



ATWATER KARTING SPEEDWAY

2022 Rules & Regulations 2.10.22

Welcome to Atwater Karting Speedway!

1. GENERAL

1. 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.
2. 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.
3. 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.
4. 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.
5. 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.
6. 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 AKS for clarification prior to moving forward.

7. 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.

8. 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!

9. 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 Release Policy: Drivers, Crew and event attendees will be provided an AKS Photo Release Form prior to racing to authorize use of photos and videos for track promotion purposes.

10. 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.

a) Race Schedule:

Pits Open 2:00

Draw cut-off 4:30

Pit Meeting 5:15

Race Starts 5:30

b) Draw cut-off is one hour 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.

c) Hot Laps begin at 4:00 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.

11. PIT PASS FEE: \$10.00 (Pit Pass covers all events held on a single day) **Pit Pass fees are non-refundable once issued.**

12. KART ENTRY FEES: \$35.00 first class, Additional Classes \$25.00 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.

NOTE: AKS Season Membership program is discontinued beginning in 2022.
All racers will have the option to purchase AKS season banners directly from the track.
Pre-season registration will be available online, including season registration, pit stall reservations and individual race entries.

13. PIT STALL TRACK SPONSORSHIPS

Reserved parking spots are available for a \$75 track sponsorship contribution. Returning race teams will be given the first chance to reserve their spot they have previously occupied. Select Pit Stall Sponsorship option on the Season Registration form and submit payment.

PIT STALL claim cutoff date is May 7, 2022. Any spots not paid for by this date will be open to all race teams. AKS will install signs marked with the race team's name to identify claimed pit stalls.

14. GENERAL ADMISSION

Grandstand and Spectator Areas are FREE Admission: Free Will contributions are appreciated.

15. RACECEIVERS

Raceceivers are mandatory for all karts racing at AKS. A limited quantity of Raceceiver is available at the track for a daily rental fee of \$10. Request rental at registration and fill out a rental agreement. A valid credit card or driver's license is required to rent Raceceiver. Earbuds are available for purchase in limited quantities.

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. AKS Raceceiver settings: CH 000 Frequency 454.0000

16. 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.

17. Waiver Requirements

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

18. 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 \$75, disqualification, loss of points and/or suspension.*
 - h. Smoking is not permitted in the grid area at any time.

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

19. 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.

20. 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 incident ceases when the driver returns to race. A medical release form stating the driver has clearance to resume racing may be requested.

21. Pets are allowed in the pits, but must be leashed at all times and kept in your pit area only. If pets are not on a leash or running around you will be asked to leave the pit area.

22. Bicycles, Scooters or other motorized toys are NOT permitted in Pit, Grid or Scale Areas during racing events. 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 grid and scale areas at all times.

2. ENTRANT

1. 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. The Legal Entrant is the driver and shall include their parents or legal guardian in the event the driver is a non-emancipated minor.
2. 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.
3. 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.
4. SUPPLEMENTAL RULE – All drivers must be registered with AKS to earn points toward the 2022 Season Championships.
5. General Ability
 - a. 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.
 - b. 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 to remove anyone from 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.

6. Competition Age – Local Option

A driver's competition age is determined by the age that they will be on May 1 of that year. 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 Putt-Putt Class are not permitted to also run in a Wing Class.**
- b. **BP Wing drivers will be permitted to move to R-Box Pro class, IF 2021 was your first season in BP Wing (Junior Wing) class.**

7. Advancing an Age Group

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. A one-week trial will be allowed if desired. If a driver does move to a higher class, they will not take their points with them.

Drivers may petition the AKS Board to advance to a higher 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.

C: SAFETY (reference NKA 2022 Sporting Regulations, SECTION 10.4)

10.4.1: Participants Responsibility

It is the responsibility of each participant to properly manage the safety of their equipment at all times during the course of an event. AKS will not assume the responsibility for the safety and/or technical compliance of any competition vehicle. Additionally, it is their responsibility to inform series officials of any issues on or directly surrounding the racing surface that may present or develop into a dangerous situation.

10.4.2: Accidents

10.4.2.1: Kart(s) and driver(s) safety equipment involved in an accident may be required to stop for inspection by officials only. Officials may not allow a kart to continue or safety equipment to be used if there is reasonable visible evidence that the kart or safety equipment is damaged and may pose a safety risk in general. This decision shall be made solely by event officials, and not the drivers involved.

10.4.2.1: Parents of a minor may be allowed onto the track only when approved by AKS event officials once the course is clear and the conditions are safe.

10.4.2.2: Any driver who has lost consciousness, indicates a strong likelihood of concussion (dizziness, vomiting, blurred vision, memory loss), or indicates a reasonable chance of serious injury may not be permitted to continue in any official session for that event, and is at the discretion of the event medical staff and/or the Race Director. The driver may be required to be cleared by a Medical Doctor before being allowed to attend further AKS events.

10.4.3: Dangerous Conditions

10.4.3.1: Officials have the right to stop, postpone, or cancel any event if they deem conditions to be dangerous. This includes weather, track conditions, driver(s) actions, civil unrest, or any other

conditions that may arise and threaten the safety or well-being of competitors, spectators, officials, or other people at or near the event.

10.4.3.1: If lightning is observed in the area of the racing facility, immediately cease all on-track and outdoor activities or be advised to seek their own shelter should a common indoor area not be available. All participants and spectators should be moved indoors. Competition can resume 30 minutes after the last sighting of lightning is observed.

10.4.3.2: In the case of impending severe weather, the event officials will evaluate any available information, cease all activities, and advise all parties to take immediate shelter if necessary. AKS is not responsible or liable for any damage to property or individuals during bouts of severe weather. It is the responsibility of the driver and their crew/family to recognize severe weather and take appropriate action to secure their property and protect themselves regardless of the actions of the event.

10.4.4: Fire Extinguisher

It is highly recommended that each entrant have a minimum of one operable 1-1/2 pound dry-powder fire extinguisher (rated for use on A, B, & C. type fires) in their pit area. Carbon Dioxide type extinguishers are not acceptable substitutes for the dry-powder type.

10.4.5: Track Access

During "live/hot" sessions, no person or race official shall be permitted on the racing surface at any time.

10.4.6 : Personal Safety

Equipment 10.4.6.1: Helmets

All helmets used at an AKS event must be full coverage (full face), with the face-shield installed, and designed for competitive motorsports use with the following certifications:

Snell Foundation

Expires SA, K or M

2010 12/31/2022 SA, K

or M 2015 12/31/2025

CMS 2016 12/31/2026

CMR 2017 12/31/2026

SA, K, or M 2020 12/31/2030

SFI

SFI 24.1/2010 (Youth)

12/31/2022 SFI 31.1/2010

12/31/2022

SFI 41.1/2010 12/31/2022

SFI 24.1/2015 (Youth)

12/31/2025 SFI 31.1/2015

12/31/2025

SFI 41.1/2015 12/31/2025

SFI 24.1/2020 (Youth)

12/31/2030 SFI 31.1/2020

12/31/2030

SFI 41.1/2020 12/31/2030

10.4.6.1.1: Helmets must be in “factory condition” , with no visible shell damage. If shell damage is visible, it will not be allowed to be used. Additionally, all certification stickers must be present and easily visible upon inspection if required.

10.4.6.1.1: Cameras shall not be affixed to the helmet in any way. Officials are to immediately black flag and remove from the course any driver that enters a session, official or otherwise, with a camera mounted in any way to a helmet. This includes ‘in-helmet’ cameras that are affixed to the interior of the helmet near or around the viewport of the helmet.

10.4.6.2: Gloves

Gloves are required in all divisions.

10.4.6.3: Suits/Jackets

Driving suits of one piece design made of abrasion resistant material are required. A jacket, if used, must be made for racing competition, be abrasion resistant, with typical construction of nylon or leather. If wearing a jacket, long pants must be worn and must be free of defects such as rips, holes, etc.

10.4.6.4: Footwear

High top shoes or boots designed for motorsports use are recommended. Closed toe shoes of most types are allowed. All shoes, regardless of type, must be properly laced and/or buckled at all times in any on-track session and must be free of holes or signs of extensive wear.

10.4.6.5: Ear Plugs

The use of earplugs by participants, both drivers and pit crews, is strongly recommended. Hearing loss in motorsports is extensive, and it is worth a few moments to protect your hearing.

10.4.6.6: Long Hair

10.4.6.6.1: If hair extends appreciably from beneath the helmet, the competitor must wear a balaclava to retain hair from extending outside the helmet. No hair is allowed to be visible when the driver is “race ready”.

10.4.6.6.1: AKS and its sanctioned events are not responsible or liable for injuries related to long hair while on-track, regardless of the situation. The driver is exclusively responsible for ensuring that their long hair is properly secured.

10.4.6.7: Neck Collar

10.4.6.7.1: Use of a neck collar is mandatory for all Rookie and Junior divisions

10.4.6.7.2: They are not mandatory, but recommended, for all Senior divisions.

10.4.6.7.3: If a Rookie or Junior driver loses a helmet support on-track, they shall be removed from the course and will not be able to return to competition. A senior driver that elects to use a Helmet Support shall not receive a Black Flag for losing a helmet support.

10.4.6.7.4: Advanced neck and head supports are highly recommended for drivers of all ages.

10.4.6.8: Chest Protectors

“LOCAL OPTION” All rookie and junior drivers up to 15 years in all flat kart divisions are required to wear a chest protection device with the following;

SFI specification 20.1.

Up to 8 Years (actual age): SFI 20.1/1

9-15 (actual age): SFI 20.1/2

10.4.6.9: Rib Protectors

Rib protectors are recommended, but not mandatory.

10.4.7: Driving in Pits Driving in the pit area is expressly prohibited at an AKS event. The only area drivers can operate their karts is exiting the grid, on track, and driving up to (but not on) the scales. Due to the serious nature of driving in the pits and the potential for severe injury and/or death, doing so is an immediate disqualification from the event, plus the potential of additional sanctions from AKS.

10.4.8: Recovery/Emergency Vehicles

While karts are active on the track, no recovery or emergency vehicle shall cross, run adjacent to, or park in close proximity to the track's surface.

10.4.9: Open Flame

Open flames can only be used outside in a well-ventilated area and not as a heating source for tires. A charged fire extinguisher must be within ten feet of the open flame while being used.

10.4.10: Weight/Ballast

10.4.10.1: All bolt-on weight must be white in color with the kart number clearly marked.

10.4.10.2: All weight added to meet minimum kart/driver weight requirements shall be bolted and safety wired to the kart with a minimum 5/16 or 8mm through bolt.

Weight over 7 pounds will require a minimum single 3/8 bolt, or two 5/16 bolts. All bolts are to use double nuts, with threads of at least 1/4" still visible. Drilling and using cotter pin/safety wire in addition to the double nuts is highly recommended.

10.4.10.3: Weight mounted to the seat should use a large washer to prevent the head of the bolt from pulling through the seat.

10.4.10.3: Carrying of ballast on the driver's person is prohibited, which includes any materials not normally considered necessary for the driver to compete and is at the discretion of series officials.

10.4.10.5: No weight may be mounted to the underside of the chassis.

10.4.11: Safety Tech Standards

The following connections must use a Nylock nut (or mechanical where specified), and/or safety wired/pinned/clipped during all official sessions;

- Pedals (brake and throttle)
- All brake rods and safety tether
- Master cylinder to frame
- Calipers to frame/spindle
- Rotor to hub bolts (mechanical lock nuts required) Kingpins
- Steering shaft to frame
- Tie Rods (all mounting points)
- Steering hub to steering shaft
- Steering wheel to steering hub (all - minimum 3)
- Third Bearing Support bolts to the support mount, or to each other (minimum 2)

10.4.12: Technical Inspection Form

At any AKS event, it is the responsibility of the entrant/driver to maintain all facets of safety for

their vehicle, and not AKS, for all sessions related to the event.

To ensure that the entrant/driver is aware of this responsibility AKS requires the use of the Technical Inspection Form. This form is to be filled out and signed by the entrant and handed in as they enter the Pre-Race Technical Inspection area prior to entering the track, for any session.

The track may tech a kart at any time and in any manner at the Tech personnel's discretion.

Karts must have an official AKS Tech sticker affixed for all races. Please see a tech official if you make changes that require re-tech (ex: new body, motor, etc.).

The event officials may do spot checks during an event. The Technical Director's judgment as to the safety of the kart and its driver's protective equipment is final and cannot be protested.

D: EVENT

1. 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 hot grid and track if a driver or when expressly permitted by an official.

2. Meeting of Drivers/Crew and Officials

The 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 may be 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.

3. 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.

4. 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 expressed consent of the track owner 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.

5. Cancellation of Event – LOCAL OPTION

- a. It is the right of a sanctioned event to cancel the event for various circumstances such as

war, dangerous conditions, government action, pandemic closures, weather, 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. If the event is canceled prior to the completion of all heats of all classes, and cannot be rescheduled, all completed heats will be scored as finished and non-completed heats will be scored per lineups.
- c. If the main event is canceled and cannot be rescheduled: If the race is at or over 50% complete, it can be declared an "official event", and full points/prizes awarded. If the main event has not reached 50%, the results of that main, and all subsequent mains, will be based on the line-up for the mains. Any main that has already been completed prior to the cancellation is considered complete.
- d. Weather related announcements will be posted on the AKS website or Facebook page.

Individual text messages or phone calls may not be answered.

6. Failure to Compete

Should a competitor attend and enter an AKS event, but is unable to compete due to circumstances out of their control (approved by the Race Director), they will be given last place points as if they had competed in any official session.

7. 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.

8. ALTERNATE KART/MOTOR

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

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.

9. 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. Putt-Putt, Rookie, Sportsman, R-Box Wing will have 9 laps OR 11 minutes to complete the heat race. (Time will start with the completion of the first lap and will stop for all red flags)
- c. All other classes will have 14 laps OR 16 minutes to complete the heat race. (Time will start with the completion of the first lap and will stop for all red flags)
- d. The AKS Board has discretionary authority to divide heat races to less than 8 karts.

10. 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 field exceeds 12 karts, per race officials' discretion.
- c. Putt-Putt, Rookie, Sportsman, R-Box Wing will have 12 laps OR 15 minutes to complete the feature race. (Time will start with the completion of the first lap and will stop for all red flags)
- d. All other classes will have 18 laps OR 20 minutes to complete the feature race. (Time will start with the completion of the first lap and will stop for all red flags)

- e. The AKS Board has discretionary authority to alter feature races to more 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).

11. 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.
- b. To be scored, a kart must be under its own power.
- c. Points – *LOCAL OPTION*
 - 1. Putt-Putt and Rookie Class are non-points. These classes are intended as a beginner class to learn basic driving skills, track & race procedures and be a fun experience. Putt-Putt and Rookie Class drivers will receive a trophy following feature race completion and race winner will receive a Feature Winner decal.
 - 2. Heat races do not receive points and are primarily used to determine the lineup for feature races.
 - 3. * SEASON POINTS: Best 11 out of 12 points race scores will be used to calculate AKS season point totals. A Disqualification race will NOT be included in season points calculation.
 - 4. 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.
 - 5. 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.
 - 6. If you take the Green Flag in the feature and drop out, you will receive last place points.
 - 7. 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).
 - 8. Any driver who is disqualified will not receive points or a trophy for that race, unless the disqualification was for safety reasons.
 - 9. 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.
 - 10. 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.
 - 11. 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. Passing Points will be used on all regular and special event races.
- b. Drivers draw at the Registration booth for the heat starting spot.
- c. Heats lined heads up from draw.
- d. 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).
- e. Drivers will be ranked in order of the most Total Points. Total Points is the sum of Finishing Points and passing points.
- f. 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.
- g. 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.
- h. B Main and Feature finish are NOT subject to passing points. B Main finish will be used heads up to determine drivers transferring to feature. Feature finish is heads up to determine the winner.
- i. FP and PP 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. Heat winner receives 11 points. Second, receives 9. Third 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.

4. Total Points(TP)

- a. 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	93
2nd	98	8th	92
3rd	97	9th	91
4th	96	10th	90
5th	95	11th	89
6th	94	12th +	88 -

12. Awards

- a. AKS Event Awards:
 1. Putt-Putt and Rookie classes: All drivers will receive a trophy at each event entered. In addition, the feature race winner will receive a 'Feature Winner' decal. Season points are not awarded in these classes.
 2. Sportsman, JR 1, JR 2, Adult classes: Trophies will be awarded to top 3 feature finishing positions. In addition, the feature race winner will receive a 'Feature Winner' decal. These classes are eligible for Season Points.
 3. R-Box, R-Box Pro, BP, Intermediate and Adult Wing classes: Trophies will be awarded to top 3 feature finishing positions. In addition, the feature race winner will receive a 'Feature Winner' decal. These classes are eligible for Season Points.
 4. 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, dependant on class size.
 2. Specialty Awards - Sportsmanship, Rookie of the Year, Hard Luck, Most Improved, Best Appearing Kart, Race Team of the Year, etc. Racer nominations will open in August for eligible awards.
 3. The AKS Season Membership program is being discontinued in 2022.
 4. AKS custom Season banners will be available for purchase to ALL racers. These can be purchased with season registration or during August offering.

E: COMPETITION – REFERENCE NKA 2022 Sporting Regulations Section 10.6

1. Sportsmanlike Conduct - Drivers are expected to compete with a high standard,
2. 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.
3. Driving Standards - Driving standards are the benchmark for assessing on track infractions. The event marshals and the Race Director have sole decision making for assessing infractions related to driving standards.
4. All drivers and crew should review and study **NKA 2022 Sporting Regulations Section 10.6** for AKS event competition standards.
5. 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/Board.
6. 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.

F: 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, unless there are specific instructions.

YELLOW FLAG: Signifies an area of caution on the track. All drivers are to slow to parade lap speed and do not pass under caution. Slowly reform in a pack and prepare for either a Red flag to be displayed, or instructions that we are 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: 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.

G: RACE PROCEDURES

1. 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.
2. GRID AREA: Races will start promptly when called. All racers are responsible for knowing the race order and reporting to the grid on time. Karts will lineup from the pole position, each row side by side per posted lineup. The grid area is reserved for the exclusive use of competing karts and their crews, and is subject to the control of the Grid Steward, who can limit the number of crew per vehicle at any time. Once the class has left the grid area and entered the track, any drivers currently in the grid area have 90 seconds to join before the grid will close.
3. Refueling is prohibited on the grid. Working on your kart is allowed.
4. AKS observes a quiet grid. 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 grid steward.
5. RACE STARTS:
 - a. PUTT-PUTT - Standing Start: Drivers will arrive at the start area, and pull into their grid position as indicated by an official. The driver is to stay on or behind the grid line. When the field is set, the official 'holding' the field will move off course, which indicates the start is imminent. The flagman will raise their hand indicating roughly 5 seconds to green. At roughly 5 seconds, the starter will waive the flag and the race has begun.
 - b. Flat and Wing Classes – Rolling Double File: Drivers are to exit the grid at a reasonable pace, and line up, two by two behind the pole and outside pole.
 - c. Start Line: The start line, located midway in turn 4, is either a line on the track which has been installed by race officials, or a cone at the inside of the track.
 - d. Starting Procedure: Coming to the green, the pole sitter is to maintain a slow and steady pace. At the start line, but not before, the front row (or pole sitter) is to accelerate to race speed.
 - e. Waive Off: If the field is too fast, improperly aligned, or the pole sitter accelerates prior to the Start Line, the start will be waived off. If a second attempt to start is not successful, the front row will invert with the second row. In the case of a single file start, the pole sitter will invert with second place.
 - f. The race will officially start with the Head Flagman waiving the green flag.
6. Scratched Entries: In the event of a scratched entry with a rolling start, that space shall be filled in by racers moving directly forward (no criss-crossing). Standing starts will have the grid space left open. If in the pits, and if time and conditions allow, the open space will be filled by crossing over. At the order of the Race Director, if time and/or conditions don't allow, the Grid Steward will simply have the row with the empty space move forward.
7. Race Completion: A race will be considered complete at the moment the checkered flag is displayed on course and each kart that is capable of operating on its own power has had reasonable time and opportunity to cross the finish line as determined by the Race Director and/or Head Flagman. 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.
8. 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 back of the field by

request are not eligible for passing points in that session.

9. Karts accidentally leaving the track may rejoin the race safely. Karts may not leave the track for the purpose of overtaking another kart and will be put to the back for these actions. If a kart leaves the track and enters the pit area, while a race is in progress, neither the kart nor the driver will be permitted to rejoin that race.

10. 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 assessed two cautions during the same race will be disqualified from that race. The Rookie 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. Motors that stall under yellow or red flags will be permitted one restart during each race segment. Parents/Pit Crew are not permitted to enter the track unless under the direction of the Flagman/Track Officials. Flagman/Track Officials will direct staff/pit crew to enter the track to lend assistance as deemed appropriate.
- h. During a yellow flag, WORK ON KARTS ON THE RACETRACK IS PROHIBITED.
- i. Any flat kart, cage kart, or wing kart that tips on its side or rolls over on the race surface will be done for that race (heat or feature). Kart may not be started on the race track until the driver has been removed from the kart. This is NOT optional.

11. 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 every official session with the exception of practice. **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.

12. Post-Session Technical Inspection

- a. All required karts and drivers shall proceed directly to the designated impound area for technical inspection. Only one driver and 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. *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.
- e. *LOCAL OPTION* - AKS Putt-Putt Class engine specs will be teched as per their respective model rule book.
- f. Flat Kart Classes will be teched as per the NKA/AKS rule books.
- g. *LOCAL OPTION* - Wing Kart Classes will be teched per the adopted *English Creek Speedway Rulebook*.

H: PROTESTS, APPEALS & INFRACTIONS

All protests, appeals & infractions will be addressed according to NKA 2022 Sporting Regulations Section 10.10.

1. Protests

- a. A Protest Fee of \$200 is to be paid in cash to the Tech Director when the protest is submitted. This fee is refunded only if the decision is in the favor of the protesting party.
- b. All protests must be submitted in writing on an official protest form to the AKS Board up to but not exceeding 30 minutes after official results have been announced and/or posted (tech and scoring has cleared).
- c. In all protest disputes—AKS Board rulings are final.
- d. Any member of the AKS Board related to either party in a protest is prohibited from participation in the committee discussion of the ruling.
- e. Please review NKA 2022 Sporting Regulations Section 10.10.1 on protests.

2. 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. Any Legal Entrant of an AKS event 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 10 business days to file an appeal, including all documents and exhibits, to AKS.
- e. The appeal to AKS is \$500, and is payable by cash, money order, or check. The fee must be processed and cleared within the 10 day period. The fee is non-refundable regardless of the outcome.
- f. Please review NKA 2022 Sporting Regulations Section 10.10.2 on appeals.

3. 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 2022 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 2022 Sporting Regulations Section 10.10.3 on infractions.

I: Vehicle/Class Standards

AKS PUTT-PUTT CLASS – LOCAL OPTION

1. 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.
2. Chain guards are required over the clutch, with an additional plate securely mounted between the driver's seat and engine.
3. All fuel line connections must be secured by clamps or similar.
4. Seat Belts:
 - a. All karts must have seat belts (must be 2016 or newer), 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. The AKS Tech personnel and/or AKS board must approve these safety items.
 - c. Arm Restraints must attach to seat belt system, and not allow any part of the driver's hand or arms outside the cage when fully extended.
5. Driver's Suit: Must be SFI 3.2A1 rated or better, full suit. See Safety section for additional safety gear requirements.
6. **Drivers in the Putt-Putt Class are not permitted to also run in a Wing Class.**

AKS Flat Karts (NKA Speedway classification) – LOCAL OPTIONS

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.
2. 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.
3. Clutch use is mandatory, and is determined by the specific engine rules for posted NKA classes.
4. Plug Wire Disconnect: A vertical plug wire disconnect (tie strap) must be present.
5. 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.
6. Nerf Bars in front of the rear wheels, both sides of the kart are required.
7. 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.
8. 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.
9. Wolf Plate is required (Protection plate over disk brake rotor).
10. 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.
11. Bumpers are required for **all classes**. Full width rear bumpers are not mandatory, but are recommended. *For all Sportsman through JR 2 karts without a full width bumper, a Hopper Stopper is required behind the left rear tire.*
12. Fuel tank and engine components must not extend beyond the rear bumper.
13. All fuel line connections must be secured by clamps or similar.
14. Nosecone is a non-tech item.
15. Steering Wheel: Quick release hub/steering wheel is not permitted.

2022 ATWATER KARTING SPEEDWAY CLASSES

Class	Age	Weight (lbs)	Motor	Specs	Tires
Putt-Putt (Gaged) Non-Points Class (All run together)	5-7	235	IKF Flathead or NKA Clone or NKA Animal	Flathead: Horstman .425 Purple Plate Alcohol Clone: ARC or Speed Karts .375 Red Plate, Pump Gas Animal: APS .225 Purple Plate, Alcohol	Slicks: Any Brand
Rookie Non-Points Class (All run together)	5-8	235	NKA Clone or NKA Animal	Clone: ARC or Speed Karts .375 Red Plate * Animal: APS .225 Purple Plate, Alcohol	Slicks: Any Brand
Sportsman Clone (3 yr Max)	7-9	235	NKA Clone	ARC or Speed Karts .375 Red Plate *	Slicks: Any Brand
Sportsman Animal (3 yr Max)	7-9	235	NKA Animal	APS .225 Purple Plate, Alcohol	Slicks: Any Brand
JR 1	8-11	275	NKA Clone	ARC or Speed Karts .425 Green Plate *	Slicks: Any Brand
JR 2	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: Any Brand
R-Box Wing	5-8	245	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	Hoosier Treaded (NO Prep)
R-Box Pro Wing	8-12	270	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	Hoosier Treaded (NO Prep)
BP Wing	9-15	300	Clone See Rulebook for full specs	Clone: 6.5 OHV 196cc 168-f Clone engine; No Kohlar, No Honda, No Predators; Pump Gas ONLY	Hoosier Treaded (NO Prep)
Intermediate Wing	13-16	350	Clone See Rulebook for full specs	Open Clone: 6.5 OHV 196cc; No Kohlar, No Honda, No Predators; Pump Gas or Methanol	Hoosier Treaded (NO Prep)
Adult Open Clone Wing	16+	425	Clone See Rulebook for full specs	Open Clone: 6.5 OHV 168-f Clone engine No Kohlar, No Honda, No Billet Heads	Hoosier Treaded (NO Prep)

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

Class Age determination date is May 1, 2022. Drivers within one year of minimum class age may request class entry from AKS Board per Rulebook guidelines.

BP Wing drivers will be permitted to move to R-Box Pro class, IF 2021 was your first season in BP Wing (Junior Wing) class.

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.

2/8/2022

AKS Wing Classes 2022 Rules

Adopted from: English Creek Speedway; Cedar Lake Arena

ALL WING CLASSES:

1. Hoosier grooved tires only on all four corners of kart. D50 or D55 must be used on right rear. Other corners are optional. RR must durometer minimum of 50 Prior to race.
2. Drum or Disc clutch only.
3. Chain guards are mandatory. Appropriate design to prevent injury to the arm. If in doubt, see safety tech.
4. Brakes must be in good working condition at all times.
5. All pipes are no tech, no loop pipes allowed. All pipes must stay within the rear axle and point down or must return to the tail.
6. All pipes must be approved by track officials.
7. If your pipe/muffler falls off during an on track session you will be black flagged and given last place points. If it is broken, loose, cracked, missing, etc. post-race you will be disqualified and given last place points.
8. Frames must be of kart configuration. Not to exceed 90" in overall length. No EXCEPTIONS.
9. No nose wings allowed.
10. Cages are mandatory. Must be for the protection of the driver. Not for looks or wing mounts. Cage must be mounted with 4, grade 5 bolts or pins at all times.
11. NO CAGE SHOCKS OR STRUTS ALLOWED.
12. A frame type cage support is recommended. Should be a single cross tube used, it must be a minimum of 12 inches from the top of the down tube. No bars, other than regular Nerf bars, may extend out past the outer edge of the tire on either side of the kart.
13. **No body side enclosures will be allowed anywhere (on the cage or chassis), right side / Left side / front or back of cage (safety issues). 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.**
14. Minimum standard for roll cage (tubing thickness): All classes $\frac{3}{4}$ " .083 chrome molly or 1" .06 chrome molly or 1".083 steel. No exotic steel. Roll cage must be securely fastened with grade 5 or better bolt or pins in at least four spots.
15. **WING DIMENSIONS (ALL WING CLASSES)** CENTER PANEL 36" LONG 32" WIDE...RIGHT SIDE PANEL 40"LONG X 14"WIDE...LEFT PANEL 40"LONG X 20"WIDE ALL DIMENSIONS ARE +/- 1".
16. **NO COCKPIT ADJUSTABLE WING SLIDERS.**
17. Uppermost part of the kart and wing not to exceed 76" (all wing classes).
18. Bodies can be any material, except wood. No sharp edges or protruding parts on any part of the kart.
19. Wing, hood and tail piece must be sprint car like in appearance, attached securely to the

kart and are mandatory in all wing classes.

20. Tailpiece protection: If the top of the rail section protrudes above the seat, the tail must be padded. The Hood and Tail section must be securely attached to the Kart.
21. Suicide doors: No suicide bars. Side bar must open from the rear. Left side protection is recommended.
22. Fuel line location cannot be closer than 2" to any of the exhaust systems at any time and shall not be above the exhaust. If closer than 2", the fuel line must be insulated. Fuel lines must have ample slack for cage movement. Must be petroleum grade fuel line.
23. Fuel tank location: Outboard mounted fuel tanks must have metal protection, particularly grade fuel line.
24. All Wing Classes must run Hoosier treaded tires on all four corners, with D50 or D55 on the right rear.
25. No axle protrusion beyond the wheel rim. Max axle length 40".
26. Aluminum high back seats are MANDATORY. Must be securely mounted to the frame with no excessive holes. The top of the seat should be at the middle of the driver's head.
27. All karts must have seat belts and shoulder harnesses. Shoulder harnesses must be mounted in a way to restrict forward body motion independently of the seat. Lap belts should be mounted on the frame. Cut or frayed seat belts will not be allowed.
28. Approved neck braces and arm restraints are mandatory. Arm restraints must be attached to the lap belt and worn below the elbow.
29. Driving Apparel: Driving suits and gloves are required SF13-2A/1 min. See safety section for additional equipment requirements.
30. No traction control devices allowed.
31. Kill switches should be within reach of the driver. RECOMMENDED but are not mandatory for 2022.
32. All karts must have a 6" nylon tie attached to spark plug wire.
33. All fuel line connections must be secured by clamps or similar.
34. ALL WING KARTS MUST DISPLAY 10" NUMBERS ON RIGHT AND LEFT SIDE OF KART AND ON THE WING.

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 - fit/condition
- 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.

RBOX (BS) - Clone, Ages 5-8, 245# min

Clone 196cc ONLY

ARC or Speed Karts .425 NO GO Green unaltered Restrictor plate only

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

Fuel Pump Gas ONLY

Engine rules 2022 NKA box stock rules will apply

**** Exceptions to NKA rules for RBOX class engines****

-Big pipe w/ 4104 muffler required. No loop pipes, Header pipe and muffler must meet 2022 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.

-Box Stock cast rod or Billet rod allowed, NO Titanium rods allowed.

ENGINE SPECIFIC TECH SHEET FOR: BOX STOCK 6.5 OHV

Description: Single cylinder, 2 valve, OHV 4 cycle engine. (Gas Only) Must run a green .425 plate. 6.5 OHV – Fuel Pump Gas ONLY – Approved Engine: 6.5 OHV 196cc clone engine- No Kohlar, No Honda, No Predators. No aftermarket coatings of any type are permitted on any part of the engine (exception Blower Housing and Shrouds)

Combustion chamber volume: 26.5 cubic centimeter minimum, with piston at TDC, using prescribed procedure. The Liquid CC check is the official check

Cylinder Head Requirements: Must be OEM casting only. All cylinder heads must be the "JT" 4 bolt valve cover cylinder head (168-f 6.5hp GX 200 series) or the TG-1 head only. Porting and / or grinding are not permitted. Valve seats are two angles 45 degrees valve face and 30 degrees top relief. Intake seat maximum ID .897", Exhaust seat maximum ID .862". Outside face of valve may not be below floor of combustion chamber (i.e. don't sink the valves). Stock head bolts only, must have four. Head gasket/s maybe after market, must be of stock configuration, gasket thickness is a non tech item. Depth check between the valves, front to back and side to side may not vary by more than .005" max. No copper or aluminum gaskets allowed. Any stock configuration exhaust gasket allowed no other sealer.

Block Requirements: Stock cylinder bore is 2.685" max. Stroke is 2.123" + .010" or - .005". No piston pop out allowed. Matting surface finish of block and cylinder head is a non-tech item, surfacing of both to correct gasket failure and meet cc check allowed however, no piston pop out is allowed. May use 2 side cover gaskets of stock configuration. Block must remain stock as produced. Stub for governor may be removed and hole plugged. No machining of block allowed. Welding to the block shall be for rod damage repair only and may not constitute a functional modification. Tillotson blocks allowed. Side cover bolts are non tech.

Carburetor requirements: Huayi OR RUXING model type carb only. Carb to intake sealer is gasket only no other sealer allowed. Choke must be as supplied from factory, but may be fixed to stay in open position. Venturi .615" NO-GO. Rear carb bore .751" NO-GO. Main fuel jet .042" NO-GO. Low speed idle jet is a Non-Tech item. Stock emulsion tube must be used and unaltered, .066" max ID (no pass through). Side holes in E-Tube 4 holes max in bottom section and 20 holes max in top section. Black Phenolic carb spacer is a non tech item but must be present. Minimum E-Tube length 1.092". Throttle

shaft - .115" minimum. Butterfly - .037" minimum. Aftermarket air filter adapter allowed (max length of 1.375).

Valve Train: Stock valve cover only with any stock configuration gasket, no sealer.

Factory stock rocker arms 1:1 ratio and push rods only. Stock valves only 45-degree angle only both valves, Intake valve Max OD .982" +/- .005" and Exhaust valve Max OD .948" +/- .005", no modifications allowed. Only Box Stock valve springs. (Installed Height for valve springs .815", must be checked by using the .815" spring must go gauge with retainer seal in place on intake an exhaust valve if used.) Prescribed check procedure as follows – Remove valve spring, reinstall spring retainer, insert .815" must go gauge in spring location. Gauge must go in both locations Intake and Exhaust with any allowed retainers in place, as raced, during check procedure. Max wire diameter on spring wire is .071" with a maximum tension of 10.8 lbs. at a height of .850". Lash cap on exhaust valve only.

Valve stem seal allowed on Intake and Exhaust valve, maximum lip thickness of .027". Minimum thickness of Intake retainer .230", Exhaust retainer .250". BS lifters only, no modifications allowed.

Ignition system: Stock Box Stock system only and must be unaltered. Low oil sensor may be disabled and removed.

Flywheel: Approved SFI certified billet aluminum flywheel only. No machining or alteration of any kind allowed. Minimum weight for the flywheel is 3.3 lbs. Any timing key or no key at all may be used. A flat washer or spacer may be used, and is recommended, between the flywheel and the nut. Handheld electric starter may be used, but the compression release mechanism must remain on the camshaft.

Current Approved flywheels: ARC 6619, ARC 6618, ARC 6689, Racing Flywheels RSP-13-075 Revwheel NF- S1 & RSP-13-077 Revwheel F-S1. If manufactured for use with a removable fan, the fan must be unaltered, attached and functional. Timing and flywheel key is non-tech.

Header and Muffler Requirements - Big pipe w/ 4104 muffler required. The Exhaust Pipe must be double nudded, or safety wired, and the silencer must be supported by a clamped-on brace to secure it in place. No modifications allowed.

Piston and Rings: Must be unaltered Box Stock only. Must have 3 rings. No machining of piston and rings allowed.

Connecting Rod: Stock Box Stock rod or billet. No machining of any type allowed.

Crankshaft Requirements: Stock Box Stock crankshaft required. Machining, polishing, addition of material or other alteration of the crankshaft is prohibited. Stock factory timing gear is mandatory and must be installed in its original location. Crankshaft journal diameter is 1.180" max - 1.168" min.

Camshaft Requirements: Stock camshaft cores only, ez-spin assy must remain as stock. Cam lobe base circle diameter .865" -.005"/+.010" Duration check for Intake and Exhaust lobes (taken off pushrod). Intake duration of 219 degrees at .050 lift/86 degrees at .200 lift. Exhaust duration of 222 degrees at .050" lift/97 degrees at .200" lift. Max Intake lift on cam .225" – Min .215" lift taken at the pushrod. Max Intake lift at the valve .238" Taken on valve spring retainer with zero lash. Max Exhaust lift on cam .232" – Min .222" lift taken at the pushrod. Max Exhaust Lift at the valve .242" Taken on valve spring

retainer with zero lash.

Blower Housing Assembly: pull starter must be present and remain stock. Pull starter may be rotated for a better crank angle. Aftermarket coating allowed.

Fuel Tank Requirements: stock tank must be removed. Floor mount or gravity fed- Must be approved by promoter.

Fuel Pump Requirements: Fuel pump must be pulsed from either the crank case or the valve cover. You may install a flat metal plate in the original tank location for the purpose of mounting the throttle linkage and fuel pump.

+/- .005 or 2 degrees on all measurements to allow for gauge variances and wear. (All wing classes)

RBOX PRO (BS) - Clone, Ages 8-12, 270# min

(Age range applies for 2022, will revisit age requirements in 2023)

BP Wing drivers will be permitted to move to R-Box Pro class, IF 2021 was your first season in BP Wing (Junior Wing) class.

Clone 196cc ONLY

ARC or Speed Karts .550 NO GO Blue unaltered Restrictor plate only

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

Fuel Pump Gas ONLY

Engine rules 2022 NKA box stock rules will apply

**** Exceptions to NKA rules for RBOX class engines****

-Big pipe w/ 4104 muffler required. No loop pipes, Header pipe and muffler must meet 2022 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.

-Box Stock cast rod or Billet rod allowed, NO Titanium rods allowed.

Box Stock – (BP) - Clone, Ages 9-15, 300# min

(Age range applies for 2022, will revisit age requirements in 2023)

BP Wing drivers will be permitted to move to R-Box Pro class, IF 2021 was your first season in BP Wing (Junior Wing) class.

Clone 196cc ONLY

Pump gas only 87-91 octane only, NO Race gas or oxygenated fuel allowed. i.e., VP/Turbo Blue etc.

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

CLS BP clone engine rules 2022

6.5 OHV engines only / Spec 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. All cylinder heads must be of the "JT" 4 bolt valve cover design. To include the Tillotson JT-207-cylinder head. The TG-1 Cylinder head will also be allowed. 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. 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 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 maybe 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 ran 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 cover maybe drilled and tapped for pulse fitting to fuel pump

Bore and stroke: Stock bore is 2.685 and maybe 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.

Combustion chamber volume: 25CC Minimum. With piston at TDC using prescribed procedure (NKA). The liquid procedure is the official check. It may be checked only Once. Engine should be at room temp

with valves closed / rocker arms removed from valves.

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 spark plug boot must be used as from factory. **Timing key is not required.**

Kill switch within drivers reach from seat while strapped in is recommended but not required in 2022

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 2022 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 or Big pipe w/ 4104 muffler required. Muffler must be unaltered and must meet tech spec for stock class clone. Exhaust pipe / Header must be double nudded 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 2022 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. (All wing classes)

Intermediate Wing Open Clone - Ages 13-16, 350# min

(Age range applies for 2022, will revisit age requirements in 2023)

Clone 196cc ONLY

Fuel type: Gasoline or methanol only (no exotic fuels or additives allowed)

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

Engine spec sheet for Open Intermediate Clone class

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 .897, Exhaust seat maximum ID .862.

Bore and stroke: Stock bore is 2.685 and maybe over bored to 2.718, Stroke is 2.123" +.010" or -.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 in Carburetor.

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 CLUTCHES 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.

+/- .005 or 2 degrees on all measurements to allow for gauge variances and wear (All wing classes)

Adult Wing Open Clone - Ages 16+, 425# min

6.5 OHV-Approved Engine: 6.5 OHV 168-f clone engine.

Engine Spec Sheet for 6.5 OHV 168-f clone Class

Description: Single cylinder, 2 valve, overhead 4 cycle engines.

Cylinder head requirements: No Billet heads, No Honda heads, No Kohler heads. All cylinders heads must be the "JT" 4 bolt valve cover cylinder head only.

Bore: Any Connecting Rod: Any

Piston Requirements: Any

Valve Train: Intake valve head max OD .982 +/- .005" (25 mm) and Exhaust valve head max OD .945 +/- .005" (24 mm). Any Valve, any Keeper, any spring, any lifter, and any push rod.

Crankshaft: Stroke is 2.133" max

Flywheel: Any approved SFI Certified Billet Aluminum Flywheel. No ALTERATIONS.

Carburetor: Any Carb 28 mm Max.

Clutches: DISC OR DRUM CLUTCHES ONLY ALLOWED.

Header and Muffler: Silencer must be a B91XL round hole muffler or RLV-4106. Exhaust pipe must be double nutted, or safety wired, and the silencer must be supported by a clamp-on brace to secure it in place. No loop type pipes allowed.

+/- .005 or 2 degrees on all measurements to allow for gauge variances and wear. (All wing classes)

ATWATER KARTING SPEEDWAY INFORMATION

A: CLUB ORGANIZATION

1. The club is organized as a non-profit organization.
2. The club is organized for the purpose of racing go karts.
3. The officers who manage the club are elected at the annual general meeting. The offices must have 2 legally elected officers for incorporation. Open office positions are announced during the annual meeting opening statement.
4. Offices include: President, Vice President, Secretary and Treasurer. Officers must be 18 years of age or older and will automatically become a board member.
5. Officers will cease office when:
 - A. Resignation is tendered verbally to any two directors or in writing.
 - B. By majority vote of the board of directors or by majority vote of a special general meeting legally called.
9. Each year the Board will recommend rule changes to keep the club rules current with similar clubs and national organizations.
10. The Vice President will assist the President in all matters and substitute in the absence of the President.
12. The Secretary will keep the club's record and minutes and official documents.
13. The Treasurer will keep the club's financial records and each year will recommend club fees designed to keep the club solvent and progressive.
14. AKS Event participants are requested to volunteer on track clean-up sessions or upkeep of the track as needed.
15. Corner Workers must be 18 years of age or older.
16. Public attendance to regular AKS Board meetings is welcomed and encouraged. Anyone wishing to address the Board should submit their request to any Board member for inclusion on an upcoming meeting agenda.

2022 AKS Board Members

OFFICERS: PRESIDENT – Angela Hansen

VICE PRESIDENT – Tasha Fester

SECRETARY / TREASURER – Sue Willing

BOARD MEMBERS: (ALL OFFICERS ARE INCLUDED ON BOARD)

Matt Fester, Mike Christenson

Email: atwaterkartingspeedway@gmail.com

Website: www.atwaterkartingspeedway.com

Facebook: [Atwater Karting Speedway](#)

