

# 2016 AMP Winter Kart Series

## Supplemental Rulebook

1. Pre-Race Tech Inspection
  - a. Each driver's kart must have the number they registered with displayed on all four sides legibly.
  - b. All karts must run CIK-standard bodywork. The bodywork does not have to be homologated, but it must be built to the CIK homologation standards.
    - i. The exception to this rule is rear bumpers: metal rear bumpers are allowed, but they have to cover the rear tires to the extent that plastic CIK rear bumpers do. No "loop" bumpers.
  - c. Each driver's kart must pass through pre-tech inspection and have a pre-tech band on the frame before heading out on track for qualifying.
  - d. Pre-Tech consists of a self-tech sheet where a signature must be made by either the driver or parent, claiming that they have complied with the safety requirements, as well as the helmet of the driver being used to check for a SNELL or DOT rating.
    - i. All SNELL helmets must be SNELL-rated 2005 or higher. After 2016, all helmets must be SNELL-rated 2010 or higher.
  - e. The transponder must be located no less than 9" from the center of the kingpin on the same side.
2. On-Track Activity
  - a. Practice
    - i. Each driver MUST practice with their designated group. Going out on track in the incorrect group for practice could result in a loss of practice privileges for the rest of the event and possibly a DQ from qualifying.
      1. Drivers can be exempt from this rule if they are competing in two classes and both classes are combined for practice.
  - b. Hot Pit
    - i. AMP does not offer a hot pit, and so once a driver exits the track in a session, he or she CANNOT re-enter the track in the same session.
  - c. Grid
    - i. For any race session, as soon as the grid steward begins sending karts out on track you have 90 seconds to leave the grid and enter the racetrack.
      1. If you have not left the grid 90 seconds after karts are sent out, then you will not be allowed to join the race.
      2. This rule does not apply to qualifying or practice, as for those sessions you may leave the grid at anytime.
      3. You must be on the grid, off of a kart stand, for this rule to count. If your kart is not off of the stand or on the grid when karts are sent, you cannot enter the track for a race session.

- d. Qualifying
  - i. No bump-drafting is allowed in qualifying.
- e. Race Starts
  - i. After exiting the grid, drivers will be expected to form up into rows of two before they enter the last turn.
    - 1. No full lap warmups for any class; all classes should begin to slow down roughly halfway through the course to grid up and prepare for a start.
    - 2. Any driver who does not exit the grid immediately will be given 90 seconds to enter the track. After 90 seconds are up, the grid will close and no karts will be allowed to enter the track.
    - 3. Only one false start to the race will be given, meaning two attempts including the first time around. However, if the field is waiting on a driver late leaving the grid (but within the 90 second rule) the field will be waved around for another attempt that does not count against the total number of restarts.
    - 4. If a kart stalls under pacing, the field will also be given the false start signal without it counting against the total number of start attempts UNLESS it is found before the field exits the last corner that the stalled kart cannot be restarted to rejoin the field. If the stalled kart can be restarted and is restarted within the time it takes for the field to make a circuit under pacing on the C-Track loop, the kart will be allowed to rejoin the field into its original starting position and the waved off starts prior to the kart getting into its position will not count towards the two attempt total.
  - ii. The pole sitter must bring the field to the green flag at a slow and steady pace meeting the specifications outlined below for a clean start:
    - 1. Inside the tram lanes
    - 2. Not accelerating before the leaders reach the acceleration cones, designated in the drivers' meeting by the race director.
    - 3. Grouped nose-to-tail throughout most if not all of the field
    - 4. Pole sitter nosing ahead and not trailing behind 2nd place's front bumper.
  - iii. If the pace is too fast, the field is not together, or the starter simply believes it would not be safe to start the race, the start will be waved off.
    - 1. When the start is waved off, the red and yellow flags will be waved to signal a false start. The drivers will take the cut-through at the exit of Turn 1 to make a second attempt at starting the race, and slow their pace back down entering the final turn.
  - iv. On the second start attempt, the green flag will be given no matter what, and penalties will be addressed afterwards based off AMP's camera system.

1. AMP has the discretion to keep the footage from its cameras private. No driver has the right to see any footage from AMP's camera system.
2. Penalties:
  - a. For every tire that is outside of the tram lanes at the drop of the green flag, there will be a one second penalty given. (Example: 2 tires outside of the tram lanes = 2 second penalty)
  - b. Drivers deemed to be either jumping the start or pushing one lane ahead of the other will be given a 4 second penalty.
    - i. Jumping the start is defined by either accelerating by a significant distance prior to reaching the punch-off cones, the outside lane creeping ahead of the inside lane at the punch-off cones by a significant distance, or both.

f. Racing

- i. It is the passing driver's responsibility to complete the pass safely.
  1. However, if the passing driver is halfway alongside the driver being passed before the turn in point of a corner, then he and the driver being passed both have the **right to be there**.
    - a. **Right to be there** - the driver(s) alongside you through a turn, from corner entry to corner exit, must give you at least one car or kart width of room to take the turn, due to you position your car or kart at least halfway alongside their car or kart before corner entry.
    - b. If two or more drivers both have a **right to be there** entering a corner, an invisible line is drawn splitting the racetrack in half. If either driver impedes over that line and either initiates contact or forces the other driver off their adjusted racing line, then they will be penalized.
      - i. **Example A:** Kart A has given Kart B the minimum room required, which is one kart width, in order for Kart B to take the corner. However, Kart B initiated contact with Kart A even though he did not need to make contact to take the turn on the racing surface. Therefore, Kart B is at fault.

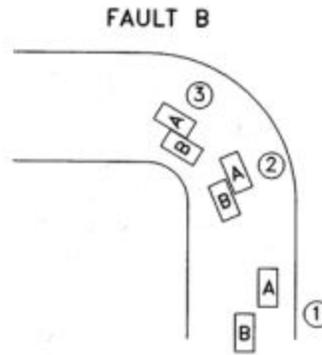


FIGURE 2

- ii. **Example B:** Kart A has **not** given Kart B the minimum room required for Kart B to take the corner on the racing surface without contact, forcing Kart B to put two tires off of the racing surface. Therefore, Kart A is at fault.

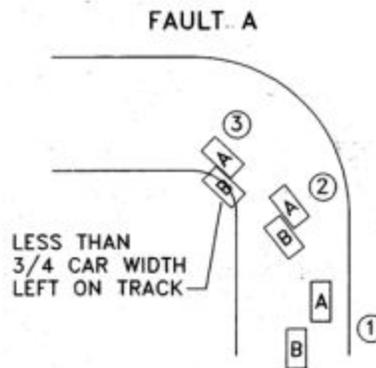


FIGURE 3

- ii. Kart-to-Kart contact is prohibited.
  1. This will almost immediately mandate a post-race penalty for the parties involved, or the party who initiated the contact.
  2. Front-to-rear contact in a braking zone or throughout a corner, also known as **punting**, is strictly prohibited.
    - a. **Example:** Driver A punts Driver B. Driver A at a minimum penalty is placed behind Driver B in the results of the race. However, Driver A can prevent this from happening by allowing Driver B to overtake Driver A. This erases the penalty and reverses positions to back how they were before the contact, so long as the race director deems the contact as **non-malicious**.



1. AMP has an open rain tire rule, although all rain tires must be cut by the manufacturer, and not by the racer.
- iii. There are three set conditions for AMP's racetrack:
  1. Dry
    - a. Slick tires only allowed on track
  2. Drivers' Option (Damp track)
    - a. Slick tires or Pre-Cut Rain tires
    - b. Rain tires must be cut by manufacturer
  3. Wet (Standing Water)
    - a. Pre-Cut Rain tires only allowed on track
    - b. Rain tires must be cut by manufacturer
- iv. In the event that the track is changing from one condition to another and the raceday is in the midst or starting official sessions (practice sessions do not count), a 20-minute break will be given once the condition change is announced by the race director.
  1. At the conclusion of the 20-minute break, on-track activities will re-commence, and the grid steward will release karts from the grid for the next session.
  2. Once the grid steward releases karts at the conclusion of the break, the 90 second-rule applies.
  3. A race director can prevent this by announcing the change during a break in racing action, such as at the beginning of the day, during the drivers' meeting, or during the lunch break.

### 3. Post-Race Activity

#### a. Scaling

- i. All drivers MUST scale their karts and meet the minimum weight for their class after qualifying and any race sessions.
  1. Failure to do so in any session will result in being disqualified from that session.
- ii. All drivers must shut off their engines to roll down the hill towards the scales and tech area
- iii. Drivers must get out of the karts and PUSH onto the scales
  1. Rolling onto the scales may result in a post-race penalty
- iv. If the driver is underweight on the scales, then he/she will be given the opportunity to roll off the scales and push back on for one more attempt.
  1. If after two attempts the driver is still underweight, that driver will be disqualified from that session.

#### b. Podium Presentations

- i. After each class's results are made official, at the end of the raceday, awards will be presented to the top 3 finishers in each class
  1. While driving suits and helmets are not mandatory for podiums, they are requested.

#### c. Scoring

- i. Points are set by the WKA Point Structure, and a championship is calculated with the best 3 rounds out of 4 in the AMP Winter Kart Series.
  - 1. Local Option Classes do NOT receive any points, nor do they compete for a championship
- ii. Results are posted online after the event is complete.
  - 1. Appeals on the results must be submitted within 72 hours of results being posted via e-mail to AMP Race Director Xander Clements, at [Xander@100mphlunch.com](mailto:Xander@100mphlunch.com)
- iii. Championship
  - 1. In the event of a tie in points, the tiebreakers are as follows
    - a. The highest drop between the drivers
    - b. The highest number of 1st place finishes
    - c. The highest number of 2nd place finishes, then 3rd place, etc.
  - 2. Points are calculated through the WKA rulebook, with one exception.
    - a. Drivers who fail to finish a race will be counted towards the total field bonus for each driver.
      - i. Ex: If a driver fails to finish and is scored in last in 14th, then there will be 14 points added to every driver's total, rather than 13 or less.
  - 3. Disqualifications are classified into two categories:
    - a. Minor DQ: This type of DQ is droppable in a championship total. Examples below include:
      - i. Weighing below minimum weight in post-race tech inspection.
      - ii. Not weighing after the Final.
      - iii. Safety DQ or DQ due to Pre-Tech (nut not safety clipped)
    - b. Major DQ: This type of DQ is NOT droppable in a championship total. Examples below include:
      - i. Technical cheating or DQ caught in post-race tech, such as tire treatment, fuel treatment, or illegal engine parts or part sizes.
        - 1. The WKA Tech Manual will be used to define illegal treatment and other illegal methods for all classes, with the exception of engine parts in the Briggs and Stratton LO206 classes -- those will use the Briggs and Stratton LO206 Rulebook for that.
      - ii. Unsportsmanlike conduct on-track.
      - iii. Unsportsmanlike conduct off-track.
- d. Penalties

- i. Based on conduct on or off the track, the race director may issue a post-race penalty to a driver.
  - ii. These penalties include, but are not limited to:
    - 1. Position Penalties
    - 2. Time Penalties
    - 3. Race Disqualification
    - 4. Season Ban
    - 5. Lifetime Ban from premises
  - iii. Drivers receiving a penalty will be asked to sign a penalty form stating the information regarding the penalty, including the reason and the specific penalty given.
    - 1. Once signed, the slip will be posted underneath the race results in the designated race results location.
    - 2. If AMP fails to call the penalty within fifteen minutes of the last driver receiving the checkered flag, or fails to give the driver the penalty slip within thirty minutes of the last driver receiving the checkered flag, the penalty is nullified.
- e. Post-Race Tech Inspection
- i. ALL drivers are subject to post-race tech inspection on anything within the rulebooks utilized for their class, however, Atlanta Motorsports Park may only tech top-finishing drivers and a random finisher for the sake of time.
    - 1. This includes but is not limited to:
      - a. Tire treatment test
      - b. Fuel check
      - c. Engine breakdown
      - d. Pre-Tech Safety Check
    - 2. If a driver fails post-race tech inspection, that driver will be disqualified from the event and receive 0 points that cannot be dropped in the point tally.
  - ii. For LO206 Junior, LO206 Senior, and LO206 Master, the [Briggs and Stratton LO206 Official Rulebook](#) MUST be followed. The only AMP specific rules regarding these classes are as follows:
    - 1. Weight
    - 2. Fuel (AMP Spec Sunoco 90 Octane from AMP Fuel Center)
    - 3. Tire
    - 4. Bodywork (See Section 1.b. and Section 1.b.i.)
  - iii. For Comer Kid Kart, TaG Rookie, TaG Cadet, TaG Junior, TaG Senior, TaG Master, and Shifter, the [2016 WKA Tech Manual](#) MUST be followed. The only AMP specific rules that trump the WKA Tech Manual regarding these classes are as follows:
    - 1. Weight
    - 2. Fuel (AMP Spec Sunoco 98 Octane (TaG and Comer) or Spec Sunoco 110 (Shifter) from AMP Fuel Center)

### 3. Tire

#### f. Appeals

- i. As soon as results are posted outside the AMP Kart Office at the designated area for the raceday, they are time stamped. A formal, written appeal must be filled out in full, signed, and turned in within thirty minutes of when the results were time stamped.
- ii. GoPro video is allowed for appeals. A maximum of five minutes is allowed for total play and stoppage time of the footage. Up to two different videos are allowed.
- iii. If a call is overturned on appeal, it can not be appealed again.

**\*Anything not explicitly detailed in the AMP Supplemental Rulebook for the designated series or in the drivers' meeting by the AMP Race Director and Staff falls to the WKA Tech Manual.**

**\*\*Atlanta Motorsports Park reserves the right to modify or amend this document at any time, as well as the right to refuse any competitor or spectator access to the facility.**