

A.K.C.A

**ALBEMARLE KART CLUB ASSOCIATION
2026 Rules and Regulations**



Change: 1 Implemented (3/19/26)

2026 Board Officers

John Weaver- President

David Nettles- Vice President
Jordan Craft - 2nd Vice President

Alyssa Dowdy- Secretary
Jennifer Walsh- 2nd Secretary

Jay Lewis- Treasurer
John Walsh- 2nd Treasure

ALBEMARLE KART CLUB ASSOCIATION

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Board of Directors

Kris Staton
Stuart Jennings
Jordon Craft
John Walsh
David Nettles
John Weaver
Brandon Bartlet
Jennifer Walsh

Tech Official

Vernon Bray
TBD

Rules Committee

Kris Staton
Jared Sawyer
Vernon Bray
John Walsh
Jordon Craft
David Nettles
Brandon Lorah
Jennifer Walsh

Safety Officers

Vernon Bray
TDB

TABLE OF CONTENTS

- | | |
|---|---|
| 1. <u>FORWARD</u> -(Pg 3) | 11. <u>DRIVER RULES</u> -(Pg 15) |
| 2. <u>SPIRIT AND INTENT</u> -(Pg 3) | 12. <u>PRACTICE</u> -(Pg 16) |
| 3. <u>INSURANCE</u> -(Pg 4) | 13. <u>QUALIFYING PROCEDURES</u> -(Pg 17) |
| 4. <u>MEMBERSHIP</u> -(Pg 4) | 14. <u>RACE RULES & PROCEDURES</u> -(Pg 17) |
| 5. <u>RESERVED PARKING</u> -(Pg 5) | 15. <u>RACE PROTEST</u> -(Pg 20) |
| 6. <u>COMPETITION AGE & REGISTRATION</u> -(Pg 8) | 16. <u>INCLEMENT WEATHER</u> -(Pg 20) |
| 7. <u>PROTECTIVE DEVICES</u> -(Pg 8) | 17. <u>POINTS</u> -(Pg 20) |
| 8. <u>CLUB TECHNICAL INSPECTION</u> -(Pg 9) | 18. <u>MISCELLANEOUS REGULATIONS</u> -(Pg 21) |
| 9. <u>CLUB TECHNICAL INSPECTION CONTINUED</u> | 19. <u>CLASSES, WEIGHT, PLATES & REQUIREMENTS</u> -(Pg 22) |
| 10. <u>FLAG SIGNALS</u> -(Pg 15) | |

1. **FORWARD**

- 1.1 Included in this booklet are the 2026 Competition Regulations of Albemarle Kart Club Association Inc (A.K.C.A.). These regulations become effective on January 1, 2026 and will remain in force with such modification or additions as the Board of Directors may determine necessary. Unless the class requirements of safety regulations specifically state that modifications or optional equipment is permitted, it will not be allowed. All A.K.C.A members and karts will be governed by the **current World Karting Association (W.K.A)** rules and regulations, except as directed in this rulebook.
- 1.2 By the mere fact of entering an A.K.C.A. event every participant agrees to abide by these regulations and supplementary regulations pertaining to the event. Recognizing the only authority of officials of that event, and above these, the A.K.C.A.
- 1.3 Any other sanctioned event may have its own special set of rules supplementing these regulations. Should these regulations conflict with the special rules of the event, it is understood that the latter will take precedence by virtue of their specialized nature for the duration of the event in question.
- 1.4 **Infraction of a rule or rules may result in exclusion or expulsion from the event, or in extreme cases, suspension, or expulsion from the Association.**

2. **SPIRIT & INTENT**

- 2.1 Karting is a sport designed for fun and enjoyment for the whole family. These rules and regulations have been kept to a minimum.
 - 2.1.1 **INTENT:** These rules are the standard by which Karting will be guided. Officials at events are authorized to decide if a change or design is an attempt to *“Beat the Rules.”* They can and will disqualify an entry and the disqualification will be reviewed by the Board of Directors. The Albemarle Kart Club Association officials or representatives shall have the right to initiate action correcting a hazardous condition or a condition not in compliance with the Spirit and Intent of these regulations.
- 2.2 The entrant and/or driver, in signing the entry form for any A.K.C.A event, elects to use the course of the event at his/her own risk, and thereby releases and forever discharges the Albemarle Kart Club Association together with their heirs, assigns, officers, and representatives, agents, employees, and/or reputation that maybe received by said entrant and/or driver, and from all claims of said injuries to parties listed above growing out of, resulting from the event contemplated under the entry form, or cause by any construction or condition of the course over which the event is held.
- 2.3 Any A.K.C.A participant showing unsportsmanlike conduct (non droppable offense), inclusive of verbal abuse, threats, profanity and or aggression towards any individual, official, participant, spectator, etc., will subject the offender to immediate ejection from the premises, fines, suspensions, and loss of points and/or awards. Only the Board of Directors will have the power of suspension, their decision shall be final, and each infraction will be on a case-by-case basis.

- 2.4 **NO EXCEPTIONS** Anyone disrespecting an official or employee during a race or between the races will be **FINED \$100 AND PER A RULING BY THE BOARD OF DIRECTORS COULD BE REQUESTED TO LEAVE THE EVENT.**
- 2.5 Any person who has consumed any **ALCOHOLIC BEVERAGES OR ILLEGAL DRUGS** on the day of an **A.K.C.A** event **WILL NOT BE ALLOWED TO COMPETE.** No one on the premises will be allowed to drink alcoholic beverages during any event being held at A.K.C.A.

3. INSURANCE

- 3.1 Albemarle Kart Club Association participates in an insurance program that is secured through a very simple system of “pit passes”. All drivers, crewmembers and spectators must purchase these passes. All pit passes entitle the purchaser, regardless of his/her function, to the insurance program benefits. This pass serves as the waiver and release of liability. All Officers, Board Members, and Track Personnel must sign the waiver and release of liability before the first race and will remain in effect for one year.
- 3.1.1 **PIT PASSES ARE MANDATORY, ARMBANDS MUST BE SECURELY WORN ON WRIST AND DISPLAYED UPON REQUEST.**
- 3.1.2 **ANYONE FOUND IN THE PIT AREA WITHOUT A PIT PASS WILL CAUSE THE DRIVER THEY ARE SEEING TO LOSE THEIR POINTS FOR THAT EVENT AND BE FINED \$125**
- 3.1.3 All adult drivers must sign a waiver of liability release before being allowed to use the A.K.C.A track. Parents will sign for drivers under18.
- 3.1.4 Anyone entering onto the track without an insurance pass or when the track is closed shall be subject to a \$125.00 fine. Failure to pay the fine revokes the privilege of competing in an A.K.C.A event.

4. MEMBERSHIP

- 4.1 **VOTING MEMBER:** Members shall be limited to people who join the A.K.C.A and pay membership dues. This entitles members to vote in A.K.C.A events. Members will receive a membership card and rulebook on request, or they may download the rules from our club website: www.albemarlekartclub.com. The Board of Directors or officers will review the application of all people desiring membership in the Albemarle Kart Club Association.
- 4.2 **MEMBERS & BOARD MEETING:** Our meetings are held tentatively on the second Tuesday of the month between starting 6:00-7:00 pm. Check the website or our Facebook page for updates. **All Officers and Board members must attend all meetings (with the exception of extenuating circumstances and must make the board aware of his/her absence).**
- 4.3 **Racers under 18 years old must have a non-racing guardian membership.** Non-racing guardian must accompany the minor at all events including Sunday Practice.
- 4.4 **DUES:** Dues renewal must be paid on or prior to the date of the second points race. If a member fails to pay his/her dues by this date, they must rejoin A.K.C.A at the new member rate.

Note: In order to be eligible for year end awards in a point series, you must be a member of the AKCA.

4.4.1. As a member of A.K.C.A you will be given a membership card. This membership card is your official form of identification as a member and must be displayed to receive member benefits for admission and racing. If you do not have your card in your possession you **MUST VERIFY WITH REGISTRATION AND A TREASURER YOUR MEMBER STATUS** or you will pay non-member fees for admission and racing. If you lose your card, you may request a replacement card and you must pay a \$5.00 replacement fee.

4.4.2 Prices for membership are as listed:

- **\$25 Driver/Non-Driver Member for the 2026 season**

4.5 **MEMBERSHIP BENEFITS:** As of the **2026** season.

RACER	NON-RACER
Sunday Practice 9am-1pm (10 Kart Max) (Must have wrist band from Saturday event)	Sunday Entry to accompany their driver/team 9am-1pm (Must have wrist band from Saturday event)
Preferred Parking (pending sponsors spots)	

4.6 **WORKDAYS:** Any single participant of workday(s) will receive a \$5.00 voucher off any points race to be used at registration. **1 VOUCHER PER POINTS RACE PER EVENT.**

4.7 It shall be the duty of every A.K.C.A, member to conduct himself/herself while representing the Association in a manner that shall not be prejudicial to the Association, nor bring unnecessary criticism on the Association.

4.8 A member competing in any A.K.C.A, sanctioned event shall make his/her duty to always present a neat appearance. Shirt and shoes are required to be always worn in the pit.

5. RESERVED PARKING

5.1 Any A.K.C.A member in good standing may reserve a pit space for a yearly fee of \$200 for inside fence and outside designated fence line limited to 12 feet wide and limited to 1(one) space. For the 2026 Season reservations will transfer to participating tracks. I.e. Tri-county kartway, Capital City, and Margarettsville Speedway and must be made early to provide both tracks with a paid list. Parking for the day of the race will be \$25 per event at each track. See the chart below for other prices.

5.2 Track officials and the board will maintain a list of spots issued. **No vehicle will be allowed to occupy a reserved space without consent from the original owner.** If the original owner notifies

the club/track that they will not be attending a certain event then the spot will be rented by the club to an attendee for \$25 for the day of that event.

- 5.3 **A member who is suspended or is not otherwise a member in good standing will lose their reserved space. The pit space fee is non-refundable and will not be prorated for a partial year.**
- 5.4 Unreserved pits are available on a first/come first/serve basis. Only vehicles carrying kart equipment are allowed in the pits. Members who have multiple karts and have a need for more than one pit space may request additional space. If space is available your request may be approved but may require you to move to another space.
- 5.5 Inside sponsor parking will be limited and reviewed before approval. Albemarle Kart Club Association will make its best effort to accommodate all sponsors with the mutual understanding that space is limited and on a first come first serve basis.

Note: Season sponsor parking payments are due on/or before the first points race of the season.

Note: Special events such as Halloween Havoc, VDKA, and others events, will need to be reserved separately and through those organizations.

- 5.6 See the map on (next page) for our prices and locations.

- Yellow \$200 or \$25 Per Race**
- Orange \$150 or \$25 Per Race**
- Blue \$125 or \$25 Per Race**
- Green \$100 or \$25 Per Race**
- White \$75 or \$25 Per Race**

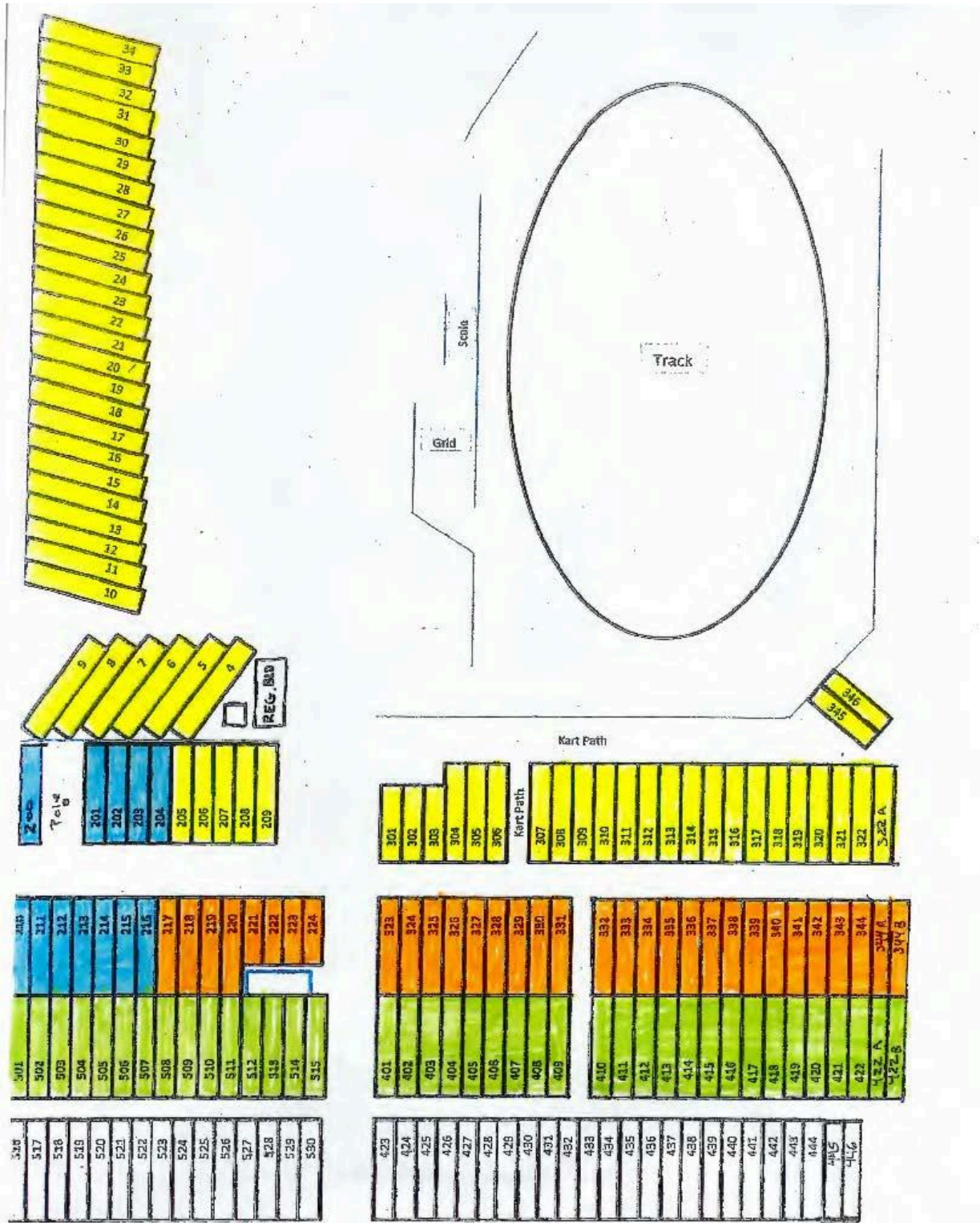
note : (REF Rule 5.4) Availability is limited. Members and sponsors will receive preferred/premium spots on a first come, first serve basis

NOTE:

- **PRICES ABOVE ARE OUTLINED FOR THE NC STATELINE SHOWDOWN SERIES**
- **DIRTY TIRE SERIES \$25 FOR THE SEASON IN ANY SPACE**

****** SEE NEXT PAGE FOR MAP******

5.7 **PARKING MAP**



*Note: spaces 35,36,37,38,39 (inside fence area) not pictured are \$200 spots (yellow)

6. COMPETITION AGE & REGISTRATION

- 6.1 A Driver's actual age as of January 1st, will establish their karting age during that calendar year.
- 6.2 Exception: If a driver turns the minimum age for the next class during the racing year and wishes to move to a senior class, they may do so by written request to the A.K.C.A Board of Directors.
- 6.2.1 Jr. drivers of borderline ages may run both classes. (I.E. a 10-year-old may run JR1 and JR2, a 12-year-old may run JR2 and JR3, and a 15-year-old may run JR3 and adult.) The karts must be legal for each registered class and **A.K.C.A recommends using separate karts for each division.**
- 6.3 Members may petition the Board of Directors for approval to remain in class if they believe it is unsafe for their child to advance to the next class.
- 6.4 **MINOR DRIVER QUALIFICATIONS:** Before minors are allowed to use the A.K.C.A track, it is mandatory that the "Parents Statement of Health for Minors" form and "Release of Liability and Hold Harmless Agreement" form to be completed. This may be done annually or weekly at the track. Parents must show proof of the age of the minor with a copy of the Birth Certificate.
- 6.5 **REGISTRATION:** Karts must be registered and checked before they are permitted on the track.
- 6.5.1 AKCA will accept Call-in registrations the day of the race and will be allowed to pre-register prior to registration closing. Racer must check in by registration closing time to qualify as normal otherwise they must start at the end of the longest line.
- 6.5.2 **No refunds will be given after Qualifying has occurred.**
- 6.6 **RELIEF COMPETITORS:** Relief drivers are not permitted unless otherwise granted by the Race Director. Competitors of record must qualify their own entry and compete in at least the first lap of the main event. The competitor who begins the race is the one who receives credit for that race. Alternate or relief competitors who meet all class requirements may be permitted to substitute. If relief competitors are used, both or all, must meet minimum after-race requirements. Prior to a completed green flag lap, a relief driver must start at the rear of the starting grid.

7. PROTECTIVE DEVICES

- 7.1 Full coverage crashes helmets of approved design and which are specifically manufactured for racing use are compulsory for all racing and practicing. The outside structure of the helmet shall provide full ear protection. (It is required that the helmet must meet the standards listed by WKA see 7.5). The wearing of suitable goggles or visors is compulsory. In addition, all drivers shall be required to wear jackets of leather, vinyl, or abrasion resistant nylon and full-length pants to prevent or minimize abrasions. **Shoes, socks, approved gloves and neck restraints are required. Closed toe shoes with laces (no Hey Dudes or slip on shoes, etc).**
- 7.2 **All JR1 and JR2 classes must wear SFI chest protectors.**

- 7.3 All safety equipment to be used by the driver must also be available for the technical committee's inspection. It is recommended that sports cameras should not be mounted on helmets.
- 7.4 Champs must run arm restraints and belts must be no older than 4 years and in good condition.
- 7.5 [Helmet Certifications will follow the most current WKA requirements:](#)

*Note: For further clarification regarding helmets and other protective devices please refer to the latest updates in the WKA Tech manual **2026 Supplement to TM-115.1 HEAD GEAR REVISED February 3, 2026 (CMR & CMS Revisions) Helmet Certification Identification Tags***

<https://www.worldkarting.com/2026-helmet-certification-identification-revised/>

8. CLUB TECHNICAL INSPECTION

- 8.1 **PRE-TECH:** By accepting pre-tech stickers it is your responsibility to keep your kart up to tech standards. Your kart should be maintained by pre-tech standards at all times. If your sticker is lost or removed please have your kart re-teched and consult the Tech official prior to putting your kart on the race track.
 - 8.1.1 **All Classes-** Chassis must conform to WKA rules. The club Technical Safety Inspectors must thoroughly examine each kart and only when a kart passes all requirements will it be allowed to operate on the track.
 - 8.1.2 **NUMBER PANELS ARE MANDATORY:** It is mandatory to have a panel on the front, rear, and both sides of the kart. Numbers are required to be at least 5 inches high. Number panels and highly contrasting numbers are mandatory. It is the driver's responsibility to have numbers readable for the scoring tower. Karts that have numbers unreadable or have lost them are subject to not being scored. Husband, wife, or child may use the same kart number. If two karts have the same number in a class, the second kart to sign up for that class will put an "X" at the end of the number. All numbers will be required to be legible to the corner marshals.
 - 8.1.3 **JR. STARS AND JR. STARS CHAMP:** Are required to run a #35 chain and 16-66 gear set with a maximum tired circumference of **34.25**
- 8.2 All engines and chassis are subject to a technical inspection after each Qualifying and Race events. **KARTS ARE PRESENTED TO TECH AS RACED WITH NO ALTERATION.** Any person not willing to prepare their engine or chassis for inspection will be disqualified from the event.
- 8.3 **PRE-TECH CHECKLIST:**
 - 8.3.1 **STEERING:** All steering assembly bolts must be cotter-keyed and/or safety wired and be a minimum of ¼" diameter. Steering wheel must be min. 10" diameter with three spokes, or butterfly type with min. 10" diameter, four spokes with 5" grips on each side.

- 8.3.2 **AXLES:** Front spindles must be cotter-keyed, and rear axles must be cotter-keyed, safety-wired, or snap-ringed. Self clamping wheels may be snap-ringed.
- 8.3.3 **BRAKES:** Brakes must be in working order to stop both rear wheels. All bolts, nuts, and roll pins must be cotter-keyed or safety-wired in master cylinder and calipers. Brake pedal must be secured to the kart with cotter-keys or safety wire. **Wolf plate rotor guard must be installed. Karts with a left mounted rotor must have a securely mounted wolf plate.**
- 8.3.4 **WEIGHTS:** Weight attachments will follow the WKA **Weight Mounting WKA REVISED Rule ++401.8** in which is listed below.
- 8.3.4.1 Any weights added to the kart for the entry to make weight must be painted WHITE in color, marked with the Kart number and Weight amount like: (k99-#8) and securely attached to the kart.
- 8.3.4.2 All weights mounted to the seat MUST have a minimum of 1-1/4" OD Fender "style" Washer on the inside of the seat, and another washer placed against the nuts. NO washers between the seat and the weight on the outside of the seat are recommended as the weights are to be completely tightened.
- 8.3.4.3 Weights under 7lbs will have a minimum of at least one 5/16"/8mm diameter bolt completely tightened and cotter-keyed or double nutted.
- 8.3.4.4 Weights 8 lbs to 15 lbs will require two 5/16"/8mm or one 3/8"/10mm bolt completely tightened and cotter-keyed or double nutted.
- 8.3.4.5 Each bolt location in the seat cannot exceed 15 lbs per location and must comply with the above bolt rules listed for the total amount of weight used. Stacking of weights is allowed.
- 8.3.4.6 Using frame tabs and weight brackets on main frame rails are recommended and will require above bolt requirements limits.
- 8.3.4.7 All (4) seat mounting bolts are recommended to be installed with 1-1/4" min. OD washers like weights.
- 8.3.4.8 Weight may be attached to the front bumper by using weight brackets. No weight may be attached to any nerf bars or to the back bumper. No weight can be located on the driver's body.
- 8.3.4.9 No weights above 15 lbs will be permitted.
- 8.3.4.10 The use of carriage bolts is not recommended.
- 8.3.5 **KARTS:** Maximum wheelbase 43.0, minimum 39.75" measured from axle to axle centers. Minimum tread width 28", measured from outside of one tire to inside of the opposite

tire. Maximum overall width 50.0" for all four-cycle classes. Overall maximum length 74.0". Maximum kart height 26.0". Side panels 14.0" maximum height from ground.

*Note: The kart frame is the official entry in an event and cannot be changed without permission of the Race Director and/or Tech Official. **Changing of the frame will require a pre-tech inspection if not already performed.** Otherwise that kart/frame will not be allowed on the track.*

- 8.3.6 **FAIRINGS, NOSE CONES, AND NERF BARS:** Fairings, nose cones, and nerf bars will be checked according to W.K.A. Tech Manual.

Note: In Junior Stars, Junior Sportsman I and Junior Sportsman II classes, no steering fairings are allowed as per W.K.A. rules.

- 8.3.7 **SEATS:** Minimum seat heights are as follows:

- Sportsman Classes 10.0"
- Junior Classes 12.0"
- All other classes 14.0"

8.3.7.1 No part of the seat can extend past the rear axle. No lay-down type seats. If the back of the seat is built up to make the height, it must be done as to make it part of the seat

- 8.3.8 **BODIES:** It is mandatory for all Junior Classes to run body fairings as follows:

- Nose cones maximum height 14"
- Side fairings maximum height 14"

8.3.8.1 In order to compete at AKCA all drivers must have a complete body of any style (i.e. highside, swoop, etc). A complete body must have a nose, left side and right side.

8.3.8.2 During the course of a race a driver can lose one side panel and finish the race, but cannot start any other race until the kart is returned to safe condition. Prior to the start of the next race the tech official will make a determination if the kart is safe to race again.

- 8.4 **POST QUALIFYING:** If found illegal during post qualifying inspection you must pay a \$20.00 fine and you will start in last place in your event.

8.4.1 If multiple karts are found illegal in post qualifying tech they will be arranged in order of disqualification at the rear of the field for their event.

8.4.2 "A" main qualifiers that are found illegal will be put in at the rear of the "B" mains referencing rule 8.4.1 above.

- 8.5 **POST RACE INSPECTION FIRST OFFENSE:** If you are found illegal in post-race inspection for the 1st offense you will get a droppable 0 points.

- 8.5.1 Infractions of separate issues will result in the multiplying of first offense penalties. This means your second “first offense” will result in a non droppable 0 points, as only one droppable race is allowed per points series.
- 8.6 **POST RACE INSPECTION SECOND OFFENSE:** The penalty for a reoccurring 2nd offense you will get a non-droppable 0 points, minus 15 points and a \$50 fine.
- 8.5.1 Each separate infraction will be penalized as a “first offense”, whereas a recurring infraction will be deemed as “second offense” and receive the highest penalty.
- 8.7 **The top 3 karts must report to post race tech. Failure to report is an automatic DQ.**
- 8.8 **MUFFLERS:** W.K.A approved mufflers are mandatory and can be compared to a known stock muffler. **It is mandatory that header pipe bolts are safety wired. Clone headers must be wrapped from flange to muffler. Mufflers not required for Limited Modified and UAS/RWYB.**
- 8.9 **ENGINE TECHNICAL REQUIREMENTS**
- 8.9.1 **Briggs 4-Cycle:** For all engine specifications and modifications, please refer to the current W.K.A manual.
- 8.9.2 **Clone-**For all engine specifications and modifications, please refer to the current **WKA manual.**
- 8.9.3 **Ducar 212-** For all engine specifications and modifications, please refer to the current Dynocams manual. (see rule 8.9.3.1)
- 8.9.3.1 Note: **OPEN GEAR** for Ducar classes **permitted** (i.e. mini, skip tooth, and standard)*
- 8.9.4 **The Tillotson carburetor (PK-1B) will be illegal**

9. **CLUB TECHNICAL INSPECTION CONTINUED**

- 9.1 **FUEL:** Fuel MUST be in RED CONTAINER or have a bright RED LABEL clearly marked FUEL ONLY or Flammable. **All gas is sold at the track with the exception of limited and UAS classes.**
- 9.1.1 **CLONE & DUCAR:** 87 Octane only.
- 9.1.2 **LIMITED:** 100% Methanol ONLY. NO CLOUDY FUEL
- 9.1.3 Hot fuel or fuel adhesive additives are illegal for Clone, Ducar, and Limited classes.
- 9.1.4 **FUEL SPILL:** A kart spilling fuel or other hazardous material on the track will be black/orange flagged.

- 9.1.5 Any entrant or crew disposing of fuels and lubricants in the pit or course area by pouring/ spilling such fuels or lubricants upon the ground or in trash cans will be subject to a **\$ 100.00 fine.**
- 9.2 **OIL:** Flammable and dangerous additives to oil are not to be considered oil and are subject to being tested. Any individual found to have an illegal additive in their pit, kart or in their possession will be disqualified.
- 9.3 **The A.K.C.A will not be responsible or held liable for any charges brought as a result of anyone violating guidelines and using dangerous and harmful chemicals.**
- 9.4 **ENGINE PROTEST:** ALL PROTEST MUST BE MADE IMMEDIATELY FOLLOWING THE RACE, ON THE OFF RAMP BEFORE ANYONE CROSSES THE SCALE BY THE DRIVER RAISING HIS OR HER HAND, VISIBLE TO THE WEIGH IN PERSON, OR FOR JR. DRIVERS, A PARENT MAY NOTIFY THE TECHNICAL OFFICIAL BEFORE THE CHECKERED FLAG. The driver desiring to protest will post a cash fee of **\$200.00** within **15 minutes** of protest. Once a protest is initiated, the protest cash fee cannot be refunded. If a protested entry is found illegal, the competitor will be disqualified and \$150.00 will be returned to the protestor, \$25.00 goes to the Tech Official and \$25.00 will go to A.K.C.A. If protested entry is found legal, **\$150.00** will be given to the protested driver, \$25.00 goes to the Tech Official, and \$25.00 will go to A.K.C.A. You can protest anyone in a class if you run in that class at least one lap in the race. You may only protest someone finishing ahead of you.
- 9.4.1 A disqualified driver is not eligible to protest.
- 9.5 At the time the driver is notified by the Track Official of the said protest, driver, or designated engine representative has 15 minutes to remove the engine and surrender it to the Tech Official. At the discretion of the Tech Official, your engine can be taken down completely, NO ONE WILL BE ALLOWED IN THE TECH ROOM EXCEPT THE TECH OFFICIALS AND THE ENGINE REPRESENTATIVE.
- 9.6 **ENGINE CHANGE:** A choice of motor will be designated (Qualifying or Main). If an engine is changed between Qualifying and the Main event, a Tech Official must be informed; failure to do so may result in disqualification. The changed engine is subject to be inspected by a tech official. All engines will be tech checked according to the W.K.A. manual for Briggs motors or N.K.A. regarding the Clone motor.
- 9.6.1 An engine change that is properly reported to the tech official will allow that racer to compete in their event starting at the rear of their field. Please follow tech officials guidance for engine changes (i.e. updating seals and other requirements).
- 9.7 **TIRES:** **HBM REAPER Tires only for all classes (Dirty Tire Classes refer to Dirty Tire rule set)**
- 9.7.1 Only slick tires are allowed. **No knobby or treaded tires.**
- 9.7.2 All tire prepping must be done with extreme care.

- 9.7.3 Tire Warmers and heat boxes are the preferred method to heat tires. Any others must be conducted outside of your trailer.
- 9.7.4 Your prep **MUST** be in a container that is clearly marked.
- 9.7.5 You must have an up-to-date and charged **FIRE EXTINGUISHER VISIBLE** in your pit.
- 9.8 **DRIVER WEIGHT & WEIGH- IN:** Drivers are responsible for their weight check before the race.
- 9.8.1 Suitable scales will be provided to accommodate driver and kart. After each time trial or heat race all drivers are to weigh in full driving uniform, including helmet, jackets, shoes, boots etc.
- 9.8.2 If a competitor is under weight after a time trial or heat race, he must add the additional weight required and start at the rear of the pack in the main event.
- 9.8.2.1 If a class is split into “A” and “B” mains and a competitor is underweight. Then the infraction will follow the guidelines of **POST QUALIFYING SECTION 8.4.**
- 9.8.3 Added weights will be checked for proper mounting at the time of pre-race safety inspection and at weigh-in time after the event.
- 9.8.4 If a driver is disqualified for failure to pass post-race weight the driver will receive a droppable DNW (Did Not Weigh) which is the equivalent to 0 points.
- 9.8.5 **Improper mounting of weight after an event is cause for disqualification in the form of a DQ following the guidelines set in the POST RACE INSPECTION SECTIONS 8.5 and 8.6.**
- 9.8.6 Any driver proceeding to the pit area or impound area after any race without weighing-in will be disqualified in the form of a droppable DNW (Did Not Weigh) which is the equivalent to 0 points.
- 9.8.7 If you refuse to weigh your kart, you will receive a disqualification in the form of a droppable DNW (Did Not Weigh) which is the equivalent to 0 points.

NOTE: Driving on the scales is prohibited; engines must be shut off while weighing. Only drivers are allowed in the scale grid area up to the designated line. All Limited classes MUST have their weight clearly displayed on their kart.

10. FLAG SIGNALS

- 10.1 **GREEN:** Display at the start of the race or practice session and kept visible as long as the track is clear for racing.

- 10.2 **YELLOW: IMMEDIATELY SLOW DOWN!** Do not race back to the caution. Race will start using positions from **the last green flag lap**. Any driver disregarding the yellow flag is subject to get the black flag.
- 10.3 **RED: STOP IMMEDIATELY!** Clear the circuit as well as circumstances permit. **The track is hazardous and unsafe for racing. Any driver found disobeying the red flag will be immediately disqualified from the race and subject to SUSPENSION.**
- 10.4 **YELLOW & RED FLAG:** Restart, Reform pack for restarts, at slow pace.
- 10.5 **BLUE: (BLUE/YELLOW):** Another competitor is trying to overtake you, **move to the outside of the track.**
- 10.6 **BLACK W/ ORANGE DOT:** Denotes to a driver he has defective equipment, is creating a hazard, and must come in immediately for repairs. If not comply with after 2 laps will be black flagged.
- 10.7 **BLACK:** Continue one more lap at reduced speed and exit the track.
- 10.8 **ROLLED BLACK:** You are warned that your driving technique is bordering on disqualification and any further displays of the same will be cause for disqualification.
- 10.9 **WHITE FLAG:** During the running of any event or heat race, the Head flagman or Starter may use both the checkered flag and the black flag combined to finish the event or heat race if suspicious or reports of foul, rough or illegal driving or unsportsmanlike conduct is present. It shall then be considered that the event or heat race was finished under official protest by the Race Director or starter. Once the white flag is displayed the next flag will end the race whether it be the checkered or combination flags as explained above.

Note: Drivers causing incidents/accidents on the final lap will be held with greater accountability than other event flags. After checking with corner men and the Head Flagman, the Race Director will state findings or rulings to the entrant(s) involved if an infraction of the rules occurred.

- 10.10 **CHECKERED:** You have finished the race or practice session and may exit the track.
- 10.11 Should conditions exist whereby drivers cannot easily distinguish the various flags by color. The Race Director will call a special meeting to advise all drivers and crews of any required changes.

11. DRIVERS RULES

- 11.1 Male and Female drivers are permitted in all classes
- 11.2 Entrants/drivers and crewmembers in general are required to be fully conversant with these regulations and any supplementary rules or instructions governing an event and are (by reason of their entry therein) bound by such regulations, supplementary rules, or instructions. Officials of any event shall have and exercise their powers during the entirety of the event.

- 11.3 Prime responsibility for the safe condition and operation of a kart or any other vehicle in competition rests with the owner and driver. The course operator's main responsibility is that of providing a safe place to conduct events. Safety is everyone's responsibility and must be shared in total by every person and associate of the sport of karting. The purpose of this rulebook is to provide a common denominator of standards which will benefit all those concerned. For this reason, adherence to the rules and practices set forth in this book is fundamental to the welfare of everyone in this sport.
- 11.4 Drivers will always be responsible for the conduct of their crews and any offense committed by a crew member will be chargeable directly to the driver or entrant. This particularly applies during the running of an event while the kart owner (or driver) is away from the pit. The responsibility also extends to the conduct in the local area of the event, including motels, hotels, restaurants or any private place and track facilities or property. The Board of Directors will meet to determine what action will be taken (suspension or membership revocation) on any competitor that has been black-flagged during a race and does not proceed directly to the pit area, creates a disturbance or behaves in an unsportsmanlike conduct.
- 11.5 **DRIVERS SIGNALS:**
- 11.5.1 Drivers shall signal by raising their hand if they intend to stop, pull off the track or suddenly change their course of normal racing pattern.
- 11.5.2 A Driver who is stalled on course shall raise both hands to indicate that no move will be made until the field has passed.
- 11.5.3 Driver signals to the pits shall be used in such a manner so as not to confuse the officials or other drivers on the track.
- 11.6 It is **mandatory** for all drivers to attend the drivers meeting, any drivers choosing not to attend shall start the race at the end of the longest line. Roll calls may be taken to determine what drivers are not at the drivers meeting.
- 11.7 All drivers must securely fasten any hair extending more than 3 inches from the base of the helmet. Drivers with more than 3 inches must secure hair inside of their helmet. If hair falls out during a race, the driver is subject to being black-flagged.
- 11.8 Officials reserve the right to prevent any driver from participating in any A.K.C.A events.

12. PRACTICE

- 12.1 Karts practicing in a class for which they have not registered and paid for are subject to being placed at the rear of the starting grid of any race that they are registered, at the discretion of the Race Director.
- 12.2 Anyone riding in a senior class may **NOT** practice in a junior class entry.
- 12.3 Transponders need to be in karts for practice sessions. Should the section on **INCLEMENT WEATHER** (Section 16) need to be utilized during the course of any event.

13. QUALIFYING PROCEDURES

- 13.1 To qualify, a racer lines up in the grid according to their sign-up sheet position.
- 13.2 All class competitors must be in the grid prior to the start of qualifying, you must report immediately to the grid when your class has been called. Once the grid director closes the grid you will not be allowed to enter the grid and you must start the main event at the end of the longest line, we will not hold the class waiting for you.
- 13.3 No kart can enter or leave the grid after the start of qualifying.
- 13.4 Qualifying will usually consist of 3(three) laps but the number of karts on the track is at the discretion of the Grid Official/race director.
- 13.5 Any pushing or blocking in the qualifying will result in being put to the end of the longest line in the main event.
- 13.6 Drivers must enter the scales and be weighed and pass through post qualifying tech inspection.
- 13.7 No tools are allowed in the grid unless directed by the Grid Official (Air gauges and starters are only allowed).

14. RACE RULES & PROCEDURES

- 14.1 **NUMBER OF KARTS:** Maximum number of karts will be 20 for adult classes and 16 for JR classes. Thereby, 21st back in adult classes and 17th back in JR classes will be considered “B” main qualifiers.
- 14.2 **STARTS:** If the time trials are used to determine the qualifying fields, the fastest karts will start first with the slowest karts in the rear. Drivers in each heat will receive the starting light, starting flag as he passes the starting line. Drivers “jumping” the start can be moved to the back of the pack or disqualified from the heat. Anyone creating two false starts will be sent to the back of the pack. The starter will start the race and do all flagging at the starting line. No signaling should be done from the center portion of the track. All races will start with a single file line.
 - 14.2.1 Single file starts in **ALL CLASSES**
 - 14.2.2 Anyone who intentionally spins out on the start will rejoin the pack in the rear or may be disqualified via a black flag.
 - 14.2.3 After the race has started if a kart and driver leaves the race surface and enters the Pit area the Kart and Driver will not be allowed to re-enter the race
 - 14.2.4 Any driver whose kart stalls on the start of an event must hold his arm vertically above his head as a warning to the other drivers. No person may approach the kart until the remainder of the starting field has passed.
 - 14.2.5 Once the first Kart leaves the grid at the start of a feature, a kart that is disabled in the grid has 2 (two) minutes to join the field. If a kart is unable to start the race the entire line will move forward. JR Classes can change a spark plug only prior to the start of the

race and before 1st official lap with approval of Grid Steward. ALL CLASSES will allow the replacement of the pull cord if it can be completed in the 2 (two) minute time frame (i.e. carry a replacement pull cord with you to the grid)

- 14.2.6 No one can pass on the start until he or she has passed the starting cone/line. If they pass before the cone/line, they will be put to the rear, 2nd time may be disqualified.
- 14.3 **RESUMPTION OF RACING:** After running under the yellow flag, the Head Flagman will give the one lap signal with traffic light off. This will tell everyone that on that lap, the pole man can start the race anywhere from the designated point on the back stretch of the track to the flag stand. If the pole man has not resumed racing after reaching the flag stand, the Head Flagman will give the signal to resume racing. When the pole man or flagman starts, the green light will come on and the race is resumed. The flagman, except for Jr. Restricted class, will restart all Restricted Classes.
- 14.4 All heat races and main events will follow a 15 (fifteen) minute time limit. Red flag conditions will not count against the time limit.
- 14.5 If a driver is preparing to lap another competitor, the driver of the overtaken kart is obligated to give way by moving to the outside of the track and allowing the lapping kart to pass.
- 14.6 If the overtaking driver is unable to pass the lapped kart due to his failure to give way, on the next lap the starter will give the overtaking (blue) flag to the offending driver. If the driver still fails to give way, he will be black-flagged to his pit and receive last place points.
- 14.7 During an event, it is expressly forbidden to drive or push a kart at any time, or under any condition, in a direction opposite to that which the event is being run without the specific approval of the race official. **Infringement of this rule means immediate disqualification.**
- 14.8 If for any reason a driver is forced to stop his kart on or near the course during an event, it should be his first duty to place his/her kart in such a manner as to cause no danger or obstruction to other competitors.
- 14.9 A driver should always be prepared for another Kart to pass and must therefore be on the lookout for the approach from behind of other (faster) karts. **The deliberate blocking of faster karts is cause for disqualification.**
- 14.10 If during the progress of a race, a driver inadvertently comes to a stop with all four wheels off the track, he/she may rejoin in a safe manner at any place. If racers re-entry causes a caution or wreck, that racer will be black-flagged.
- 14.11 If during the progress of a race inadvertently comes to a stop on the course in the path of overtaking karts, he/she should remain in their kart, raising both arms above he/she head as a signal to the other drivers that he/she will not/cannot move their kart.
- 14.12 Any foul driving, unnecessary bumping, crowding, chopping, blocking, or unsportsmanlike conduct on the course will subject the driver to immediate disqualification. Any driver who deliberately bumps or pushes in a race will be subject to disqualification from the event.

- 14.13 When two karts are entering a turn together the kart that is behind, whether it is an inch, or several feet is required to negotiate the turn without endangering or impairing the progress of the kart in front. Conversely, the kart in front should not take a deliberate line for the reasons of crowding a following competitor off the course.
- 14.14 Anyone causing a caution will be put to the rear of the pack. If two or more karts are involved in a caution all karts involved will be put to the rear. They will line up at the discretion of the scorekeeper and the Head Flagman.
- 14.15 **Anyone not up to speed, continuously being lapped or causing 3 cautions will be black-flagged to the pits at the discretion of the Flagman.**
- 14.16 **PIT CREW PROCEDURE DURING AN EVENT:** This procedure is reserved for the exclusive use of competing karts and their crews and is subject to the control of the Pit Steward. Unless the kart is off the track, no pit crew member will be allowed in front of the pit (between the pit and track) except for one member who may be in front of the pit for the purpose of signaling his driver, and then only for the length of time needed to accomplish the actual signaling operation.
- 14.17 **OFFICIALS:** All Officials must be qualified or familiar with all the rules and regulations.
- 14.18 **RACE DIRECTOR:** Shall be the official working in conjunction with the Head Flagman to manage the karts on the track. In addition, the Race Director will oversee the grid and the pits. The Race Director in conjunction with the Head Flagman can disqualify anyone who in their opinion or that they oversee in violation of the rules or whose kart is or has become unsafe to operate.
- 14.19 **PIT STEWARD:** That official having charge of the pit area and any official working in this area. He shall keep all unauthorized persons out of the area and report litigation or violations to the Race Director.
- 14.20 **HEAD FLAGMAN:** Shall be the official in charge of the flags, working in conjunction with the Race Director. He will oversee the karts on the track and through conversations with the turn marshals render decisions on incidents that occur. His flag signals are to be obeyed without exception. The Head Flagman shall conduct a meeting for all drivers prior to the start of an event to explain the flags, their use and rules of the road.
- 14.21 **TURN MARSHALS & FLAGMEN:** Strategically located around the course will report any infractions. The Flagman will use the YELLOW FLAG when necessary to signal a driver on his portion of the track.
- 14.22 **ACCIDENTS:**
- 14.22.1 Karts involved in an accident may be required to stop for inspection by officials.
- 14.22.2 Accidents shall be investigated by the track officials. No pit personnel are permitted on the track while a race is in progress.

15. RACE PROTEST

15.1 All protests must be made within 15 minutes following the race in question. All protests must be made in writing and turned into the scale personnel with a \$25.00 (CASH) protest fee. (If the ruling is in the protestor's favor the \$25.00 will be refunded to them.) Paper and pens are provided in the registration office for this purpose. Any non-race protest must be filed before the race.

16. INCLEMENT WEATHER

16.1 In the event that inclement weather is a threat to the course of an event the A.K.C.A. will implement various procedures that will help expedite that event. **ENSURE TRANSPONDERS ARE IN DURING PRACTICE.** Failure to do so could result in that kart/driver starting in the rear of the field.

16.2 In order for any event to be deemed "official" under the inclement weather procedure all classes must be qualified at minimum.

16.3 A.K.C.A will reserve the right to make the final call on the utilization of rain dates.

17. POINTS

17.1 ***In order to follow our point series, you must be a member of AKCA.***

17.2 Junior Stars & Junior Stars Champ: Will not run for yearly points, but will receive a end of the year participation trophy.

17.3 Plus **1** point for winning the pole

17.4 Plus **3** BONUS points per class for each main event you enter.

17.5 Points are awarded for the way you finish the race.

17.6 **2026 Stateline Series & Dirty Tire Series:**
Year-end totals will allow up to 2 drop races.
Meaning a driver competing for points must run 6 out of 8 races (Dirty Tire Series 11 out of 13).

17.7 1st Place = 50
2nd Place = 46
3rd Place = 44
4th Place = 42
5th Place = 40
6th Place = 38
7th Place = 36
8th Place = 34
9th Place = 32
10th Place = 30
After 10th = minus 1 point from 30 for each position

- 17.8 [For the Stateline Series](#) you must run at least 7 of 8 races in a class to qualify for a points, trophy, or award. There must be at least 3 karts to run for points. The minimum number of karts for any class to run is 3 for points.
- 17.9 **You cannot carry points from one class to another unless the class is dissolved.**
- 17.10 **Other approved sanctioned classes can be run if there are 3 or more participating karts in that class.**

18. MISCELLANEOUS REGULATIONS

- 18.1 There will be no driving in the pit area.
- 18.2 No tools are allowed on the race track after the green flag. (Any item other than your hand is considered a tool) Starters are allowed
- 18.3 Electronic communications between pit crews and drivers are not permitted. Sport Cams may be used but it is recommended to not be mounted to the helmet.
- 18.4 No bikes, mini-bikes, motorcycles, ATVs, **FOOTBALLS (or any sports ball)**, or RC cars are allowed in the area in which karts are pitted. **PETS MUST REMAINED LEASHED AT ALL TIMES.**

19. CLASSES, WEIGHT, PLATES & REQUIREMENTS

CLASS	AGE	WEIGHT FLAT	WEIGHT ANIMAL	WEIGHT CLONE	COMMENTS
HBM REAPER TIRES ONLY*					HBM REAPER TIRES ONLY*
Jr. Stars	5-8	N/A	N/A	235 lbs.	Jr. Stars Rules Red Restrictor Plate Clone Motor Only 16-66 Gear Ratio
Jr. Stars Champ	5-8	N/A	N/A	275 lbs.	Jr. Stars Rules Red Restrictor Plate Clone Motor Only 16-66 Gear Ratio
JR Sportsman Champ	8-12	N/A	N/A	315 lbs	Clone Motor Green Restrictor Plate Open Clutch
JR Sportsman	8-12	N/A.	N/A	280 lbs.	Clone Motor Green Restrictor Plate Open Clutch
Jr. 3	12-15	N/A	N/A	320 lbs.	Clone Motor Blue Restrictor Plate Open Clutch
JR Champ	12-15	N/A	N/A	360 lbs	(No Plate) Clone Motor Open Clutch
Semi-Pro	15 & up	N/A	N/A	375 lbs.	Clone Motor Big Pipe Open Clutch
Clone Med.*	15 & up	N/A	N/A	350 lbs.	Clone Motor Big Pipe Open Clutch
Clone Heavy*	15 & up	N/A	N/A	375 lbs.	Clone Motor Big Pipe Open Clutch
Clone 425	15 & up	N/A	N/A	425 lbs.	Clone Motor Big Pipe Open Clutch 230 lbs. Kart Max Driver weight with gear 200 lbs min
Senior Champ	15 & Up	N/A	N/A	425 lbs.	Clone Motor Big Pipe Open Clutch
Ducar Champ	15 & Up	N/A	N/A	425 lbs.	Dynocams 212 rules OPEN GEAR
Ducar 375*	15 & Up	N/A	N/A	375 lbs.	Dynocams 212 rules OPEN GEAR
Ducar 400	15 & up	N/A	N/A	400 lbs	Dynocams 212 rules OPEN GEAR
Ducar 425	15 & up	N/A	N/A	425 lbs	Dynocams 212 rules OPEN GEAR Driver weight with gear 200 lbs min
Limited Modified	15 & up	380 lbs.	400 lbs.	N/A	WKA rules for Animal and Flat Head
UAS *(RWYB)	15 & up	N/A	N/A	N/A	400 lbs UAS Rules <i>*RWYB 375 lbs</i>

* Amateur classes can be added below at the tracks discretion along with Amateur regulations

* The Dirty Tire Series will run a spec tire pre-determined by the club. For 2026 this will be the Vega Tire.