on any part of the engine other than the rocker cover, blower housing, and shrouds. Unless noted within these rules. Figure guard, rear block tin, blower cover, recoil or blower fan cover are all required.

Cylinder head:

Must be OEM casting only. Cylinder head MUST be the JT196 series 22cc cylinder head only, to include the Tillotson JT-207 head. Use of any other cylinder head, including any JT 14cc or JT 18cc head will NOT be allowed. No minimum thickness on cylinder head. PORTING of the cylinder head is NOT permitted; this includes the valve guides in the port they may not be altered in any way. Port MUST be "as cast." Valve seats may have up to three angles, 45-degree face, 30-degree top relief, 60-degree bottom relief (**visual check only in 2026, 60 degree cut may not touch the bowl area below the stock seat / can not touch the aluminum**). Cutting of the valve seats allowed to insure proper seal. Intake seat maximum ID .897, Exhaust seat maximum ID .862, Outside face of valve may not be below the floor of the combustion chamber. (Cannot sink the valves). Stock type head bolts must be used (four), head bolt washers allowed, Head gaskets may be aftermarket, must be of stock type

configuration, NO head studs allowed! No copper or aluminum head gaskets allowed. No predator head gaskets allowed. Gasket thickness is Non-Tech. Sealer "May Be" used to ensure proper seal of the head gasket, more than one head gasket may be used to meet minimum cc rule. Depth between the valves front to back may not vary more than .005 max. Any stock configuration exhaust gasket may be used, sealer permitted. Header may also be run without gasket; sealer may be used rather than a gasket. Allen head bolts or other bolts of similar design allowed to secure header to cylinder head.

Breather hole in rocker cover may be tapped with ¼" pipe tap to accommodate breather fittings, no oversize drilling allowed. Factory stock internal pulse valve must be installed and operational in rocker cover. Rocker covers may be drilled and tapped for pulse fitting to fuel pump.

Bore and stroke: Stock bore is 2.685 and may be over bored to 2.718 Stroke is 2.123 +0.010/-0.005.

Connecting rod: MUST use billet rod, may or may not have insert. No Titanium rods. Rod length is non tech.

Upper Midwest General engine rule (BP Wing Only)

Minimum combustion chamber volume: 25CC BP wing. The Upper Midwest approved method of checking will continue to be the liquid CC test. Test to be made using ONLY Marvel Mystery oil. This test must not be completed on Kart, engine must be removed and proper procedure followed to complete. If min CC is not met a second test maybe preformed, this test will include removal of cylinder head using the number system. Min number for BP clone will be .275 AS Ran. Carbon should not be scraped but maybe wiped from piston or cylinder head using only WD40 and must be done within a reasonable time limit. Head gasket surface on head and block must be cleaned to remove any sealer or gasket material. Owner or whoever is in tech with engine must be given opportunity to clean surface prior to tech official doing so. Tech official must use care in removing material but will not be liable for any damage that can or might occur during the cleaning process.

BP Wing 25cc.

Head between valves .260 (Measured on combustion surface between intake / exhaust valves).

Headgasket .010.

Piston in hole .005 (Measured parallel to wrist pin, does not need to be the same on both sides, if one side is .008 and one side is .006 use the number .007 in calculation - example only).

Total .275 minimum, anything above that number for BP Wing would be considered acceptable, anything below is DQ.

Upper Midwest BP Wing class / engine combinations are NOT NKA or AKRA engine rules or classes and there is no sanctioning body to contact or to protest to.

For technical procedure questions only, please contact Mark Alton directly at (715) 928-0691.

Carburetor / Intake requirements: Stock Huayi, stock RUXING, or Stock Tillotson PK1A only. Venturi .625 NO GO, Rear of carb bore .751 NO GO. Carb bore and finish is NON-TECH. Throttle shaft .115 Minimum, Butterfly .037 Minimum, Butterfly, and throttle shaft must be stock and unaltered. Throttle shaft screw lock washer not required; throttle shaft screw length is non tech. Throttle shaft / butterfly retaining screw is required but non tech for head type. Air filter adapter of 1.375 maximum length is allowed. Gasket between adapter and carb body is required. No tech on thickness of gasket. Pulse type fuel pump is required; pump must be pulsed from rocker cover or crankcase ONLY. No fuel bypass allowed. Fuel line must go directly from pump to carb inlet. Must be of a single line. Fuel filter may be installed between fuel pump and carburetor if desired. All fuel lines must be secured by using wire or plastic tie wrap. Any fuel line not secured will not be allowed to compete. This is a tech item!

May be teched at any time during the race event or in tech after the race event. Failure to secure fuel lines will result in DQ. Black phenolic spacer must be used, minimum thickness .255, surface finish of bore and gasket surface is non tech. Choke assembly may be removed, hole for choke shaft must be plugged. Jets, air bleeds jets, and e-tube are Non tech. Stock intake runner gasket configuration only. One extra gasket must be used when using restrictor plate. No other alterations allowed. No additional holes may be drilled in carburetor body or phenolic spacer with the intent to change fuel or air delivery.

Ignition system: Ignition timing is Non tech. Stock ignition module (coil) must be used. Unaltered. No modifications allowed of any type. Stock factory sparkplug boot must be used as from factory. Timing key is not required.

Piston: Must be stock dished piston with no modifications. Oversized clone or Honda dished pistons allowed up to .035 oversize. Rings must appear stock, all three rings must be installed. Piston may not pop out above block. NO piston pop out. Top of piston may not be machined or altered.

Valve train: Stock valve train only in stock configuration except: Any single valve spring and spring shims allowed. No installed height check. Any 5.5mm stem steel or stainless-steel valve may be used. Intake valve head max diameter OD is .982 +/- .005, exhaust valve head maximum OD is .945 +/- .005, Valves must be one angle only, 45 degree, no knife edging of the valves, must have a minimum of 1mm top margin. Valve length is non tech. No additional support of rocker arms / studs is permitted. Champion rocker arms and valve cover are permitted but may not be modified in any way. Stock type valve retainers with lash cap on exhaust side only or automotive type retainers with two valve keepers per valve may be used. Lash caps not required but may be used with automotive type retainer and keepers. No minimum weight check on valves, retainers, or lash caps. NO TITANIUM valve train parts allowed. i.e., valves, retainers, keepers, or lash caps.

Camshaft requirements: Stock / factory camshaft cores only, EZ spin must remain functional and as stock. Duration check for intake and exhaust lobe taken off the push rod. Intake duration of 248 degrees at .050 lift/107 degrees at .200 lift, exhaust duration 247 degrees at .050 lift, 116 degrees at .200 lift. Max lift at the valve retainers (as raced) Intake .238, exhaust .242. Retainer may not be rotated.

Crankshaft requirements: Stock factory crankshafts only. Must have stock factory crank gear installed in stock location. May Not be welded to crank shaft. No modifications to crankshaft allowed. Aftermarket steel crankshaft bearings allowed. Must be of the non-self-aligning type. With or without seal installed. NO Ceramic bearings allowed. Crankshaft journal diameter is 1.180-1.168 Min. Journal rod surface finish is NON tech.

Block requirements: Stock as cast block and produced with no modifications or alterations other than those specifically permitted in these rules. Block head matting surface may be machined; however, no piston pop out is allowed. Block **may be** welded or epoxied for repairs only. Under the flywheel or the front of the block only, no welding to the cylinder head matting surface is allowed. All bolt bosses in block may be drilled and tapped for repairs or other uses, Additional side cover gaskets as required for crankshaft thrust are permitted. All parts associated with the governor and low oil sensor may be removed and plugged. Side cover bolts are non-tech. No studs and nuts allowed on the side cover. Solid dowel pins are allowed but must be of the OE size.

Flywheel: Any Legal 2024 NKA/ SFI approved billet flywheel manufactured for the 196cc Clone engine only is allowed. No machining or alterations allowed. Minimum weight is 3.3lbs. Any timing key or no key at all is allowed. A flat washer or spacer may be used and is recommended between the flywheel nut and flywheel. Handheld electric starter may be used but the compression release mechanism must remain on the camshaft and functional.

If flywheel is manufactured with a removable fan the fan must be unaltered attached, and functional. Missing or damaged fins may result in a DQ in tech.

Header and muffler requirements: Silencer (muffler) must be (B91XL) round hole muffler. Muffler must be unaltered and must meet tech spec for stock class clone. Exhaust pipe / Header must be double nutted or retaining bolts must be drilled and safety wired. Header must be supported by a minimum of one support brace. No loop pipes allowed. Header may be ceramic coated but must meet all requirements for 2024 NKA big pipe headers in the Box Stock adult clone rules. Muffler may not be welded to header pipe, muffler may not be painted or coated, Muffler does not need to be safety wired, muffler must be tight to header at post-race inspection. All readings +/- 0.0005 or 2 degrees to allow for gauge variances and wear.

104.00 Modified Pro Wing Upper Midwest Wing Karts

Ages 12 +

The Modified Pro Wing class builds on the existing Intermediate Wing class and is designed to offer expanded opportunities for drivers ages 12 and older.

Treaded tires only on all four corners - No right rear durometer rule for all three options in this class. *Cannot use tires manufactured as slicks and groove them.*

Weight Must be displayed on top wing on both sides visible to scale operator.

Tech will be completed according to the weight displayed on wing 315 / 330 / 360

104.01 Option 1: Upper Midwest 2026 BP Engine

Current 2026 Upper Midwest BP clone engine rules with following exceptions only:

****Methanol fuel or Pump gasoline only 87-91 octane No additives****

All other engine rules are the same as Upper Midwest BP class for this option (reference 103.01)

Minimum Weight 315

104.02 Option 2: Upper Midwest 2026 Modified BP Engine

Upper Midwest 2026 BP engine rules with the following modifications:

- Pump gas 87-91 octane no additives or Methanol fuel no additives
- No Min CC check
- No 14 or 18CC cylinder heads allowed

- Porting of the cylinder head allowed / combustion chamber must be untouched as cast, Valve guide and seats cannot be touched in the port area
- Any three ring flat top or dished piston allowed up to .030 oversize, MUST use stock clone wristpin and stock length connecting rod, NO titanium rods allowed, Billet aluminum rod only
- Max lift at push rod .265, no duration check, max lift at retainer .325, NO Billet camshafts allowed
- No machining of camshaft to reduce weight / compression release on camshaft is optional
- Any steel or aluminum rocker arm allowed
- Any single or dual valve spring allowed
- Titanium retainers allowed
- Any length push rod, max OD 3/16"
- Any rocker arm allowed stock or roller type
- No rocker arm / rocker cover spacers allowed other than rocker gasket, may use up to Three stock type gaskets
- No tech on venturi size, no filler or epoxy inside the venturi / bore of the carburetor
- .751 Area must be untouched and will be teched same as gas BP carb
- No tech on throttle shaft, screw or butterfly in carburetor
- Fuel pump maybe pulsed from anywhere on engine
- Additional fittings maybe installed in side cover for venting purposes only, must go to catch tank only, NO BILLET side covers
- NO ceramic crankshaft bearings, steel roller bearings only
- Stock class round hole muffler or square hole muffler allowed
- No titanium parts allowed unless specifically noted above
- All other engine rules are exactly the same as current Upper Midwest BP clone rules for 2026
- Minimum Weight 335

104.03 Option 3: 2025/2026 Intermediate Clone Engine

2025 / 2026 Upper Midwest Intermediate engine rules apply

Gasoline or Methanol fuel only / NO Additives allowed

Minimum Weight 360 lbs. (up from 350 in 2025)

There are No changes to current Intermediate engine rules.

Engine spec sheet for Upper Midwest Intermediate Clone engine

6.5 OHV – Approved Engines. 196cc Clone only, No Kohlar, No Honda, No Predators allowed.

Description: Single cylinder, 2 valve overhead 4 cycle engines. No aftermarket coatings allowed or permitted on any part of the engine unless otherwise noted in these rules. (Header, blower housing, rocker cover, and shrouds are permitted). Cylinder head requirements: Must be OEM casting only. Any Clone JT casting, Tillotson JT-207, or TG-1 head will be allowed. Must be of the four-bolt valve cover type only. Intake valve seat maximum ID 0.897, Exhaust seat maximum ID 0.862.

Bore and stroke: Stock borer is 2.685 and may be over bored to 2.718, Stroke is 2.123" +0.010" or -0.005

Connecting rod: Billet aluminum rods, with or without bearing inserts Required. No titanium rods allowed. Rod length is non tech.

Carburetor Stock appearing 196cc Clone carbs only. No Honda carbs allowed. Huayi, Ruxing, or Tillotson PK series carburetors only. Internal filler of any type not allowed anywhere inside of carburetor venturi or throttle bore to reshape or redirect air flow or fuel signal

Ignition system: Ignition timing is non tech. Stock 196cc ignition module / coil only. No modifications of any type allowed. Spark plug wire and boot / spark plug connector must be stock as supplied by factory.

Piston requirements: Piston is allowed up to .035 oversize.

Valve train: Intake valve head max OD. .982 +/- .005, Exhaust valve head max OD. .945 +/- .005
Crankshaft requirements: Stock factory 196cc crankshafts only with stock timing gear in factory location.

Block requirements: Stock 168F clone type block. Bracing / welding is allowed. No billet blocks, No Honda blocks, No Kohler blocks. 68MM Tillotson blocks are allowed.

Flywheel: Any SFI certified billet aluminum flywheel only. May NOT be modified or altered.

Clutches: Disc or drum only allowed.

Header and muffler Requirements: Silencer / muffler must be B91XL round hole or RLV -4106. Exhaust pipe / header must be double nutted, or safety wired. Header / silencer must be supported by clamped on brace to secure it in place. No loop pipes are allowed.

+/- 0.005 or 2 degrees on all measurements to allow for gauge variances and wear (All wing classes)

Upper Midwest Modified Pro Wing class / engine combinations are NOT NKA or AKRA engine rules or classes and there is no sanctioning body to contact or to protest to.

104.03 Side enclosures will be allowed in the Modified Wing class only, enclosures must be mounted to cage on left side or right side or both but may NOT restrict drivers view , may not be mounted behind the cage on either side, cannot be bolted to cage / holes drilled in cage, must be held in place with zip ties or DZUS fasteners only. May be made of acrylic material or aluminum only. No side wings of ANY type will be allowed. Enclosures may not be mounted ahead of driver's seat and must allow driver to exit from right or left side of kart without removing enclosure.

105.00 Applicable to All Upper Midwest Wing Classes:

105.01 Wing Dimensions Center panel 36" long x 32" wide; Right-side panel 40" long x 14" wide, Left side panel 40" long x 20" wide. NO SHARP EDGES allowed. All dimensions are +/- 3".

No air deflecting metal or plastic/Lexan material allowed to be added to the wing.

No cock pit adjustable wing sliders electric or manual.

105.02 No body side enclosures will be allowed anywhere (on the cage or chassis) for Restricted Box Green Plate / Blue Plate Wing or BP Wing classes. Not allowed on Right side / left side / front or back of cage. Nerf bars may be covered but covering may not be attached to frame, nose cover, or roll cage. Must be attached to nerf bar only. Driver must have vision 360 degrees from driver seat and

must be able to exit from LH side or RH side if needed. **NOTE: Side enclosures will be allowed in the Modified Pro class only 2026, reference section 104.03.**

105.03 All Wing karts must display minimum of 10" High numbers on both right and left side wing panels and minimum of 6" High numbers on tailpiece. Displaying number on top flat wing panel is optional.

105.04 Nose wing not allowed in any wing kart classes.

105.05 No cage mounted shocks or dampening devices allowed without approval from race director prior to the event. Bungy cords are allowed.

105.06 Hood or any part of the front nose of kart may not extend to the rear of the kart behind the vertical front down tubes of the cage more than 3". +/- 1" No sharp edges.

105.07 Fuel tank must be mounted so that fuel can be removed from tank in tech without removing nose cone with tools. If unable to access fuel tank without removing nose cone it will result in DQ in tech.

105.08 Clutch/Chain Guard must be present at all times. Clutch must be covered in its entirety.

105.09 No titanium rotating parts allowed for 2026 to include but not limited to: Clutches, axles, brake hubs, brake rotors, gear hubs, sprockets, chassis bolts, heim joints. The only allowable titanium bolts and nuts will be hub studs and nuts. No carbon fiber axles or steering tie rods. These restrictions are in place to promote affordable and competitive events.

105.10 Any auxiliary Kill switches should be securely mounted and within drivers reach from seat while strapped in.

105.11 All Wing karts must comply with recognized industry safety standards. Required equipment includes, but is not limited to, an Aluminum high-back seat, seat belts/shoulder harness system, and a minimum 6-inch nylon safety tie securely attached to the spark plug wire. Consult the local track rulebook for any additional wing kart guidelines.

105.12 All Wing kart drivers must comply with recognized industry driver safety standards at all times while on the racing surface. Required apparel includes, but is not limited to, abrasion-resistant driving clothing, gloves, and closed-toe shoes; a Snell-approved full-face helmet with an integral visor; and a neck brace or head-and-neck restraint device. Hooded sweatshirts, loose or dangling clothing, straps, or hair extending below the helmet that could become entangled in moving components must be properly secured prior to any on-track activity. Consult the local track rulebook for any additional wing kart guidelines.

105.13 It is the responsibility of the kart owner and/or parent or guardian to ensure all safety equipment is in proper working condition and within the manufacturer's service life. Track officials reserve the right to require corrective action and should be consulted for clarification.

105.14 Transponders must be mounted on the right front down tube of the roll cage unless otherwise directed by track officials.

Wing Kart Class Inspection List

IMMEDIATE Items - must be fixed the same day.

SECONDARY Items- must be fixed by the following race date or kart will be suspended from competition until fixed.

IMMEDIATE

Helmet & gloves - fit/condition

Fire Suit & shoes - must be a one or two piece full body fire suit. SF13-2A/1 min.

Seat belt & harness mounted

Arm restraints – attached & arm restriction

Verified Neck brace or Hans Device

Brakes

Suicide doors

Steering link, lock nuts or cotter keys

Protruding objects

Axle Protrusion

Fuel Line Location

Spindles - Cotter Keyed Cage

Frame, Nerf Bars, Bumpers, and Roll Cage

Floor Pan Condition

Seat-Condition/Mounting

SECONDARY

Wing - Mounts

Wheel Condition

Rear Axle Keepers

Hood & Tail Mounts

Tailpiece Protection

Number/Letter

Chain Guard

Any Official is permitted to remove karts from the racetrack due to unsafe conditions to driver and/or other karts or disqualify a kart for safety violations. The Safety Crew and Track Official's decision is final.

ATWATER KARTING SPEEDWAY INFORMATION

2026 AKS Board Members:

PRESIDENT - Jake Frericks

VICE PRESIDENT - Tasha/Matt Fester

SECRETARY - Amanda Kramer

TREASURER - Chelsey Frericks

BOARD MEMBERS: (ALL OFFICERS ARE INCLUDED ON BOARD)

Cory Kramer & Tyler Wartman

Email: atwaterkartingspeedway@gmail.com

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