



**Atlanta Motorsports Park
2026 Kart Racing
Series Supplemental
Rulebook**

Changes made for the 2026 Race Series

- Kid Kart (Comer and LO206) will not be a championship class. We will still hold exhibition practice, qualifying, and final races for the class.
- 2-Stroke: Motul 2T Only
- **Attendance:** A driver must complete at least 1 lap in qualifying and the pre-final to race in the final.
- 2026 we will be moving to virtual drivers meetings through discord. Failure to join Discord may result in missed information, for which we are not responsible. Stay informed—join the [Discord](#).
- No Push Back Bumpers Required
- MG Tire as spec tire for AMP Kart Racing Championship Series
 - Vega OR MG allowed for rain tire, but MG slicks only

1. Introduction

This rulebook outlines the regulations for the AMP Kart Racing Series. The structure follows the baseline regulations from the current-year NKA Rulebook, supplemented by additional regulations specific to AMP. Please note that any regulations listed in this rulebook will supersede the NKA rulebook, and any other regulations that are not listed fall to the NKA rulebook.

2. Code of Conduct

Competitors, officials, and attendees are expected to maintain a professional and respectful environment. The following guidelines apply:

- **Respect:** Treat all participants, officials, and spectators with respect.
- **Fair Play:** Compete in a sportsmanlike manner with the rules and regulations in mind.
- **Safety:** Prioritize safety on and off the track.
- **Professionalism:** Conduct oneself appropriately in all racing-related interactions.
- **Conflict Resolution:** Disputes should be handled professionally, with race officials mediating if necessary.

Any aggressive behaviors in this race series will not be tolerated, nor taken lightly. Our culture is a positive family-friendly environment, and we will protect that culture vigorously. While we understand that competition can create intense emotions, you are expected to follow

the Code of Conduct at all times. Engage in clean and competitive racing, avoiding deliberate contact or actions that endanger other competitors. Display good sportsmanship, acknowledging the skill and efforts of fellow competitors, regardless of the outcome of the race.

At all times it is your personal responsibility to properly manage your kart on/off the racing surface. Don't use the person in front of you as a brake or a berm, don't weave down the straights, and make sure all of your passing moves are 'high percentage' opportunities and not last second, 'low percentage' lunges. Mistakes, especially if you are relatively new, are going to happen. If you do hit someone, it is your fault. Take responsibility and apologize to them. If you aren't sure if it is your fault, it likely is your fault at least partially. Apologize.

RACE DIRECTOR INTERACTION

The Race Director has a significant number of duties that are part of the successful operation of an event. With this in mind, the Race Director is not available for any significant discussion during an event that will take away from their duties of running an event.

AMP STAFF INTERACTION

Our fantastic staff is there to help and assist you as you enjoy a day of racing. We expect that they are treated with respect, and that you accept their direction when given. Any type of verbal abuse towards the staff for any reason will result in disciplinary action that is appropriate for the situation.

Enforcement

- Violations of the Code of Conduct, deemed solely by AMP staff, may result in penalties, including, but not limited to, warnings,

finer, disqualification, suspension, or expulsion from the AMP Karting Championship Series.

- The decision and enforcement of a suspension by the AMP Kart Racing staff is final and is not eligible for appeal.
- In addition to any suspension levied, AMP supports the NKA Suspension Protocol, which automatically issues a two year probation to anyone receiving a suspension that applies to all NKA series and events nationwide. Any additional suspension results in an indefinite suspension from all NKA series and events.

By participating in AMP Kart Racing events, all individuals agree to abide by this Code of Conduct and uphold the values of fairness, safety, and respect.

3. Technical Regulations

- **Tire Preparation:** Tire warmers and chemical treatments are strictly prohibited.
- A tech sheet for your kart must be turned in BEFORE qualifying begins for your class. Failure to turn in a tech sheet before qualifying will result in a DQ for the qualifying session. You will also be DQ'd for each heat that starts if you have not turned in a tech sheet.
- It is the driver or race mechanic's responsibility to ensure that the kart is safe and a tech sheet has been turned in. It is not the responsibility of Atlanta Motorsports Park Kart Track and or the team to ensure your kart safety. At the beginning of every driving session, you must personally inspect the kart for safety issues.
- Each driver's kart must have the number they registered with displayed on all four sides legibly

- If AMP deems that your numbers are not displayed on all four sides legibly, you will be asked to fix them immediately.
 - If your kart does not have numbers, you will be given a grace period during practice. After practice, AMP may issue you a penalty.
 - Penalties:
 - If you do not have numbers on your kart for qualifying, you will start at the back of the grid for race 1 (or the pre-final).
 - If you do not have numbers on your kart for race 1 (or the pre-final), you will start at the back of the grid for race 2 (or the final race).
 - If there are still no numbers on your kart for race 2 (or the final race), you will not be scored.
 - 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.
 - ii. **Push Back Bumpers will not be required.**
 - iii. Each driver’s kart must complete a pre-tech form and turn in the sheet to the tech director before qualifying. It is the driver or mechanic's responsibility to ensure that the go kart is safe to drive. It is not a responsibility of Atlanta Motorsport Park or its team.
1. Helmets MUST MEET MINIMUM SNELL or DOT rating SA2020 OR LATER. Helmet must be free of

damage. AMP reserves the right to refuse a competitor's use of the inadequate helmet for competition purposes.

2. Suits or race clothing must be free of tears, burns, or any other blemishes that may affect the effectiveness of the suit to protect you in the case of an incident. AMP reserves the right to refuse a competitor's use of the inadequate suit or race clothing for competition purposes.
 3. Gloves are mandatory. Drivers entering the track without these safety items will be black flagged and removed from competition.
 4. Use of a neck collar is mandatory for all Rookie and Junior divisions. They are not mandatory, but recommended, for all Senior divisions. If a Rookie or Junior driver loses a helmet support on-track, they shall be removed from the course and will not be able to return to competition. A senior driver that elects to use a Helmet Support shall not receive a Black Flag for losing a helmet support.
- e. Pre-Tech consists of a self-tech sheet where a signature must be made by either the driver or mechanic, claiming that they have complied with all safety requirements. Not completing the sheets does not absolve you of the responsibility of ensuring your go kart is safe and will result in a DQ. It is your sole responsibility and not the responsibility of Atlanta Motorsports park or the team.

- f. The transponder must be located no less than 9” from the center of the kingpin on the same side.

Each driver and or mechanic agrees and understands that they are the person that is required to ensure that the go kart is safe, the gear that they're wearing is appropriate and per the rules and regulations and that they're understanding of the rules and etiquette on and off track is their sole responsibility. Atlanta Motorsport Park and the team is not responsible for any of these items.

4. Race Format

- **Qualifying:** (Green, Green, White, Checkered) Fastest lap determines grid position.
- **Pre-Final:** (8 laps) Sets grid for the final race.
- **Final Race:** (12 laps) Determines points and standings.
- **Attendance:** A driver must complete at least 1 lap in qualifying and the pre-final to race in the final.
- **Championship Series:** The Final for each Round dictates the points each driver receives from a round. The best 6 of 8 point totals will count towards a driver's championship, and the lowest 2 point totals are dropped excluding disqualifications which are not allowed to be dropped. (See Section 9 for points allocation)
- **Driver Sign-Up:** We will need **at least 5 entries** to run a class, and if there are less than 5 entries, we will cancel that class for the race day. There may also be classes that are combined to help move the day along depending on the number of entries per class.

5. On-Track Conduct

a. Practice

i. Each driver must practice with their designated group, if you participate in practice. 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.

b. Hot Pit

i. AMP does not offer a hot pit. 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 the karts on grid out on track you have 30 seconds to leave the grid and enter the racetrack.

1. If you have not left the grid 30 seconds after karts are released, entry to the track will not be permitted.
2. You must be on the grid, off of a kart stand, ready to compete. If your kart is not on grid, entry to the track will not be permitted.

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. 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 – and the race director feels the front row to be at fault, the first two rows will be inverted, allowing 3rd and 4th to attempt to start the race.
2. This process will continue with two attempts per row until the race is started. For example, if 3rd and 4th cannot start the race, then they will move back behind the original front row, and 5th and 6th will move forward to the front row. The new row order would be 3-1-2, and so on.

- 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 the green flag waves, 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. Most, if not all, of the field are tightly grouped nose-to-tail
 - 4. Polesitter ahead of and not trailing behind 2nd place's front bumper.
 - 5. Polesitter maintains a steady pace of 20 MPH until hitting the acceleration cones, which will be monitored and enforced by our on-track speed sign.
- iii. For false starts, the field will use the cut through from Turn 2 to Turn 8 for quick re-attempts. The cut through for restarts is the same cut through the Kid Karts use for their race.

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 it's the inside driver's corner -- entry to exit. The driver being passed should yield, or hold the outside lane at their own risk of being pushed off course.
 - 2. If the driver on the outside chops down on the passing driver on the inside and contact isn't made, a chopping penalty can still be made on the outside driver.
- li. Blocking is allowed if the driver only makes 1 move deviating from the racing line. If the driver moves low entering a corner, and then moves back up the race track, that is considered two moves, and if it is deemed blocking by the race director, may be subject to a 3 position penalty.

g. Penalties

i. Penalties can be given for chopping, blocking, punting, and any other unsportsmanlike conduct. This applies to what the race director sees on or off the track. Penalties can vary from:

1. Position Penalties
2. Time Penalties
3. Race Disqualification
4. Season Ban
5. Lifetime Ban from premises

ii. There are some standard offenses that are taken care of by the penalty table listed below.

Infraction	Details	Penalty
Tram Line Violation	2 Wheels Out	1 Position
	4 Wheels Out	2 Positions

iii. Using excessive runoff (more than 2 tires outside track surface) during Qualifying will result in the fastest lap being removed each time this occurs. Excessive runoff in the pre-final/final sessions will result in a 3 second penalty. Bump drafting in qualifying will result in loss of fastest lap time for each time it occurs.

h. Taunting and Celebrations

Taunting before, at, or after the checkered flag is strictly prohibited. We recommend drivers must keep both hands on the steering wheel until they enter pit lane. If you celebrate and cause another driver to wreck, you will be DQ'd. Failure to adhere to this rule may result in penalties, disqualification, or expulsion from the race series.

i. Black Flag vs Blue Flag during Races

During the Pre-Finals, any driver about to be lapped will receive a blue flag as a warning. If they are lapped again, they will be shown the black flag and must exit the track.

In the Finals, drivers who are about to be lapped will be shown the black flag immediately and must exit the track. This rule helps prevent unnecessary contact and interference with the race leaders, ensuring a fair and safe competition.

6. Weather Policy

- AMP races in the rain unless lightning is detected within seven miles. There is a 30-minute clock from the last lightning strike within 7 miles that determines when the track is safe to be run. The clock is reset every time a new lightning strike occurs.
- MG rain tires are required and must be manufacturer-cut.
- Track conditions will be classified as Dry, Wet/Driver's Option, or Wet, with tire requirements accordingly.

Dry	Wet/Drivers option	Wet
Slick tires only	Slick tires or manufacturer-cut rain tires	Manufacturer-cut rain tires only

1. The race director will set the track surface condition and if necessary, will give a 10-minute break to allow drivers to change tires.
2. Once the grid steward releases karts at the conclusion of the break, the 30 second-rule applies.

7. Post-Race Inspection

2026 NKA TECHNICAL REGULATIONS | CRITICAL SECTIONS

10.4 | SAFETY

20.1 | GENERAL VEHICLE

20.2 | CHASSIS - SPRINT

IAME TECHNICAL SPECIFICATIONS PER IAME USA EAST |
[IAME Rules](#)

LO206 TECHNICAL SPECIFICATIONS PER BRIGGS &
STRATTON | [206 Rule Download](#)

[2026 NKA Rules and Sporting Code](#)

Any Rotax engines will follow the [RMC regulations](#)

8. Championship Points & Protest Procedures

- **Points System:** Best 6 of 8 rounds count towards the championship. Points are accrued by the Final Race finishing position and are as follows:

Position	Final Points	Position	Final Points	Position	Final Points
1st	200	12th	130	24th	70
2nd	180	13th	125	25th	65
3rd	175	14th	120	26th	60
4th	170	15th	115	27th	55

5th	165	16th	110	28th	50
6th	160	17th	105	29th	45
7th	155	18th	100	30th	40
8th	150	19th	95	31st	35
9th	145	20th	90	32nd	30
10th	140	21st	85	33rd	25
11th	135	22nd	80	34th	20
12th	130	23rd	75	35th	15

- **Did Not Start (DNS):** In the event that a driver is unable to start any session of the official race event, they will receive zero points for that session. Starting a race is defined by a driver crossing the start line under their own power when the green is displayed by the starter.
- **Did Not Finish (DNF):** A competitor who takes the green flag but becomes a DNF shall be awarded points based on their position at the end of the race. A competitor who is a DNF but does not take the green flag shall be considered a DNS and awarded points in accordance with the DNS point rule
- **Protests:** A competitor may file a formal protest with supporting evidence and a \$100 fee. You can learn of all the applicable penalties in the NKA Sporting Regulations. If you receive a penalty, it is not the end of the world. If you feel that you received a penalty unjustly, your remedy is a protest. Protests only apply to the Finals and you must file a protest within 20 minutes of the checkered flag being waived. The procedures for filing a protest are as follows;
 - You must utilize the AMP protest form available at the timing and scoring table, with \$100 cash, to file the protest.
 - You are entitled to one protest per event, which you retain if you win your protest.
 - It is your responsibility to clearly state your position, and

include any/all relevant evidence. The protest is reviewed on what you provide.

- You may use any live video footage. You must provide relevant clips yourself.
- You can use your GoPro video only in the following situations;
 - Your GoPro camera shows the correct time/date (verifies the correct session)
 - You were called for a jump start
 - You were called for a tram line violation
 - You were called for an avoidable contact on the kart in front of you
 - You were called for a blocking penalty
- The race director's ruling on protests is final.

9. Additional Regulations

- **Drones:** Not permitted at the facility.
- **Pets:** Allowed but must be leashed at all times. Remember, they are your legal responsibility
- **Paddock Vehicles:** Paddock vehicles, included but not limited to, scooters, skateboards, e-bikes, pit bikes, are prohibited from use on AMP Kart Racing property. If you are caught riding any paddock vehicle, you will be disqualified from competing for the rest of the event, and may be subject to suspension or expulsion from the race series.
- **Advancing an Age Group**
 - When eligible by age, drivers may move up to the next class. Once they have completed one full event at the next level, they must decide whether to remain at that level or revert back to the previous level. They can make this

decision only one time in a given season. Once the second event at the higher level has been completed, they must remain at that level at any NKA event. This applies only to the NKA events, and the NKA will not take into consideration what classes drivers compete in outside of the NKA related events.

- **COMPETITION AGE:** A driver's competition age is determined by the age that they will be on December 31 of that year. For example; A driver is 9, but will turn 10 in November. As their age on December 31 will be 10, that driver is considered to be 10 for that year but can take advantage of the Option Year.
- ***ATTAINED AGE:** Kid Kart, Mini/Micro, and 206 Cadet all require that the driver have an 'attained age' that is equal to the minimum age of the referenced classes. For example, a driver wishing to compete in Kid Kart must have had their 5th birthday. Micro and 206 Cadet drivers must have had their 7th birthday
- **Pit Spot Hygiene:**
 - Tire Disposal leaving tires after the race incurs a \$100 fine per tire and expulsion from the next race. Dispose of tires through Kartwerks for \$2 per tire.
 - Spills: Report any oil, brake fluid, or radiator spills immediately. We provide oil dry; no fine if reported. Unreported spills result in a \$250 cleanup fee.
 - Use a catch pan when working on the motor, brakes, or radiator.
 - Trash Disposal: Keep your pit area clean and free of trash.
- **Facilities and Safety:**
 - Your race entry includes 1 free lunch ticket, please use it to get the most value out of your entry.

- Stay behind fences in designated areas, especially near pit in and pit out by the clubhouse. We do not allow drivers, coaches, or parents to jump the fence to assist their driver. We have trained medical staff to assist alongside our track officials. If you jump the fence, your driver will receive a DQ for that heat and you will be removed from the premises. Multiple offenses can result in suspension and/or expulsion from the race series.
- Do not leave trailers overnight without a signed trailer lease or prior approval. Unauthorized trailers will be locked and fined \$40 per day.
- It is your responsibility to understand the rulebook, racing flags, and racing etiquette. If you are a new racer, we have attached some basic racing sources below to help you get started. If you are an experienced racer, please help any newcomers to get them up to speed on our races!
 - [Flag Guide](#)
 - [Randy Pobst Vortex of Danger](#)

10. Communication Channel and Race Scoring

AMP Kart Racing utilizes Discord as the primary communication platform during race events. Important updates, grid line-ups, and final results will be posted there for efficient and timely distribution. The link to join our Discord channel is provided below. Please note that our code of conduct applies within this platform.

Failure to join Discord may result in missed information, for which we are not responsible. Stay informed—join the Discord.

For live timing and results, AMP Kart Racing uses Race Monitor, with final results posted on MyLaps Speedhive.

Discord Channel Link: <https://discord.gg/VcJib4pGU>

Communication & Escalation Protocol:

In an effort to improve the member and guest experience and AMP's Integrity on Communication we have created this process.

Why This Protocol Exists

- **Respect & Collaboration:** Encourages open communication and cooperative problem-solving before airing grievances publicly.
- **Timely Resolution:** Ensures complaints are handled promptly by those best equipped to resolve them.
- **Protecting Club Integrity:** Maintains a positive environment for all members and safeguards the reputation of Atlanta Motorsports Park.
- **Upholding Free Speech:** Members and guests retain the right to express concerns publicly if necessary, but only after reasonable internal steps have been taken.

1. Step One: Internal Communication

- Members and guests are encouraged to bring any concerns, issues, or suggestions to mid-level or senior management of Atlanta Motorsports Park (AMP) directly.

- This approach allows management to address and resolve matters swiftly and confidentially.

2. **Step Two: Board Review**

- If a concern remains unresolved after management's best efforts, members and guests may escalate the issue in writing to the AMP Board of Directors.
- The Board will review and respond with a recommended course of action.

3. **Step Three: Public/Social Channels**

- Only after exhausting these internal steps—management and Board review—should members and guests consider sharing concerns on public forums or social media.
- The goal is to maintain a respectful dialogue and preserve the club's reputation while ensuring members have recourse to escalate unresolved matters. We have found that many postings in the past were based on misunderstandings or partial information.

Consequences for Non-Compliance

1. **First Offense:** Written warning outlining the protocol violation and reiterating the required chain of command.
2. **Second Offense:** Membership or access revocation (permanent ban from the club and/or loss of membership privileges).

By following this structured chain of command, we foster a respectful, collaborative environment that benefits every member and guests of Atlanta Motorsports Park.

11. Class Structure

AMP offers multiple karting classes based on age, weight, and engine specifications. All competitors must adhere to class specifications outlined in this section.

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.

- 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.
- Push Back Bumpers will not be required for 2026 Season

Kid Kart Classes

Kid Kart Classes are non-points classes, meaning they will not take part in the championship. We'll continue to host fun, exhibition-style practice, qualifying, and final sessions for our youngest racers. They will still be officiated as normal classes. Our goal is to create a positive, family-focused environment where kids can build skills, confidence, and a love for the sport.

Comer Kid Kart

- **Age:** 5 - 7 Years Old
- **Chassis:** Kid Kart
- **Engine:** Comer C50, C51, C52
- **Minimum Weight:** 150 lbs

- **Fuel:** Renegade 93 from AMP Fuel Center
- **Tire: MG SH2 RED 10x4.60x5** (Max rear tire circumference 33.75")
- **Spec Oil:** Motul 2T, 1 liter of Oil per 5 Gallons
- **Gearing:** 10 tooth front sprocket, open rear gear

LO206 Kid Kart

- **Age:** 5 - 7 Years Old
- **Chassis:** Kid Kart or Cadet
- **Engine:** Briggs LO206 (Current Year Rule Set)
- **Engine Oil:** Briggs 4T, RLV 4T
- **Minimum Weight:** 185 lbs
- **Fuel:** Renegade 93 from AMP Fuel Center
- **Tire: MG SH2 RED 10x4.60x5** (Max rear tire circumference 33.75")
- **Wheel:** 135mm maximum wheel width
- **Gearing:** 17 tooth front/57 tooth rear

TaG Classes

TaG Rookie

- **Age:** 7 - 10 Years Old
- **Chassis:** Cadet or Standard
- **Engine:** IAME Micro Swift (16mm Header)
- **Minimum Weight:** 225 lbs
- **Fuel:** Renegade 110 from AMP Fuel Center
- **Tire: MG SH2 RED 10x4.60x5**
- **Spec Oil:** Motul 2T, 1 Liter per 5 gallons

TaG Cadet

- **Age:** 8 - 12 Years Old
- **Chassis:** Cadet or Standard
- **Engine:** IAME Mini Swift
- **Minimum Weight:** 245 lbs

- **Fuel:** Renegade 110 from AMP Fuel Center
- **Tire:** MG SH2 RED 10x4.60x5
- **Spec Oil:** Motul 2T, 1 Liter per 5 gallons

TaG Junior

- **Age:** 12 – 15 Years Old
- **Chassis:** Standard
- **Engine:** IAME X30 (26 mm Header)
- **Minimum Weight:** 320 lbs
- **Fuel:** Renegade 110 from AMP Fuel Center
- **Tire:** VEGA Green
- **Spec Oil:** Motul 2T, 1 Liter per 5 gallons

TaG Senior

- **Age:** 15+ Years Old
- **Chassis:** Standard
- **Engine:** IAME X30 / IAME Leopard / Rotax / Rotax Senior
- **Minimum Weight:** X30 & Leopard – 365 lbs, Rotax Pre-EVO & EVO – 365 lbs
- **Fuel:** X30: Renegade 110 from AMP Fuel Center
 - Rotax: Renegade 93 from AMP Fuel Center
- **Tire:** MG SM2 Yellow 10x4.6x5 (front) 11x7.1x5 (rear)
- **Spec Oil:** X30: Motul 2T, 1 Liter per 5 gallons
 - Rotax: Motul 2T @ 4 oz/gallon

TaG Master

- **Age:** 30+ Years Old or 15+ Years Old at 200+ lbs (in suit, no helmet)
- **Chassis:** Standard
- **Engine:** IAME X30 / IAME Leopard / Rotax Senior / Rotax
- **Minimum Weight:** X30 & Leopard – 400 lbs, Rotax – 400 lbs
- **Fuel:** X30: Renegade 110 from AMP Fuel Center
 - Rotax: Renegade 93 from AMP Fuel Center

- **Tire:** MG SM2 Yellow 10x4.6x5 (front) 11x7.1x5 (rear)
- **Spec Oil:** Motul 2T, 1 Liter per 5 gallons

LO206 Classes

LO206 Cadet

- **Age:** 7 – 12 Years Old
- **Chassis:** Cadet or Standard
- **Engine:** Briggs & Stratton LO206 w/ Green Slide (Current Year Rule Set)
- **Engine Oil:** High-quality synthetic oil within a 10W-20 range recommended. No oil additives are permitted.
- **Minimum Weight:** 245 lbs
- **Fuel:** Renegade 93 from AMP Fuel Center
- **Tire: MG SH2 RED 10x4.60x5**
- **Wheels:** 135mm maximum wheel width

LO206 Junior

- **Age:** 12 – 15 Years Old
- **Chassis:** Standard
- **Engine:** Briggs & Stratton LO206 w/ Yellow Slide (Current Year Rule Set)
- **Engine Oil:** High-quality synthetic oil within a 10W-20 range recommended. No oil additives are permitted.
- **Minimum Weight:** 320 lbs
- **Fuel:** Renegade 93 from AMP Fuel Center
- **Tire: MG SH2 RED 10x4.60x5 (front) 11x7.1x5 (rear)**
- **Wheels:** Max width Front – 135mm / Rear – 215mm

LO206 Senior

- **Age:** 15+ Years Old
- **Chassis:** Standard

- **Engine:** Briggs & Stratton LO206 (Current Year Rule Set)
- **Engine Oil:** High-quality synthetic oil within a 10W-20 range recommended. No oil additives are permitted.
- **Minimum Weight:** 365 lbs
- **Fuel:** Renegade 93 from AMP Fuel Center
- **Tire: MG SH2 RED 10x4.60x5 (front) 11x7.1x5 (rear)**
- **Wheels:** Max width Front – 135mm / Rear – 215mm

LO206 Master

- **Age:** 35+ Years Old or 200 lbs body weight in suit, no helmet
- **Chassis:** Standard
- **Engine:** Briggs & Stratton LO206 (Current Year Rule Set)
- **Engine Oil:** High-quality synthetic oil within a 10W-20 range recommended. No oil additives are permitted.
- **Minimum Weight:** 390 lbs
- **Fuel:** Renegade 93 from AMP Fuel Center
- **Tire: MG SH2 RED 10x4.60x5 (front) 11x7.1x5 (rear)**
- **Wheels:** Max width Front – 135mm / Rear – 215mm

LO206 Legends

- **Age:** 55+ Years Old
- **Chassis:** Standard
- **Engine:** Briggs & Stratton LO206 (Current Year Rule Set)
- **Engine Oil:** High-quality synthetic oil within a 10W-20 range recommended. No oil additives are permitted.
- **Stock Black Slide**
- **Minimum Weight:** 375 lbs
- **Fuel:** Renegade 93 from AMP Fuel Center
- **Tire: MG SH2 RED 10x4.60x5 (front) 11x7.1x5 (rear)**
- **Wheels:** Max width Front – 135mm / Rear – 215mm

Shifter Class

Shifter

- **Age:** 15+ Years Old
- **Chassis:** Standard
- **Engine:** Stock Honda CR125 / IAME KZ / IAME X30 Shifter
- **Minimum Weight:**
 - Stock CR125 – 380 lbs
 - Mod CR125 – 390 lbs
 - ROK and TM – 394 lbs
 - KZ, ICC, & X30 Shifter – 400 lbs
- **Fuel:** Renegade 110 from AMP Fuel Center
- **Tire:** MG SM2 Yellow 10x4.6x5 (front) 11x7.1x5 (rear)
- **Wheels:** Max width Front – 135mm / Rear – 215mm
- **Spec Oil:** Motul 2T, 1 Liter per 5 gallons

KA100 Classes

KA100 Junior

- i. **Age:** 12-15 Years Old
- ii. **Chassis:** Standard
- iii. **Engine:** IAME KA100
- iv. **Weight:** 320 lbs
- v. **Fuel:** Renegade 110 from AMP Fuel Center
- vi. **Tire:** **MG SH2 RED 10x4.60x5 (front) 11x7.1x5 (rear)**
- vii. **SPEC OIL:** Motul 2T, 1 Liter per 5 gallons

O. KA100 Senior

- viii. **Age:** 15+ Years Old
- ix. **Chassis:** Standard
- x. **Engine:** IAME KA100
- xi. **Weight:** 360 lbs
- xii. **Fuel:** Renegade 110 from AMP Fuel Center
- xiii. **Tire:** **MG SH2 RED 10x4.60x5 (front) 11x7.1x5 (rear)**
- xiv. **SPEC OIL:** Motul 2T, 1 Liter per 5 gallons

Anything not explicitly detailed in the AMP Series Rulebook for the designated series or in the drivers' meeting by the AMP Race Director and Staff falls to the NKA Rulebook.*

****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.****

AMP reserves the right to update this rulebook at any time and enforce necessary changes to maintain fair and safe competition.