

2020

WESTERN AUSTRALIA STATE REGULATIONS



KARTING

WESTERN AUSTRALIA



ISSUED 9 December 2019

Amended 14 February, 6 March 2020

WITH REGULATORY EFFECT FROM 1 JANUARY 2020

INTRODUCTION

“State Regulations: A set of regulations in a format designated by KA, that are consistent with the National Competition Rules (“NCR”) and the International Sporting Code and that are specific to Competition sanctioned by the SKA (State, Zonal and Club Competition.) All State Regulations must be promulgated by a SKA and approved by KA. Should there be a conflict between the Rules and the State Regulations, the Rules will prevail. In 2020, such approval from KA must be received prior to the first occasion on which they shall be applied. In subsequent years such approval from KA must be received prior to 1 December for implementation in the following year.”

“State Regulations may be applied to State, Zonal and Club Competition.”

AUTHORITY

At a meeting of Karting WA Incorporated, on 26th October 2019, it was resolved that these State Regulations be submitted to Karting Australia (“KA”) for approval in accordance with the provisions of the National Competition Rules and having been approved by KA, promulgated for use in Competition in Western Australia from 1st January 2020 as permitted and specified.

GENERAL REGULATIONS

- 1) Procedure for Preparing and Submitting Supplementary Regulations
 - a) Supplementary Regulations are to be submitted via CMS no less than 30 days prior to the commencement of the event.
- 2) Permit Fees For Events
 - a) The fees outlined below are applicable to all events conducted under the auspices of Karting WA. All fees in the Rule are inclusive of GST, where GST is applicable.
 - b) Zonal and State Series: \$165.00 permit fee plus \$6.00 per entry.
 - c) All Other Events excluding Club Competition: \$165.00 permit fee plus \$4.00 per entry.
 - d) Club Competition: Fee of \$5.00 per entry
- 3) Specified Classes For Competition
 - a) In addition to the Classes and/or Divisions detailed in the Rules, the Classes and/or Divisions eligible to compete in a State Series or below Competition are detailed in these State Regulations.
- 4) Entries
 - a) Minimum Closing Time for Entries
 - i) Zonal Series: In accordance with the relevant Series Regulations
 - ii) All other Events excluding Club Competition:
 - Pre entry payment is required prior to the close of entries to validate the entry.
 - iii) Club Competition: As detailed the relevant Supplementary Regulations for a Meeting.
 - b) All entry fees listed in these Regulations are inclusive of GST (where applicable) and National and State Track Development Levies
- 5) Consolidation of Classes
 - a) The Organising Club will consolidate Classes and/or Divisions (in accordance with the KA Manual) to run on the Track simultaneously.
 - b) If Classes and/or Divisions are consolidated, each Organising Club will be permitted to adjust the number of laps at their discretion.
- 6) Technical
 - a) For State Series and Below Events in all Cadet, Junior and TaG 125 Restricted Classes or Divisions:
 - i) Engines and restrictors may be sealed in accordance with the Rules.
 - ii) All restrictors must be checked prior to being sealed.
 - b) For State Series and below competition, Exhaust Silencers for the KZ2 can be either a CIK-FIA Homologated item or a non-homologated item.
 - c) Tyre Pooling is not permitted in any State, Zonal or Club Competition.
 - d) Video Recording System
 - i) It is mandatory for each Kart competing in each State Series, State Cup, State Trophy and Zonal Series to have a video recording system that is mounted in accordance with Technical Rules, Chapter 1, Rule 8 i) (iv) and be fully operational at all times while the Kart is on the Track.
 - ii) The date and time on the camera must be set to the time zone of the Meeting.
 - e) Video Recording System- Recording Medium (SD Card) Procedures
 - i) A separate SD card must be used for each Class or Division contested at a Meeting.

- ii) Prior to the commencement of on-track activity on each day of Competition, the Recording Medium used in the camera fitted to a Kart must be completely cleared and reformatted.
 - iii) No recorded vision on the Recording Medium may be deleted from the time that on-track activity has commenced on each day of a Meeting until one (1) hour after the completion of the following Event, without the prior written permission of the Stewards.
- 7) Competition Numbers
- a) At any State, Zonal or Club Competition, a visiting Driver will have preference in the allocation of a Competition number except in the circumstance where the competition number is the Drivers KA Competition Licence Number.
 - b) Should there be a duplication in Competition numbers in accordance with Competition Rules, Chapter 1 Rule 11 j) and Regulation 7a) above, the final decision on the allocation of Competition numbers is to be made by the Organising Club.
- 8) Race Formats
- a) At any State, Zonal or Club Permitted Competition where the number of Karts entered to Compete in a Class, Division or Competition Group is twenty (20) or less, it will be permitted for one of the Heats to reverse the starting grid for some or all of the Karts entered in the Race.
 - i) The number of karts to which the reverse starting grid order will apply and the Heat in which the reverse starting grid Race will be conducted will be specified in Supplementary Regulations.
- 9) Club Competition (Club Runs)
- a) All Drivers, regardless of Competition Licence Grade, who are Competing in a TaG 125 Restricted Division and/or a 4SS Senior Division at a Club Competition will be eligible for points or awards.
 - b) Any additional requirements an Organiser of a Club Competition may have, must be listed in the Supplementary Regulations for a Meeting. This may include items such as that only Members of the Organising Club will be eligible for any points or awards.
- 10) Point Scores

Unless otherwise specified in these State Regulations, the following point score systems may be used:

a) Procedure 1

- i) The point score outlined below will only be used to determine the Grid for a heat and/or final race at a Meeting. These points will count towards the point score for prizes and awards.

Position	Points	Position	Points	Position	Points
1 st	289	13 th	58	25 th	11
2 nd	253	14 th	51	26 th	10
3 rd	221	15 th	45	27 th	9
4 th	194	16 th	39	28 th	8
5 th	169	17 th	34	29 th	7
6 th	148	18 th	30	30 th	6
7 th	130	19 th	26	31 st	5
8 th	113	20 th	23	32 nd	4
9 th	99	21 st	20	33 rd	3
10 th	87	22 nd	17	34 th	2
11 th	76	23 rd	15	35 th Onwards	1
12 th	67	24 th	13		

- ii) In the event of a tie on points, the lower grid position will be awarded to the Driver with the fastest original qualifying time or highest qualifying position.
- b) Procedure 2
- i) The point score outlined below will only be used to determine the Grid for a heat and/or final race at a Meeting. These points will not count towards the point score for prizes and awards.
 - ii) 1st: 0 Points, 2nd: 2 Points, 3rd: 3 Points and so on with one (1) point being added for each place
 - iii) In the event of a tie on points, the lower grid position will be awarded to the Driver with the fastest original qualifying time or highest qualifying position.
- c) Procedure 3
- i) The point score outlined below will only be used to determine the Grid for a heat and/or final race at a Meeting. These points will count towards the point score for prizes and awards.

Position	Points	Position	Points	Position	Points
1 st	401	13 th	11	25 th	1
2 nd	300	14 th	8	26 th	1
3 rd	225	15 th	6	27 th	1
4 th	169	16 th	4	28 th	1
5 th	127	17 th	3	29 th	1
6 th	95	18 th	2	30 th	1
7 th	71	19 th	1	31 st	1
8 th	53	20 th	1	32 nd	1
9 th	40	21 st	1	33 rd	1
10 th	30	22 nd	1	34 th	1
11 th	22	23 rd	1	35 th	1
12 th	16	24 th	1	36 th	1

ii)

iii) In the event of a tie on points, the lower grid position will be awarded to the Driver with the fastest original qualifying time or highest qualifying position.

11) Race Neutralisation - Full Course Yellow

The Full Course Yellow procedure prescribed in Competition Rules, Chapter 1 Rule 24 must be used at State Series, State Cup, State Trophy and Zonal Series Competitions conducted under the authority of Karting WA.

12) State Trophy Events

a) The following events are classified as State Trophy Meeting's in accordance with the Rules:

- i) Carnival of Karts
- ii) City of Perth
- iii) Dash for Cash
- iv) Junior Challenge
- v) King of the Hill
- vi) Southern Sprint
- vii) HGKC Open Meeting
- viii) Shakedown

b) Dry Tyre Types

i) Only the following Dry Tyre types are permitted to be used in each Class or Division in a State Trophy Meeting in WA:

CLASS/DIVISION	DRY TYRE TYPE	CLASS/DIVISION	DRY TYRE TYPE
Cadet 9	Bridgestone - YDS	Tag 125 Restricted	Dunlop - DFH
Cadet 12	Bridgestone - YDS	X30	MG - Yellow
KA4	Bridgestone - YDS	TaG 125	MG - Yellow
KA3	Dunlop - DFH	KZ2	MG SM – Green Yellow
KA2	Dunlop - DFH	WA Open Performance	MG SM – Green Yellow
Junior Performance	Dunlop - DFH	WA Combined	Dunlop - DFH

SPORTING REGULATIONS

STATE and ZONAL SERIES

Goldstar Series	(Midwest Kart Club, Bunbury City Kart Club, Tiger Kart Club)
South Eastern Zone	(Albany City Kart Club, Eastern Goldfields Kart Club, Esperance Kart Club, Lake King Kart Club)
Northern Zone	(Exmouth Kart Club, Hedland Kart Club, Impala Kart Club, Karratha Kart Club)

GENERAL SERIES REGULATIONS

- 1) Competition Level: State and Zonal Series
 - a) The Goldstar Series is a State Series Competition
 - b) The South Eastern Zone Series is a State Series Competition
 - c) The Northern Zone Series is a Zonal Competition
- 2) Minimum Closing Time For Entries
 - a) Online: The Wednesday prior to the commencement of the Meeting. This date will be confirmed in the Supplementary Regulations for the Meeting.
 - b) Late entries may be accepted up until the day before the commencement of the event by contacting the Organising Club.
 - c) No entries will be accepted on the day of competition.
 - d) Additional entry criteria for each specific Series may be listed in these State Regulations.
- 3) Competition Number Allocation
 - a) The 2020 Class champions in each Series will be allocated black plates (to be supplied by Karting WA) with a number 1 and the Series Name on it. These plates are for display purposes only and are not to be used at a Meeting.
- 4) Series Point score
 - a) The point score for each Series will be maintained by Karting WA
 - b) The point score for each Round of each Series will be determined in accordance with these State Regulations, General Regulations 10 as follows:
 - i) Northern: Procedure 3
 - ii) Goldstar Series and South Eastern Zone: Procedure 1
 - c) At each Meeting, the winner of each Class or Division will be determined by the Driver with the highest accumulated points from the Heat 1, Heat 2, Heat 3 and the Final.
 - d) All Points scored by a Driver at each Round of a Series count towards the Series point score
- 5) Prizes and Prize Giving
 - a) The following prizes will be awarded for each Series:
 - i) 1st: Trophy and Plate
 - ii) 2nd: Trophy
 - iii) 3rd: Trophy
 - b) Each specific Series may award additional prizes in accordance with these State Regulations.

GOLDSTAR SERIES

1) GENERAL

- a) For a Class or Division to be eligible for final Series points the Class must run two (2) times and must have a minimum of five (5) entries to constitute a Class or Division.
- b) Any Competitor who competes at the Midwest Kart Club round of the Goldstar Series will be awarded 1156 bonus points for each Class or Division entered.
- c) A Competitor who is Disqualified from an Event or the Meeting is not eligible for bonus points.
- d) Classes or Divisions that do not run at the first and second round, and are therefore ineligible for the Series, will not be offered over the remaining rounds of the Series.

2) CLASSES & DRY TYRES

- a) The following Classes or Divisions will be eligible to compete in the Series:

CLASS/DIVISION	DRY TYRE TYPE	CLASS/DIVISION	DRY TYRE TYPE
Cadet 9	Bridgestone - YDS	TaG 125 Restricted Light	Dunlop - DFH
Cadet 12	Bridgestone - YDS	TaG 125 Restricted Medium	Dunlop - DFH
KA4 Junior Light	Bridgestone - YDS	TaG 125 Restricted Masters	Dunlop - DFH
KA4 Junior Heavy	Bridgestone - YDS	TaG 125 Light	MG - Yellow
KA3 Junior	Dunlop - DFH	TaG 125 Heavy	MG - Yellow
KA3 Senior Light	Dunlop - DFH	WA Open Performance	MG SM- Green Yellow
KA3 Senior Medium	Dunlop - DFH		

- b) The following Classes or Divisions will be consolidated on the Track unless Track density is exceeded:
 - i) KA4 Junior Light and KA4 Junior Heavy
 - ii) KA3 Senior Light and KA3 Senior Medium
 - iii) TaG 125 Restricted Light and TaG 125 Restricted Medium

3) FORMAT

- a) Unless otherwise specified in Supplementary Regulations, each Round of the Series will consist of, and be conducted in the following manner:
 - i) One (1) Qualifying Session: Minimum of six (6) minutes duration for each Class or Division. Fastest Qualifier of each Class will be awarded 50 bonus points for the Round.
 - ii) Heat 1: Grid Positions in accordance with the results of Qualifying, with the fastest Driver on Pole Position and so on.
 - iii) Heat 2: Grid Positions in accordance with the results of Heat 1, with the winner on Pole Position and so on.
 - iv) Heat 3: Highest accumulated Series points from Heat 1 and Heat 2 will start on Pole Position and so on.
 - v) Final: Highest accumulated Series points from Heat 1, Heat 2 and Heat 3 will start on Pole Position and so on.
 - vi) Winner of the Round will be the Winner of the Final.
 - vii) The final Series Points shall be determined by using the total points scored from all Rounds of the Series.
- b) Heat 1 and Heat 2 will have an approximate race distance of 8km
- c) Heat 3 and Heat 4 will have an approximate race distance of 9km.
- d) The Final will have an approximate race distance of 12km.
- e) No points will be awarded for a DNF/DNS

4) ENTRY FEE

- a) The following entry fee will be payable for each Round of the Series:
 - i) All Classes: \$80.00
 - ii) Second and subsequent Classes: \$65.00
 - iii) \$20.00 from each driver's entry at each race meeting will go towards a Series Mega Prize Pool to be drawn amongst all driver entries at the Final Round of the Series. Each driver will receive an entry into the end of the year prize draw per nomination.

5) ROUND AWARDS

- a) The Awards at each Round of the Series will be supplied by the Organising Club
- b) Awards will be presented to 1st, 2nd and 3rd Places in each Class or Division

SOUTH EASTERN ZONE

1) GENERAL

- a) For a Class or Division to be eligible for final Series points the Class or Division must:
 - i) have a minimum of ~~four (4)~~ three (3) entries at each Round to constitute a Class or Division; and
 - ii) the Class or Division must Compete at a Minimum of three (3) Rounds of the Series.
- b) Classes that have not competed at the first two (2) Rounds of the Series are ineligible for the remainder of the Series.
 - i) These Classes of Divisions may be offered over the remaining Rounds of the Series at the sole discretion of the Organising Club.

2) CLASSES & DRY TYRES

- a) The following Classes and Divisions will be eligible to compete in the Series:

CLASS/DIVISION	DRY TYRE TYPE	CLASS/DIVISION	DRY TYRE TYPE
Cadet 9	Bridgestone - YDS	KA3 Senior Heavy	Dunlop - DFH
Cadet 12	Bridgestone - YDS	TaG 125 Restricted Medium	Dunlop - DFH
KA4 Junior Light	Bridgestone - YDS	TaG 125 Light	MG - Yellow
KA3 Junior	Dunlop - DFH	TaG 125 Heavy	MG - Yellow
KA3 Senior Light	Dunlop - DFH	WA Open Performance	MG SM – Green Yellow
KA3 Senior Medium	Dunlop - DFH		

3) FORMAT

- a) Each Round of the Series will consist of, and be conducted in the following manner:
 - i) If there are more than twenty (20) Competitors in a Class or Division the following will take place:
 1. One (1) Qualifying: Minimum of six (6) minutes duration for each Class
 2. Heat 1: Grid Positions in accordance with the results of Qualifying, with the fastest Driver on Pole Position and so on
 3. Heat 2: Grid Positions in accordance with the results of Heat 1, with the winner on Pole Position and so on.
 4. Heat 3: Highest accumulated points from Heat 1 and Heat 2 will start on Pole Position and so on.
 5. Heat 4: Highest accumulated points from Heat 1, Heat 2 and Heat 3 will start on Pole Position and so on.
 6. Final: Highest accumulated points from Heat 1, Heat 2, Heat 3 and Heat 4 will start on Pole Position and so on.
 7. P platers in Cadet 9 and 12 Classes will be placed rear of field for entire Meeting.
 - ii) If there twenty (20) or less Competitors in the Class or Division the following will take place. For the avoidance of doubt, this includes when a Class or Division is consolidated in accordance with the Rules:
 1. Heat 1: Grid Positions will be determined by Random Draw
 2. Heat 2: Grid Positions will be determined by Reverse Random Draw i.e: Inverse positions from Heat 1.
 3. Heat 3: Highest accumulated points from Heat 1 and Heat 2 will start on Pole Position and so on.
 4. Heat 4: Lowest accumulated points from Heat 1, Heat 2 and Heat 3 will start on Pole Position and so on.
 5. Final: Highest accumulated points from Heat 1, Heat 2, Heat 3 and Heat 4 will start on Pole Position and so on.
 6. P platers in each Class or Division will be placed at rear of field for the entire Meeting.
- b) Heat 1 and Heat 2 will have an approximate race distance of 8km.
- c) Heat 3 and Heat 4 will have an approximate race distance of 9km.
- d) The Final will have an approximate race distance of 12km.

4) ENTRY FEE

a) The following entry fee will be payable for each Round of the Series:

- i) Senior 1st Class: \$55.00.
- ii) Senior Second & Subsequent Class \$25.00.
- iii) Junior/Cadet 1st Class: \$35.00.
- iv) Junior Second & Subsequent Class \$15.00.

(Note: Second and Subsequent Entry is if a person is racing more than one (1) Class or Division at a Meeting)

b) Late entries will be accepted up until Friday evening, but not be able to be paid by credit card or direct deposit. This must be paid in cash at Driver's registration.

5) ROUND AWARDS

- a) The Awards at each Round of the Series will be supplied by the Organising Club
- b) Plates and cash to be presented to 1st, 2nd and 3rd in each class.

6) SERIES AWARDS

- a) For a Competitor to be eligible to be the South Eastern Zone Series Champion, they must compete at a minimum of three (3) Rounds.
- b) Series points scored at each Round by a Driver will count towards their Series Point Score in each Class or Division that has a minimum of has four (4) entries at each Round.
- c) Series Points are not transferrable between Drivers or between Classes or Divisions

NORTHERN ZONE

1) GENERAL

- a) For a Class or Division to be eligible for final Series points the Class or Division must run three (3) times and must have a minimum of three (3) entries, at each round to constitute a Class or Division.
- b) For a Competitor to be eligible for final Series points, the Competitor must have Competed in a Minimum of three (3) Rounds of the Series.
- c) Classes or Divisions that do not run at the first two (2) rounds and are therefore ineligible for the Series do not need to be offered over the remaining Rounds of the Series. The Organising Club may choose to offer the Class or Division as a support class at their discretion.
- d) Any Competitor who competes at the final Round of the Northern Zone Series will be awarded 200 bonus points for each Class or Division entered.
- e) A Competitor who is Disqualified from an Event or the Meeting is not eligible for bonus points.

2) CLASSES & DRY TYRES

- a) The following Classes and Divisions will be eligible to compete in the Series:

CLASS / DIVISION	ENGINE & WEIGHT	ENGINE & WEIGHT	DRY TYRE TYPE
Pro Cadets	In accordance with these State Regulations		
KA4 Junior - Combined	In accordance with these State Regulations		
KA3 Junior	In accordance with the Rules		Dunlop - DFH
WA Open Performance	In accordance with these State Regulations		
TaG 125 - Light	In accordance with the Rules		MG - Yellow
TaG 125 - Heavy	In accordance with the Rules		MG - Yellow
North West - Masters	In accordance with these State Regulations		
North West - Light	In accordance with these State Regulations		
North West - Medium	In accordance with these State Regulations		

- b) Pro-Cadets and KA4 Junior Combined will be restricted to two (2) sets of tyres for the Series.
- c) At the first Round of the Series, if there are not enough nominations of either the Light or Heavy Divisions in the TaG 125 Class and/or the North West Class, a combined Class will be formed for the remainder of the Series. In this instance the Minimum weights will be as follows:
 - i) TaG 125 - Combined: In accordance with these State Regulations
 - ii) North West - Combined: In accordance with these State Regulations

3) FORMAT

- a) Non-Finishers will be awarded a finishing position based on the number of laps completed. In instances of a tie this will be followed by the grid position awarded from the start of a heat.
- b) Each Round of the Series will consist of, and be conducted in the following manner:
 - i) If there are more than twenty (20) Competitors in a Class or Division the following will take place:
 1. One (1) Qualifying: Minimum of six (6) minutes duration for each Class
 2. Heat 1: Grid Positions in accordance with the results of Qualifying, with the fastest Driver on Pole Position and so on
 3. Heat 2: Grid Positions in accordance with the results of Heat 1, with the winner on Pole Position and so on.
 4. Heat 3: Highest accumulated points from Heat 1 and Heat 2 will start on Pole Position and so on.
 5. Heat 4: Highest accumulated points from Heat 1, Heat 2 and Heat 3 will start on Pole Position and so on.
 6. Final: Highest accumulated points from Heat 1, Heat 2, Heat 3 and Heat 4 will start on Pole Position and so on.
 7. P platers in Cadet 9 and 12 Classes will be placed rear of field for entire Meeting.
 - ii) If there are twenty (20) or less Competitors in a Class or Division the following will take place: (For the avoidance of doubt, this includes when a Class or Division is consolidated in accordance with the Rules.)

1. Heat 1: Grid Positions will be determined by Random Draw
 2. Heat 2: Grid Positions will be determined by Reverse Random Draw i.e: Inverse positions from Heat 1.
 3. Heat 3: Highest accumulated points from Heat 1 and Heat 2 will start on Pole Position and so on.
 4. Heat 4: Lowest accumulated points from Heat 1, Heat 2 and Heat 3 will start on Pole Position and so on.
 5. Final: Highest accumulated points from Heat 1, Heat 2, Heat 3 and Heat 4 will start on Pole Position and so on.
 6. P platers in each Class or Division will be placed at rear of field for the entire Meeting.
- iii) Heat 1 and Heat 2 will have an approximate race distance of 8km
 - iv) Heat 3 and Heat 4 will have an approximate race distance of 9km.
 - v) The Final will have an approximate race distance of 12km.

4) ENTRY FEE

- a) The following entry fee will be payable for each Round of the Series:
 - i) Senior: \$60.00
 - ii) Junior & Cadet: \$40.00
 - iii) All Classes - Second & Subsequent Entry: \$20.00 (*If a person is racing more than one (1) Class or Division at a Meeting*)
- b) A Competitor who submits their Entry after the closing date will be charged a \$50.00 late entry fee.

5) ROUND AWARDS

- a) The Awards at each Round of the Series will be supplied by the Organising Club
- b) Awards will be presented to 1st, 2nd and 3rd Places in each Class or Division

WA KZ STATE CHAMPIONSHIP

GENERAL REGULATIONS

1) GENERAL

- a) These Regulations are for the WA KZ Championship (Championship) Competitions conducted under the authority of Karting WA.
- b) The Championship Organising Committee can be contacted through the Championship Secretary:
 - i) Hayden Patrizi: Email: wakzseries@gmail.com
Facebook: West Australian KZ Series
- c) The following events will form part of the Championship:

i)	Round 1	Tiger Kart Club	4 th and 5 th April 2020
ii)	Round 2	Bunbury City Kart Club	2 nd May 2020
iii)	Round 3	Hurricane Go Kart Club	22 nd August 2020
iv)	Round 4	Midwest Kart Club (Feature Class)	27 th September 2020
v)	Round 5	Tiger Kart Club	24 th October 2020
- d) At each Round of the Championship, the Championship Sponsor stickers:
 - i) must be placed each side pod and the front fairing (nose cone); and
 - ii) will be provided by the Championship Organising Committee; and
 - iii) if damaged must be replaced prior to the next on-Track activity.
- e) Each Round of the Championship will be conducted over a Maximum of two (2) days.
- f) Grid Positions for Qualifying in Round 1 will go in championship order from previous year. Each round thereafter will be by the current Championship standings.

2) KZ2 CLASS RULES

- a) At each Round of the Championship this Class will be conducted in accordance with the KZ2 Class Rules – Chapter 16 subject to the specific amendments in this Regulation.
- b) Engine Eligibility
 - i) If a Competitor is using one (1) engine at a Meeting, they will be permitted to use their second engine seal after they have rebuilt their engine.
 - ii) One (1) Engine sealing nut must be fitted to the Cylinder Head.
 - iii) One (1) Engine sealing nut must be fitted to the barrel.
- c) Exhaust Silencer
 - i) Exhaust Silencers are permitted to be either a CIK-FIA Homologated item or a non-homologated item.
- d) Fuel
 - i) The only fuel permitted to be used at a Meeting is Pump Fuel - Premium Unleaded (PULP).
- e) Tyres
 - i) The only tyre permitted to be used in the Championship is the MG SM (Yellow Green) Prime Tyre.

3) ENTRY FEE

- a) The Entry Fee for each Round of the Championship will be listed in the Supplementary Regulations for each Meeting.
- b) The terms and method of payment will be stipulated in the Supplementary Regulations for the Meeting.
- c) The Entry Fee must be received to confirm a Competitor's entry to the Meeting.

4) FORMAT

- a) Practice
 - i) A Practice session which is part of the Meeting must be included in the Supplementary Regulations.
 - ii) Timing of the Practice Sessions is highly recommended.
 - iii) The Class may be consolidated in accordance with the Rules to maximise the amount of practice for each Competitor.
- b) Qualifying
 - i) Number of Competitors is Less than 90% Track Density: One (1) Qualifying session of seven (7) minutes duration for all Competitors.
 - ii) Number of Competitors in Greater than 90% Track Density with wet and/or changeable weather conditions: One (1) Qualifying session of ten (10) minutes duration for all Competitors.
 - iii) Number of Competitors is Greater than 90% Track Density:

1. Qualifying will be split into two (2) separate sessions (Group 1 and 2) each of five (5) minutes duration.
 2. At Round 1, Group participants will be determined from the results of the final practice session.
 3. From Round 2 onwards, Group participants will be determined in Series Order.
 4. Only the lower 50% will participate in the Group 1 session and only the upper 50% will participate in the Group 2 session.
 5. Where the separation results in an odd number of Karts, the lesser number will comprise Group 1.
- c) Grid Procedure
- i) Heat 1: Grid Positions in accordance with the results of Qualifying, with the fastest Driver on Pole Position and so on
 - ii) Heat 2: Grid Positions in accordance with the results of Qualifying, with the fastest Driver on Pole Position and so on
 - iii) Heat 3: Highest accumulated points from Heat 1 and Heat 2 will start on Pole Position and so on.
 - iv) Final: Finishing order of Heat 3 with the winner on Pole Position and so on.
- d) Race Format
- i) Heat 1, Heat 2 and Heat 3: 15 laps each Heat
 - ii) Final: 25 laps
 - iii) The distances listed above may be increased at the discretion of the Championship Organising Committee in conjunction with the Organising Club.
- e) Oversubscribed Class Race Format
- i) The race format for the Class if it is oversubscribed must be listed in the Supplementary Regulations and must comply with the Rules.
- f) Race Start Procedure
- i) In addition to the provisions of Competition Rules Chapter 1 Rule 22 e) Standing Starts, if a Competitor stalls on a second (2nd) occasion prior to the start, that Competitor will be moved off the Track and be deemed a DNF.

5) PRIZES AND AWARDS

- a) The Prize Giving Presentation at each Round of the Championship will take place one (1) hour after the completion of the Final Race.
- b) The cumulative points of each Competitor in the Class will determine the eligibility for awards.
- c) Trophies will be presented to 1st, 2nd and 3rd in the Class at each Round.
- d) The attention of Drivers is drawn to Competition Rules Chapter 1 Rule 30 – Official Presentation.

6) SERIES POINT SCORE

- a) Prizes and awards will be presented to 1st, 2nd and 3rd in the Class after the competition of the final Round of the Championship by the Championship Organising Committee.
- b) The Championship classification in the Class will be based on the Competitor with the highest accumulated points of all Rounds in the Championship
- c) For the avoidance of doubt, a Competitor does not need to compete in all Rounds of the Championship to be eligible for the Championship awards.
- d) In the event of two (2) or more Drivers scoring equal points at the end of the Championship, the final Championship order will be determined by reference to each Driver's overall placing at each Championship Meeting conducted.
- e) The Driver with the greater number of first places in the Class will assume the higher place in the final Championship order.
- f) If this fails to break the tie, then the Driver with the greater number of second places in the Class will assume the higher place in the Championship order, and so on until the tie is broken.
- g) If this fails to break the tie, then the final Championship order will be determined by reference to each Driver's placing in each race of the Class contested at each Championship Meeting conducted.
- h) The Championship winners and presentations will take place after the Podium Presentation at the final Round of the Series.
- i) The winner of the WA KZ State Championship will be the State Champion and will
 - i) Be awarded a Blue Plate; and
 - ii) Be entitled to use the State Champion number and background colour in accordance with Competition Rules, Chapter 1 Rule 11 h).

WA OPEN PERFORMANCE CLASS

1) PREAMBLE

The WA Open Performance Class was conceived to be a high-performance class for Western Australian conditions. It is to be read in conjunction with the Open Performance Class, Class Rules - Chapter 17 of the KA Manual.

Karting WA created the Class allowing a range of engine categories, with each category having a weight which has been selected with the goal of creating a similar overall performance for each engine category over a range of circuits.

For the avoidance of doubt, at a Club Competition KA1, DD2 and KZ2 must be permitted to compete in accordance with their respective Class Rules, including the specified weights and tyres.

It is permitted to change engine category and corresponding weight during a race day, however the Stewards must be advised of any such change prior to the next on Track activity.

In keeping with the very basic philosophy, and ensuring class requires the minimum of regulations and engine measuring, a Kart will be eligible if the Kart:

- a) Complies with the Rules and these Regulations; and
- b) The engine is within the capacity limits as specified for it(s) engine category as outlined below.

2) LICENCE REQUIREMENTS

- a) A Driver must hold a Minimum of a Senior B Grade licence.

3) DRIVETRAIN

- a) Engine
 - i) Major engine components (crankshaft, crankcases, cylinder barrel and externals of cylinder head) must be derived from AKA or CIK registered engines.
 - ii) Two Stroke or Four Stroke engines.
 - iii) Single or Twin engines.
 - iv) Engines may be air or water cooled.
 - v) Supercharging is not permitted.
 - vi) Additional restrictions for specific events may be specified in the event's Supplementary Regulations.
- b) Carburettor
 - i) One (1) carburettor per cylinder is permitted to be fitted to an engine.
- c) Ignition
 - i) Electric starters are permitted.
- d) Clutch
 - i) Clutches are permitted.
- e) Ignition
 - i) Digital ignitions systems are permitted if fitted to the engine originally by the manufacturer and are of the same type and style as originally fitted, otherwise.
 - ii) Only analogue type ignition systems are permitted.
- f) Brakes
 - i) Front wheel brakes may be used.
 - ii) Front wheel brakes are compulsory on all Karts with a combined (Kart and Driver) weight of above 170kg.
- g) Fuel
 - i) The only fuel permitted to be used is Pump Fuel - Premium Unleaded (PULP).

4) TYRES

- a) Dry Weather Tyres in accordance with the 2020 WA State Regulations.
- b) Wet Weather Tyres in accordance with Class Rules - Chapter 17 Rule 7b.
- c) A Maximum of five (5) Dry Weather Tyres may be used at a Meeting.
- d) A Maximum of five (5) Wet Weather Tyres may be used at a Meeting.
- e) The tyre replacement provisions in the Rules do not apply.
- f) Bead retention is:
 - i) compulsory on all Karts with a combined (Kart and Driver) weight of above 170kg; and
 - ii) optional for all other weights.

5) ENGINE CAPACITY & WEIGHT

- a) The table below outlines the Maximum engine capacity and the Minimum weight including the Driver for each type of eligible engine:

Engine Type	Maximum C	Minimum
Piston ported engines	125 cc	120 kg
Air Cooled CIK style Reed or Rotary	110 cc	120 kg
Water Cooled CIK style Reed or Rotary 100 cc	110 cc	140 kg
106 to 135 cc reed, rotary or piston port engines	141 cc	140 kg
Up to 135 cc derived from KF series engines	141 cc	150 kg
Rotax Max DD2	125 cc	155 kg
Biland 4 stroke	250 cc	150 kg
Vortex ROK DVS SV (Senior) (In accordance with KA Homologation)	125 cc	160 kg
X30 Super (In accordance with KA Homologation)	175 cc	170 kg
Twin Clubman/Formula Australia/KA100 (Must conform with the relevant Technical Specification on KA Website). Engines can be mixed.	210 cc	165 kg
Twin engine (reed, rotary, piston port or modified Clubman/Formula Australia). Engines can be mixed.	210 cc	175 kg
Twin engine (reed or rotary valve water cooled). Engines can be mixed.	210 cc	180 kg
125 Gearbox (motocross style engines)	128 cc	170 kg
Intercontinental C and KZ styled engines	128 cc	185 kg
X30 Super Shifter (In accordance with KA Homologation)	175 cc	190 kg
Twin 125 TaG engines (Engines in accordance with the relevant Class Rules)	255 cc	180 kg
Twin 125 Vortex ROK DVS SV engines (In accordance with KA Homologation)	250 cc	195 kg
Twin 125 KF TaG engines	250 cc	195 kg
Twin Torini TC 250 Factory Sealed (In accordance with the Homologation)	430 cc	160 kg

State Series and Below – Additional Divisions

The following Classes and/or Divisions are eligible to compete in State Series competitions and below unless otherwise indicated in the specific Class and/or Division. The Divisions listed below must be permitted to Compete in the Competition Group on which the Class is based in Club Competition.

- 1) TaG 125 – Combined
 - a) This Division is in accordance with the TaG 125 Class Rules – Chapter 13 with the only amendment being the Minimum weights which are as follows:
 - i) PRD Fireball 125: 165kg
 - ii) Parilla Leopard 125: 165kg
 - iii) IAME X30 125: 170kg
 - iv) SQ Cheetah 125: 165kg
 - v) Rotax Max 125: 170kg
 - vi) PRD Galaxy: 165kg
 - b) This Division must use the MG - Yellow Dry Tyre in accordance with the Class Rules.
- 2) TaG 125 Restricted – Combined
 - a) This Division is in accordance with the TaG 125 Restricted Class Rules – Chapter 12 with the only amendment being the Minimum weights which are as follows:
 - i) Rotax: 177kg
 - ii) All other engines: 172kg
 - b) This Division must use the Dunlop - DFH Dry Tyre in accordance with the Class Rules.
- 3) TaG 125 Restricted – Masters
 - a) This Division is in accordance with the TaG 125 Restricted Class Rules – Chapter 12 with the only amendment being the Minimum weights which are as follows:
 - i) Rotax : 180kg
 - ii) All other engines: 175kg
 - b) This Division must use the Dunlop - DFH Dry Tyre in accordance with the Class Rules.
- 4) KA4 Junior – Combined
 - a) This Division is in accordance with the KA4 Junior Division Class Rules – Chapter 5 with the only amendment being the Minimum weight which is 138kg.
 - b) This Division must use the Bridgestone - YDS Dry Tyre in accordance with the Class Rules.
- 5) KA4 Senior – Combined
 - a) This Division is in accordance with the KA4 Senior Division Class Rules – Chapter 5 with the only amendment being the Minimum weight which is 155kg
 - b) This Division must use the Bridgestone - YDS Dry Tyre in accordance with the Class Rules.
- 6) Yamaha
 - a) This Division is in accordance with the Yamaha Division Class Rules – Chapter 5.
 - b) This Division must use the Dunlop DFH Dry Tyre in accordance with the Class Rules.
- 7) Pro Cadets
 - a) Pro-Cadets is a combined Cadet Class based on Cadet 9 Class Rules - Chapter 1 and Cadet 12 Class Rules - Chapter 3 with the following additional technical requirements:
 - i) This Division must use the Bridgestone - YDS Dry Tyre in accordance with the Class Rules Chapter 1 and Chapter 3.
 - ii) Yamaha KT100J: AKA1 Restrictor must be used
 - iii) Vortex Mini Rok: 16mm restrictor in accordance with the Homologation must be used
 - iv) Minimum Weight including the Driver:
 - 1) Comer SW80: 103kg
 - 2) Yamaha KT100J: 108kg
 - 3) Vortex Mini Rok: 108kg

8) North West Class

- a) The North West Class is eligible for competition in all Zonal Series and Club Competition
- b) North West Class is a combined Senior Class based on KA3 – Class Rules Chapter 6, TaG 125 Restricted – Class Rules Chapter 12 with the following minimum weights and Dry Tyre type:

i)

DIVISION	ENGINE & WEIGHT KA100	ENGINE & WEIGHT TaG 125 Restricted	DRY TYRE TYPE
North West Light	160kg	Rotax: 165kg All Other Engines: 160kg	Dunlop DFH
North West Medium	180kg	Rotax: 185kg All other engines: 180kg	Dunlop DFH
North West Masters	175kg	Rotax: 180kg All other engines: 175kg	Dunlop DFH
North West Combined	170kg	Rotax: 175kg All other engines: 170kg	Dunlop DFH

9) WA Combined Class

- a) The WA Combined Class is eligible for competition in all State Series and below.
- b) WA Combined Class is a combined Senior Class based on KA3 – Class Rules Chapter 6, TaG 125 Restricted – Class Rules Chapter 12 with the following minimum weights and Dry Tyre type:

i)

DIVISION	ENGINE & WEIGHT KA100	ENGINE & WEIGHT TaG 125 Restricted	DRY TYRE TYPE
WA Combined Light	150kg	Rotax: 155kg All Other Engines: 150kg	Dunlop DFH
WA Combined Medium	170kg	Rotax: 175kg All other engines: 170kg	Dunlop DFH
WA Combined Heavy	190kg	Rotax: 195kg All other engines: 190kg	Dunlop DFH

CLUB COMPETITION

1) GENERAL

- a) These Regulations are for Club Competitions conducted under the authority of Karting WA.
- b) Club Competition must be conducted in accordance with the provisions of Competition Rules, Chapter 5 Rule 7.

2) CLASSES & TYRE TYPES

- a) Only the following Dry Tyre types are permitted to be used in each Class or Division in Club Competition in WA:

CLASS/DIVISION	DRY TYRE TYPE	CLASS/DIVISION	DRY TYRE TYPE
Cadet 9	Bridgestone - YDS	Tag 125 Restricted	Dunlop - DFH
Cadet 12	Bridgestone - YDS	X30	MG - Yellow
KA4	Bridgestone - YDS	TaG 125	MG - Yellow
KA3	Dunlop - DFH	KZ2	MG - Yellow
KA2	Dunlop - DFH	WA Open Performance	MG SM – Green Yellow
Junior Performance	Dunlop - DFH	Yamaha	Dunlop - DFH

3) FORMAT

- a) Practice
 - i) A Practice session which is part of the Meeting must be included in the Supplementary Regulations.
 - ii) Timing of the Practice Sessions is highly recommended.
 - iii) Classes and/or Divisions may be consolidated in accordance with the Rules to maximise the amount of practice for each Competitor.
- b) Qualifying
 - i) Qualifying may be offered. If Qualifying is offered it must be stipulated in the Supplementary Regulations.
 - ii) If Qualifying is offered there will be one (1) Qualifying session, which may take place as stand-alone session or be combined with a warm up session.
- c) Race Formats
 - i) Race Formats 1-18 as listed in these State Regulations are the only formats permitted to be used for Club Competition.
- d) Races
 - i) The Race Format for each Meeting will be confirmed in the Supplementary Regulations.
 - ii) The distance of each Heat and Final will be determined by the Organising Club and included in the Supplementary Regulations.
 - iii) Where the number of Karts entered to Compete in a Competition Group is ten (10) or less, Reverse Grids will be permitted for one of the heats. The Supplementary Regulations for the Meeting must confirm which heat will have a Reverse Grid.
- e) Finishing
 - i) The winning positions in each class can be determined by:
 - 1) The combined points for all Races in each Class or Division; or
 - 2) The results of the Final only.

4) POINT SCORE

- a) The points awarded for a Club Competition, if they are part of a series of events or a standalone event will be determined in accordance with these State Regulations, General Regulations 10.
- b) The specific point score being used for a Meeting must be confirmed in the Supplementary Regulations.

5) PRIZES AND AWARDS

- a) The combined points for all Races in each Class or Division will determine the eligibility for awards at each Meeting.
- b) It is highly recommended that trophies be presented to 1st, 2nd and 3rd in each Class or Division at each Meeting.
- c) The Organising Club will supply the trophies at their cost. The Organising Club may award additional trophies or awards the cost of which will be borne by the Organising Club.
- d) The Organising Club may implement a Minimum entry number for the awarding of Prizes and awards which must be stipulated in the Supplementary Regulations.

1) GENERAL

- a) Unless otherwise specified in these State Regulations, Race Formats 1-12 are the only Race Formats permitted to be used for State Series, State Cup, State Trophy and Zonal Competition.
- b) Race Formats 1-18 are the only Race Formats permitted to be used for Club Competition.

EITHER GRIDDED AS A WHOLE GROUP IRRESPECTIVE OF CLASS WITH STARTING POSITIONS BASED SOLELY ON TIMES; OR GRIDDED AS CLASSES WITHIN THE GROUP SEPARATED BY APPROXIMATELY 50 METRES ON THE TRACK AT THE START OF THE RACE WITH THE FASTEST CLASS AT THE FRONT FOLLOWED BY THE SECOND FASTEST CLASS AND SO ON.					
Qualifying	Heat 1	Heat 2	Heat 3	Heat 4	Final
Format 1					
Yes	Results of Qualifying Fastest to the front	Results of Qualifying Fastest to the front	Results of Qualifying Fastest to the front		◆Points from Finishing Positions of Heats 1, 2, 3
Format 2					
Yes	Results of Qualifying Fastest to the front	Results of Qualifying Fastest to the front	◆Points from Finishing Positions of Heat 1, 2		◆Points from Finishing Positions of Heats 1, 2, 3.
Format 3					
Yes	Results of Qualifying Fastest to the front	Results of Qualifying Fastest to the front	◆Points from Finishing Positions of Heat 1, 2		Finishing positions from Heat 3
Format 4					
Yes	Results of Qualifying Fastest to the front	◆Points from Finishing positions from Heat 1	◆Points from Finishing positions from Heat 1, 2		Finishing positions from Heat 3
Format 5					
Yes	Results of Qualifying Fastest to the front	◆Points from Finishing positions from Heat 1	◆Points from Finishing positions from Heat 1, 2		◆Points from Finishing Positions of Heats 1, 2, 3
Format 6					
Yes	Results of Qualifying Fastest to the front	◆Points from Finishing positions from Heat 1	◆Points from Finishing positions from Heat 1, 2	◆Points from Finishing Positions of Heats 1, 2, 3	Finishing positions from Heat 4
Format 7					
Yes	Results of Qualifying Fastest to the front	◆Points from Finishing positions from Heat 1	◆Points from Finishing positions from Heat 1, 2	◆Points from Finishing Positions of Heats 1, 2, 3	◆Points from Finishing Positions of Heats 1, 2, 3 & 4
Format 8					
Yes	Results of Qualifying Fastest to the front	Results of Qualifying Fastest to the front	◆Points from Finishing positions from Heat 1, 2	◆Points from Finishing positions from Heat 1, 2,3	Finishing positions from Heat 4
Format 9					
Yes	Results of Qualifying Fastest to the front	Results of Qualifying Fastest to the front	◆Points from Finishing positions from Heat 1, 2	◆Points from Finishing positions from Heat 1, 2,3	◆Points from Finishing Positions of Heats 1, 2, 3 & 4
Format 10					
Yes	Results of Qualifying Fastest to the front	Results of Heat 1 to the front	Results of Heat 2 to the front	Results of Heat 3 to the front	Results of Heat 4 to the front
Format 11					
Yes	Results of Qualifying Fastest to the front	Results of Heat 1 to the front	Results of Heat 2 to the front	Results of Heat 3 to the front	◆Points from Finishing Positions of Heats 1, 2, 3 & 4
Format 12 – 4SE (4 Stroke Endurance)					
Yes	No Heats				Results of Qualifying Fastest to the front

GRIDDED (FOR AT LEAST HEAT 1) BASED ON RANDOM OR COMPUTER DRAW. "P" PLATE DRIVERS MUST BE PLACED AT THE REAR OF THE FIELD.					
Qualifying	Heat 1	Heat 2	Heat 3	Heat 4	Final
Format 13					
No	Random Draw	Random Draw	Random Draw		◆ Points from Finishing Positions of Heats 1, 2, 3
Format 14					
No	Random Draw	Random Draw	Random Draw	Random Draw	◆ Points from Finishing Positions of Heats 1, 2, 3, 4
Format 15					
No	Random Draw	Random Draw	◆ Points from Finishing Positions of Heats 1, 2	◆ Points from Finishing Positions of Heats 1, 2, 3	◆ Points from Finishing Positions of Heats 1, 2, 3, 4
Format 16					
No	Random Draw	Random Draw	◆ Points from Finishing Positions of Heats 1, 2	◆ Points from Finishing Positions of Heats 1, 2, 3	Finishing positions from Heat 4
Format 17					
No	Random Draw	Random Draw	◆ Points from Finishing Positions of Heats 1, 2		◆ Points from Finishing Positions of Heats 1, 2, 3
Format 18					
No	Random Draw	Random Draw	◆ Points from Finishing Positions of Heats 1, 2		Finishing positions from Heat 3
<p>◆ Where indicated, the following point score system will be used for determining the grid positions for heat races and the final. These points will not count towards any Championship or Series points.</p> <ul style="list-style-type: none"> • 1st = 0 points, 2nd = 2 points, 3rd = 3 points, and so on with one (1) point being added for each place. 					