

Atlanta Motorsports Park 2018 Kart Racing Supplemental Rulebook

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1.AMP Racing Class Structure

Atlanta Motorsports Park Karting offers many racing classes for all levels of karting. The classes outlined in this section apply to any race series as specified. Any series specific regulations are outlined in the series specific rulesets. Baseline regulations are provided by the current year WKA Technical Manual.

- a. Comer Kid Kart
 - i. **Age:** 5 - 8 Years Old
 - ii. **Chassis:** Kid Kart
 - iii. **Engine:** Comer C50
 - iv. **Minimum Weight:** 150 lbs
 - v. **Fuel:** Sunoco 90 from AMP Fuel Center
 - vi. **Tire:** MG "HZ" Red 4.5 - Front/4.5 – Rear
 - vii. **Regulations Section:**
 - 1. Kart Chassis – Section 900 Kid Kart
 - a. Seat – Only seats meeting requirements in Section 360.4.3.1 are allowed
 - b. Bodywork – CIK Bodywork Only
 - 2. Engine – Section 600
- b. TaG Rookie
 - i. **Age:** 7 - 10 Years Old
 - ii. **Chassis:** Cadet or Standard
 - iii. **Engine:** Rotax Micro Max / IAME Mini Swift (16mm Header)
 - iv. **Minimum Weight:** Rotax - 230 lbs / IAME - 225 lbs
 - v. **Fuel:** Sunoco 98 from AMP Fuel Center
 - vi. **Tire:** MG "HZ" Red 4.5 - Front/4.5 – Rear
 - vii. **Regulations Section:**
 - 1. Kart Chassis – Section 350 Road Race/Sprint 2 Cycle/4 Cycle
 - 2. Engine – Section 600
- c. TaG Cadet
 - i. **Age:** 8 - 12 Years Old
 - ii. **Chassis:** Cadet or Standard
 - iii. **Engine:** IAME Mini Swift
 - iv. **Minimum Weight:** 245 lbs
 - v. **Fuel:** Sunoco 98 from AMP Fuel Center
 - vi. **Tire:** MG "HZ" Red 4.5 - Front/4.5 – Rear
 - vii. **Regulations Section:**

1. Kart Chassis – WKA 2018 Section 350
2. Engine – Section 600

d. TaG Junior

- i. **Age:** 12 – 16 Years Old
- ii. **Chassis:** Standard
- iii. **Engine:** IAME X30 (29 mm Header) / IAME Leopard (25 mm Header) / Rotax Junior Max / Rotax Junior Max EVO
- iv. **Minimum Weight:** X30 & Leopard – 320 lbs / Rotax Pre-EVO & Rotax EVO – 330 lbs
- v. **Fuel:** Sunoco 98 from AMP Fuel Center
- vi. **Tire:** MG “FZ” Yellow 4.5 - Front/7.1 – Rear
- vii. **Regulations Section:**
 1. Kart Chassis – Section 350 Road Race/Sprint 2 Cycle/4 Cycle
 2. Engine – Section 600

e. TaG Senior

- i. **Age:** 15+ Years Old
- ii. **Chassis:** Standard
- iii. **Engine:** IAME X30 / IAME Leopard / Rotax Senior Max / Rotax Senior Max EVO / PRD Fireball
- iv. **Minimum Weight:** X30 & Leopard – 375 lbs / PRD, Rotax Pre-EVO, & Rotax EVO – 360 lbs
- v. **Fuel:** Sunoco 98 from AMP Fuel Center
- vi. **Tire:** MG “FZ” Yellow 4.5 - Front/7.1 – Rear
- vii. **Wheels:**
- viii. **Regulations Section:**
 1. Kart Chassis – Section 350 Road Race/Sprint 2 Cycle/4 Cycle
 2. Engine – Section 600

f. TaG Master

- i. **Age:** 32+ Years Old or 18+ Years Old at 200+ lbs with gear
- ii. **Chassis:** Standard
- iii. **Engine:** IAME X30 / IAME Leopard / Rotax Senior Max / Rotax Senior Max EVO / PRD Fireball
- iv. **Minimum Weight:** X30 & Leopard – 400 lbs / Rotax Pre-EVO, Rotax EVO, & PRD – 385 lbs
- v. **Fuel:** Sunoco 98 from AMP Fuel Center
- vi. **Tire:** MG “FZ” Yellow 4.5 - Front/7.1 – Rear
- vii. **Regulations Section:**
 1. Kart Chassis – Section 350 Road Race/Sprint 2 Cycle/4 Cycle
 2. Engine – Section 600

- g. LO206 Kid Kart
 - i. **Age:** 5 - 8 Years Old
 - ii. **Chassis:** Kid Kart
 - iii. **Engine:** Briggs & Stratton LO206 Junior
 - 1. **Engine Oil:** Briggs 4T
 - iv. **Minimum Weight:** 200 lbs
 - v. **Fuel:** Sunoco 90 from AMP Fuel Center
 - vi. **Tire:** MG "HZ" Red 4.5 - Front/4.5 – Rear
 - vii. **Wheel:** 135mm maximum wheel width
 - viii. **Regulations Section:**
 - 1. Kart Chassis – Section 350 Road Race/Sprint 2 Cycle/4 Cycle
 - a. Seat – Only seats meeting requirements in Section 360.4.3.1 are permitted
 - b. Bodywork – CIK Bodywork Only
 - 2. Engine – Official Briggs & Stratton 206 Rule Set (Current Year)

- h. LO206 Cadet
 - i. **Age:** 8 – 12 Years Old
 - ii. **Chassis:** Cadet or Standard
 - iii. **Engine:** Briggs & Stratton LO206 w/ Green Slide
 - 1. **Engine Oil:** Briggs 4T
 - iv. **Weight:** 265 lbs
 - v. **Fuel:** Sunoco 90 from AMP Fuel Center
 - vi. **Tire:** MG "HZ" Red 4.5 - Front/4.5 – Rear
 - vii. **Wheels:** 135mm maximum wheel width
 - viii. **Regulations Section:**
 - 1. Kart Chassis – Section 350 Road Race/Sprint 2 Cycle/4 Cycle
 - a. Seat – Only seats meeting requirements in Section 360.4.3.1 are permitted. Minimum Seat height from ground 10"
 - b. Bodywork – CIK Bodywork Only
 - 2. Engine – Official Briggs & Stratton 206 Rule Set (Current Year)

- i. LO206 Junior
 - i. **Age:** 12 – 16 Years Old
 - ii. **Chassis:** Standard
 - iii. **Engine:** Briggs & Stratton LO206 w/ Yellow Slide
 - 1. **Engine Oil:** Briggs 4T
 - iv. **Weight:** 310 lbs
 - v. **Fuel:** Sunoco 90 from AMP Fuel Center
 - vi. **Tire:** MG "HZ" Red 4.5 - Front/7.1 – Rear
 - vii. **Wheels:** Maximum wheel width Front – 135mm / Rear – 215mm. Max rear width 1400mm

- viii. **Regulations Section:**
 - 1. Kart Chassis – Section 350 Road Race/Sprint 2 Cycle/4 Cycle
 - i. Seat – Only seats meeting requirements in Section 360.4.3.1 are permitted. Minimum Seat height from ground 12”
 - b. Bodywork – CIK Bodywork Only
 - 2. Engine – Official Briggs & Stratton 206 Rule Set (Current Year)

- j. LO206 Senior
 - i. **Age:** 15+ Years Old
 - ii. **Chassis:** Standard
 - iii. **Engine:** Briggs & Stratton LO206
 - 1. **Engine Oil:** Briggs 4T
 - iv. **Weight:** 360 lbs
 - v. **Fuel:** Sunoco 90 from AMP Fuel Center
 - vi. **Tire:** MG “HZ” Red 4.5 - Front/7.1 – Rear
 - vii. **Wheels:** Maximum wheel width Front – 135mm / Rear – 215mm. Max rear width 1400mm
- viii. **Regulations Section:**
 - 1. Kart Chassis – Section 350 Road Race/Sprint 2 Cycle/4 Cycle
 - i. Seat – Only seats meeting requirements in Section 360.4.3.1 are permitted. Minimum Seat height from ground 13”
 - b. Bodywork – CIK Bodywork Only
 - 2. Engine – Official Briggs & Stratton 206 Rule Set (Current Year)

- k. LO206 Master
 - i. **Age:** 32+ Years Old OR 18+ Years Old at 200+ lbs w/ Driving Gear
 - ii. **Chassis:** Standard
 - iii. **Engine:** Briggs & Stratton LO206
 - 1. **Engine Oil:** Briggs 4T
 - iv. **Weight:** 390 lbs
 - v. **Fuel:** Sunoco 90 from AMP Fuel Center
 - vi. **Tire:** MG “HZ” Red 4.5 - Front/7.1 – Rear
 - vii. **Wheels:** Maximum wheel width Front – 135mm / Rear – 215mm. Max rear width 1400mm
- viii. **Regulations Section:**
 - 1. Kart Chassis – Section 350 Road Race/Sprint 2 Cycle/4 Cycle
 - i. Seat – Only seats meeting requirements in Section 360.4.3.1 are permitted. Minimum Seat height from ground 13”
 - b. Bodywork – CIK Bodywork Only
 - 2. Engine – Official Briggs & Stratton 206 Rule Set (Current Year)

- I. Shifter
 - i. **Age:** 15+ Years Old
 - ii. **Chassis:** Standard
 - iii. **Engine:** Stock Honda CR125 / IAME KZ / IAME X30 Shifter
 - iv. **Weight:** Stock CR125 – 400 lbs / Mod CR125 – 410 lbs / KZ. ICC, & X30 Shifter – 415 lbs
 - v. **Fuel:** Sunoco 110 from AMP Fuel Center
 - vi. **Tire:** MG “FZ” Yellow 4.5 - Front/7.1 – Rear
 - vii. **Wheels:** Maximum wheel width Front – 135mm / Rear – 215mm. Max rear width 1400mm
 - viii. **Regulations Section:**
 - 1. Kart Chassis – Section 350 Road Race/Sprint 2 Cycle/4 Cycle
 - 2. Engine – Section 600

- m. Pro Concession Light
 - i. **Age:** 12+ Years Old
 - ii. **Minimum Driver Weight:** 135 lbs

- n. Pro Concession Medium
 - i. **Age:** 12+ Years Old
 - ii. **Minimum Driver Weight:** 175 lbs

- o. Pro Concession Heavy
 - i. **Age:** 12+ Years Old
 - ii. **Minimum Driver Weight:** 230 lbs

- p. Local Option Clause
 - i. If you have 4 or more pre-registered racers ready to compete in a class not listed, a separate run group will be made for you.
 - ii. This is on a race-to-race basis and is only offered at AMP’s discretion, so please contact AMP Race Director Jessica Zagarella at Jessica@100mphlunch.com to check availability.

2. 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-rated helmets must be rated 2010 or higher
- e. The transponder must be located no less than 9” from the center of the kingpin on the same side.

3. Kart Championship Series

- a. Series Format
 - i. Championship
 - 1. The Final for each Round dictates the points each driver receives from a round.
 - 2. The best 6 of 8 point totals will count towards a driver’s championship, and the lowest 2 point totals are dropped, with the exception of Major DQs that cannot be dropped.
 - ii. Entry Fees
 - 1. \$65 - Pre-Entry Single Class, Single Driver
 - 2. \$15 Off Entry - AMP Members
 - 3. \$15 Late Fee - Added onto Entries registered on day of event
 - 4. \$25 - Second Class, Same Driver Entry
 - a. Does not receive late fee added on
 - 5. \$125 - Pro Concession Class Entry
 - a. Includes kart and helmet rental
 - iii. Pit Passes
 - 1. \$12 - Non-Members Ages 11 & Over
 - 2. \$8 - AMP Members, Dawsonville Residents, or Non-Members Aged 7 - 11
 - 3. FREE - Children ages 6 & Under
 - iv. Series runs once a month on Saturdays from March to October
 - v. Competes on AMP Karting’s A-Circuit
- b. Raceday Format
 - i. Session Layout
 - 1. Practice 1 (5 - 7 Minutes)
 - 2. Practice 2 (5 - 7 Minutes)
 - 3. Qualifying (6 Minutes)
 - 4. Pre Final (8 - 10 Laps)
 - 5. Final (12 - 15 Laps)

- ii. Drivers Meeting
 - 1. Takes place in between Qualifying and Pre Final
 - 2. Mandatory for all drivers
 - 3. Touches on any rule changes
 - iii. Podium Presentations
 - 1. Top 3 Finishers from Final for all classes except Pro Concession
 - 2. Top 3 from Total Points given from all 3 Heats in Pro Concession
 - iv. Time Schedule
 - 1. Varies from Race-to-Race based on Run Groups and Turnout Per Class
- c. Class Structure
- i. Comer Kid Kart
 - ii. TaG Rookie
 - iii. TaG Cadet
 - iv. TaG Junior
 - v. TaG Senior
 - vi. TaG Master
 - vii. LO206 Kid Kart
 - viii. LO206 Cadet
 - ix. LO206 Junior
 - x. LO206 Senior
 - xi. LO206 Master
 - xii. Shifter
 - xiii. Pro Concession Light
 - xiv. Pro Concession Medium
 - xv. Pro Concession Heavy
 - xvi. Local Option
- d. Schedule
- i. Round 1: March 10th, 2018
 - ii. Round 2: April 21st, 2018
 - iii. Round 3: May 12th, 2018
 - iv. Round 4: June 23rd, 2018
 - v. Round 5: July 14th, 2018
 - vi. Round 6: August 11th, 2018
 - vii. Round 7: September 8th, 2018
 - viii. Round 8: October 6th, 2018
 - ix. Championship Banquet: October 6th, 2018

4. LO206 Trophy Cup

- a. Series Format
 - i. Championship
 - 1. Both Race 1 and Race 2 are scored as two equally-counting independent races in the championship.
 - 2. The best 5 of 6 point totals will count towards a driver's championship, and the lowest 1 point total is dropped, with the exception of Major DQs that cannot be dropped.
 - ii. Entry Fees
 - 1. \$47 - Pre-Entry Single Class, Single Driver
 - 2. \$12 Off Entry - AMP Members
 - 3. \$12 Late Fee - Added onto Entries registered on day of event
 - iii. Series runs bi-monthly from April to August on Saturdays
 - iv. Competes on AMP Karting's B-Circuit
- b. Raceday Format
 - i. Session Layout
 - 1. Warmup (10 Minutes)
 - 2. Race 1 (25 Laps)
 - 3. Race 2 (25 Laps)
 - ii. Drivers Meeting
 - 1. Takes place immediately following Warmup
 - 2. Mandatory for all drivers
 - 3. Hosts Draw to determine Starting Order for Race 1 and Race 2
 - iii. Podium Presentations
 - 1. Top 3 Points Finishers combined from Races 1 & 2
 - iv. [Time Schedule](#)
- c. Class Structure
 - i. LO206 Senior
 - ii. LO206 Master
- d. Schedule
 - i. Round 1: May 20th, 2018
 - ii. Round 2: July 29th, 2018
 - iii. Round 3: September 23rd, 2018
 - iv. Championship Banquet: October 6th, 2018

5. TaG Super Cup

- a. Series Format
 - i. Championship

1. Both Race 1 and Race 2 are scored as two equally-counting independent races in the championship.
 2. The best 5 of 6 point totals will count towards a driver's championship, and the lowest 1 point total is dropped, with the exception of Major DQs that cannot be dropped.
- ii. Entry Fees
 1. \$47 - Pre-Entry Single Class, Single Driver
 2. \$12 Off Entry - AMP Members
 3. \$12 Late Fee - Added onto Entries registered on day of event
 - iii. Series runs bi-monthly from April to August on Saturdays
 - iv. Competes on AMP Karting's B-Circuit, A-Circuit, and Super B-Circuit.
- b. Raceday Format
- i. Session Layout
 1. Warmup (10 Minutes)
 2. Race 1 (Laps Vary Based on Track Layout)
 3. Race 2 (Laps Vary Based on Track Layout)
 - ii. Drivers Meeting
 1. Takes place immediately following Warmup
 2. Mandatory for all drivers
 3. Hosts Draw to determine Starting Order for Race 1 and Race 2
 - iii. Podium Presentations
 1. Top 3 Points Finishers combined from Races 1 & 2
 - iv. [Time Schedule](#)
- c. Class Structure
- i. TaG Senior
 - ii. TaG Master
- d. Schedule
- i. Round 1: May 20th, 2018
 - ii. Round 2: July 29th, 2018
 - iii. Round 3: September 23rd, 2018
 - iv. Championship Banquet: October 6th, 2018

6. Rental Kart League

- a. Series Format
 - i. Championship
 1. Both Race 1 and Race 2 are scored as two equally-counting independent races in the championship.
 2. The best 10 of 12 point totals will count towards a driver's championship, and the lowest 2 point totals are dropped, with the exception of Major DQs that cannot be dropped.
 - ii. Entry Fees
 1. \$89 - Single Night Entry
 2. \$475 - Season Entry (6 Nights)

- iii. 3 separate seasons split over the calendar year, with each season 6-nights in length, repeating weekly on Thursdays
- iv. Competes on AMP Karting's B-Circuit, A-Circuit, and Super B-Circuit.
- b. Raceday Format
 - i. Session Layout
 - 1. Qualifying 1
 - 2. Race 1 (Laps Vary Based on Track Layout Grid Set by Qualifying
 - 3. Qualifying 2
 - 4. Race 2 (Laps Vary Based on Track Layout Grid Set by Qualifying 2)
 - ii. Drivers Meeting
 - 1. Takes place prior to Qualifying 1
 - 2. Mandatory for all drivers
 - a. If driver misses drivers meeting, he/she will start at the back of each race regardless of where they qualify
 - iii. Podium Presentations
 - 1. Top 3 Points Finishers combined from Races 1 & 2
 - iv. [Time Schedule](#)
- c. Class Structure
 - i. Rental Kart Light
 - 1. **Age:** 12+ Years Old
 - 2. **Minimum Driver Weight:** 175 lbs
 - ii. Rental Kart Heavy
 - 1. **Age:** 12+ Years Old
 - 2. **Minimum Driver Weight:** 230 lbs
- d. Schedule
 - i. Spring League Round 1: March 15th, 2018
 - ii. Spring League Round 2: March 22nd, 2018
 - iii. Spring League Round 3: March 29th, 2018
 - iv. Spring League Round 4: April 5th, 2018
 - v. Spring League Round 5: April 12th, 2018
 - vi. Spring League Round 6: April 19th, 2018
 - vii. Summer League Round 1: June 7th, 2018
 - viii. Summer League Round 2: June 14th, 2018
 - ix. Summer League Round 3: June 21st, 2018
 - x. Summer League Round 4: June 28th, 2018
 - xi. Summer League Round 5: July 5th, 2018
 - xii. Summer League Round 6: July 12th, 2018
 - xiii. Fall League Round 1: August 30th, 2018
 - xiv. Fall League Round 2: September 6th, 2018
 - xv. Fall League Round 3: September 13th, 2018
 - xvi. Fall League Round 4: September 20th, 2018
 - xvii. Fall League Round 5: September 27th, 2018

7. Rental Kart Enduros

- a. Series Format
 - i. Championship
 - 1. There is no championship for the Rental Kart Enduros.
 - ii. Entry Fees
 - 1. \$450 - 4-Hour Enduro Entry
 - a. AMP Members receive \$25 discount
 - 2. \$675 - 6-Hour Enduro Entry
 - a. AMP Members receive \$25 discount
 - 3. \$900 - 8-Hour Enduro Entry
 - a. AMP Members receive \$50 discount
 - 4. \$1,125 - 10-Hour Enduro Entry
 - a. AMP Members receive \$50 discount
 - iii. 4 separate races split approximately 2-3 months apart
 - iv. Competes on AMP Karting's A-Circuit
- b. Raceday Format
 - i. Session Layout
 - 1. Day Prior to Enduro:
 - a. Teams can purchase highly discounted public karting sessions
 - 2. Qualifying
 - 3. Race
 - ii. Drivers Meeting
 - 1. Takes place prior to Qualifying
 - 2. Mandatory for all drivers
 - a. If team misses drivers meeting, they will start at the back of each race regardless of where they qualify
 - iii. Podium Presentations
 - 1. Top 3 Finishers from Race
 - iv. Time Schedule
 - 1. Varies per each race due to varying race lengths
- c. Class Structure
 - i. Rental Kart Light
 - 1. **Age:** 12+ Years Old
 - 2. **Minimum Driver Weight:** 175 lbs
 - ii. Rental Kart Heavy
 - 1. **Age:** 12+ Years Old
 - 2. **Minimum Driver Weight:** 230 lbs
- d. Schedule

- i. 4-Hour Winter Enduro: February 10th, 2018
- ii. 6-Hour Spring Enduro: April 7th, 2018
- iii. 8-Hour Summer Enduro: July 7th, 2018
- iv. 10-Hour Fall Enduro: October 20th, 2018

8.2018-2019 Winter Kart Series

- a. Series Format
 - i. Championship
 - 1. Both Race 1 and Race 2 are scored as two equally-counting independent races in the championship.
 - 2. Race 2 grid will be set on lap times from Race 1
 - 3. The best 7 of 8 point totals will count towards a driver's championship, and the lowest 1 point totals are dropped, with the exception of Major DQs that cannot be dropped.
 - ii. Entry Fees
 - 1. \$65 - Pre-Entry Single Class, Single Driver
 - 2. \$15 Off Entry - AMP Members
 - 3. \$15 Late Fee - Added onto Entries registered on day of event
 - 4. \$25 - Second Class, Same Driver Entry
 - a. Does not receive late fee added on
 - 5. \$125 - Pro Concession Class Entry
 - a. Includes kart and helmet rental
 - iii. Pit Passes
 - 1. \$12 - Non-Members Ages 11 & Over
 - 2. \$8 - AMP Members, Dawsonville Residents, or Non-Members Aged 7 - 11
 - 3. FREE - Children ages 6 & Under
 - iv. Series runs once a month on Saturdays from November to February
 - v. Competes on AMP Karting's A-Circuit
- b. Raceday Format
 - i. Session Layout
 - 1. Practice 1 (5 - 7 Minutes)
 - 2. Practice 2 (5 - 7 Minutes)
 - 3. Qualifying (6 Minutes)
 - 4. Race 1 (8 - 10 Laps)
 - 5. Race 2 (12 - 15 Laps)
 - ii. Drivers Meeting
 - 1. Takes place in between Qualifying and Pre Final
 - 2. Mandatory for all drivers
 - 3. Touches on any rule changes
 - iii. Podium Presentations

1. Top 3 Finishers from Race 1 and Race 2 for all classes except Pro Concession
2. Top 3 from Total Points given from all 3 Heats in Pro Concession
- iv. Time Schedule
 1. Varies from Race-to-Race based on Run Groups and Turnout Per Class
- c. Class Structure
 - i. Comer Kid Kart
 - ii. TaG Rookie
 - iii. TaG Cadet
 - iv. TaG Junior
 - v. TaG Senior
 - vi. TaG Master
 - vii. LO206 Kid Kart
 - viii. LO206 Cadet
 - ix. LO206 Junior
 - x. LO206 Senior
 - xi. LO206 Master
 - xii. Pro Concession Light
 - xiii. Pro Concession Medium
 - xiv. Pro Concession Heavy
 - xv. Local Option
- d. Schedule
 - i. Round 1: November 17th, 2018
 - ii. Round 2: December 12th, 2018
 - iii. Round 3: January 19th, 2019
 - iv. Round 4: February 16th, 2019

9. 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 warm ups for any class; all classes should begin to slow down roughly halfway through the course to grid up and prepare for a start.
 2. If start is waived off as a False Start we will give the front row one more attempt to start the race in the event that on the second try is also waived off the grid will be inverted only the 1st two rows.
 3. 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 around for another attempt, 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. Once green flag is given drivers can leave the tram lines.
 2. No 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.
 - 2. If running A-Circuit with or without bus stop, 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.
 - 3. If running B-Circuit or Super B-Circuit, the drivers will pace around the entire circuit, and begin to slow their pace down as they exit A-Circuit Turn
 - 4. 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.

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.

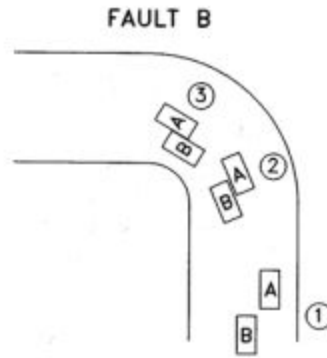


FIGURE 2

- 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.

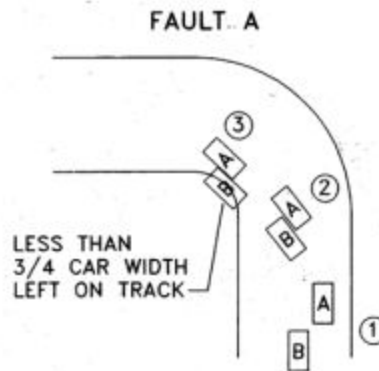


FIGURE 3

- ii. Kart-to-Kart contact
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**.

- i. If the contact is deemed **malicious** or **intentional**, then Driver A would be disqualified from the race for unsportsmanlike conduct on the track.
 - 3. Bump-drafting is an exception to this rule
 - a. HOWEVER, the pushing driver must stop bumping by the time the drivers enter the braking zone, designed by the number 3 markers or other item deemed by the race director.
 - 4. Penalties will be given according to the standards set in the Penalties section, found below.
- iii. Course Cutting
 - 1. The track is defined by the white lines on the left and right hand side.
 - 2. Penalties will be given according to the guideline set in the Penalties section.
 - 3. Drivers who put more than two tires into the runoff sections of the racetrack in qualifying will have those specific laps discounted.

g. Inclement Weather

- i. AMP Race days WILL race in the rain, barring any thunder or lightning.
 - 1. There is a 30-minute clock from the last thunder or lightning strike that determines when the track is safe to be ran.
 - a. The clock is reset every time a new thunder or lightning strike occurs.
- ii. Rain Tires
 - 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 race day 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.

10. 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 race day, 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.
 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 Jessica Zagarella, at Jessica@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. Race Starts
 - 1. 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)
 - 2. Drivers deemed to be either jumping the start or pushing one lane ahead of the other will be given a 4 second penalty.
 - a. 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.

- iii. Course Cutting / Run-Off Abuse
 - 1. 1st Offence: Warning (Furled/Pointed Black Flag)
 - 2. Further Offences:: 2-Second Time Penalty Per Incident
 - 3. Note that this offence system is at the discretion of the race director.
 - a. However, if all four tires leave the racing surface to either gain time, maintain time, or gain positioning on a driver to overtake, this will automatically go to the penalty tree.
 - b. Furthermore, if a driver does use the runoff to gain positioning for a pass, the driver will be asked to give back the position by the furled/pointed black flag.
 - c. If the driver fails to do so, even though it may only be a single offence, the passing driver who went off the racing surface to complete pass will be subject to a 2-second penalty.
 - d. This infraction is defined inside the Racing Section underneath Course Cutting.
- iv. Crashes / Incidents
 - 1. A driver deemed at fault for an incident, contact involved or not, will be placed two positions behind the farthest back driver involved in the finishing order.
 - 2. Red flag: All karts need to come to a stop on front straight.
 - a. If a race is red- flagged or stopped under yellow to realign the field, all work on the karts is prohibited unless the Race Director declares a complete restart, or allows repairs for safety reasons. A complete restart occurs when the field has not completed a full lap under green. The Race Director may disqualify a damaged kart for safety reason.
- v. 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
- vi. 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 Kid Kart, LO206 Cadet, LO206 Junior, LO206 Senior, and LO206 Master, the [2017 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 **2018 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 race day, 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.**