

100.00 Upper Midwest Wing Kart Specifications

First Release: 12.24.25

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

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

101.00 Restricted Box Green Plate Wing

Upper Midwest Wing Karts

Ages 5-8 / Min weight 285 lbs.

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

Clone 196cc ONLY

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

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

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

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

Pump 87-91 Octane GAS only

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

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

Electric starter nut MAY BE used.

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

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

101.03 General engine rule (Restricted Box Only)

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

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

Examples: Restricted Box 196CC clone 26.5CC

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

Head gasket thickness .010

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

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

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

102.00 Restricted Box Blue Plate Wing

Upper Midwest Wing Karts

Ages 8-11 / Min weight 295 lbs.

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

Clone 196cc ONLY

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

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

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

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

Pump 87-91 Octane GAS only

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

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

Electric starter nut MAY BE used.

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

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

102.03 Upper Midwest General engine rule (Restricted Box Only)

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

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

Examples: Restricted Box 196CC clone 26.5CC

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

Head gasket thickness .010.

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

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

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

103.00 BP Wing

Upper Midwest Wing Karts

Ages 8-14 / Min weight 315 lbs.

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

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

Open dry clutch only, NO jackshafts

103.01 BP Clone Engine - Upper Midwest BP rules

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

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

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

Cylinder head:

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

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

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

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

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

Upper Midwest General engine rule (BP Wing Only)

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

BP Wing 25cc.

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

Headgasket .010.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

All readings +/- 0.0005 or 2 degrees to allow for gauge variances and wear.

104.00 Modified Pro Wing Upper Midwest Wing Karts

Ages 12 +

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

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

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

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

104.01 Option 1: Upper Midwest 2026 BP Engine

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

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

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

Minimum Weight 315

104.02 Option 2: Upper Midwest 2026 Modified BP Engine

Upper Midwest 2026 BP engine rules with the following modifications:

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

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

104.03 Option 3: 2025/2026 Intermediate Clone Engine

2025 / 2026 Upper Midwest Intermediate engine rules apply
 Gasoline or Methanol fuel only / NO Additives allowed
 Minimum Weight 360 lbs. (up from 350 in 2025)

There are No changes to current Intermediate engine rules.

Engine spec sheet for Upper Midwest Intermediate Clone engine

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

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

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

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

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

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

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

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

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

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

Clutches: Disc or drum only allowed.

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

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

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

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

105.00 Applicable to All Upper Midwest Wing Classes:

105.01 Wing Dimensions Center panel 36" long x 32" wide; Right-side panel 40" long x 14" wide, Left side panel 40" long x 20" wide. NO SHARP EDGES allowed. All dimensions are +/- 3".
No air deflecting metal or plastic/Lexan material allowed to be added to the wing.
No cock pit adjustable wing sliders electric or manual.

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

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

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

105.04 Nose wing not allowed in any wing kart classes.

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

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

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

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

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

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

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

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

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

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