

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 SKC (State, Zonal and Club Competition.) All State Regulations must be promulgated by an SKC and approved by KA. Should there be a conflict between the Rules and the State Regulations, the Rules will prevail. In 2017, 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 22nd October 2016 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 2017 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) 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) State Series: In accordance with the relevant Series Regulations
 - ii) All other Events excluding Club Competition:
 - For Pre entries payment is required prior to the close of entries to validate the entry
 - Pre Entries will close a minimum of seven (7) days prior to the commencement of the Event
 - 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 Zonal Championship 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.
- 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.
- 8) Race Formats
 - a) At any State, Zonal or Club Competition where the number of Karts entered to Compete in a Class, Division or Competition Group is ten (10) or less, a 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.

- 9) Club Competition (Club Runs)
- a) Club Competition may incorporate a Maximum of four (4) Clubs, including the Organising Club.
 - b) The number of participating Clubs up to the Maximum of four (4) is at the discretion of the Organising Club.
 - c) Drivers holding a Maximum of a B Grade Senior Licence who are Competing in a TaG 125 Restricted Division at a Club Competition will be eligible for points or awards.

SPORTING REGULATIONS

STATE SERIES

Western Cup	(Hurricane Go Kart Club, 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, Newman Kart Club)

GENERAL SERIES REGULATIONS

- 1) Competition Level: State Series
- 2) Minimum Closing Time For Entries
 - a) Online: 7 days prior to the commencement of the event.
 - b) Late entries may be accepted up to last post on the Friday prior to the event on subscribed Classes only.
 - c) Late entries may be accepted up until the day before the commencement of the event by contacting the Organising Club.
 - d) No entries will be accepted on the day of competition.
 - e) Additional entry criteria for each specific Series may be listed in these State Regulations.
- 3) Competition Number Allocation
 - a) The 2017 Class champions in each Series will be allocated black plates (to be supplied by Karting WA) with a yellow number 1 and the Series Name on it. These plates are for display purposes only and are not to be used at a Meeting.
 - b) Drivers are permitted to use a black background bearing their competition number in yellow during a Meeting. This is only to be used in the Class they were awarded 1ST Place in 2016 and only within Western Australia.
- 4) State Series Point score
 - a) The point score for each Series will be maintained by Karting WA
 - b) The 289 Point System will be used for each Round of each Series.
 - 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, the Pre-Final 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 State Series:
 - i) 1st: Trophy and Black Plate
 - ii) 2nd: Trophy
 - iii) 3rd: Trophy
 - b) Each specific Series may award additional prizes in accordance with these State Regulations.

Western Cup

1) GENERAL

- a) For a Class or Division to be eligible for final Series points the Class must run three (3) 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 Western Cup will be awarded 1156 bonus points for each Class or Division entered.
- c) A Competitor who is excluded 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

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

Cadet 9	Sportsman KA3 Medium
Cadet 12	Sportsman KA3 Masters
KA4 Junior Light	TaG 125 Light
KA4 Junior Heavy	TaG 125 Heavy
KA3 Junior	TaG 125 Restricted Light
Sportsman KA3 Light	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:

(Note: Where displayed, the format name listed in brackets below refers to the term used in the CMS).

- i) One (1) Qualifying: Minimum of six (6) minutes duration for each Class or Division
- ii) Heat 1 (Heat): Grid Positions in accordance with the results of Qualifying, with the fastest Driver on Pole Position and so on.
- iii) Heat 2 (Pre-Final 1): Grid Positions in accordance with the results of Heat 1, with the winner on Pole Position and so on.
- iv) Heat 3 (Pre Final 2): Highest accumulated points from Heat 1 and Heat 2 will start on Pole Position and so on.
- v) Final: Highest accumulated points from Heat 1, Heat 2 and Heat 3 will start on Pole Position and so on.

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 or Divisions - Second & Subsequent Entry: \$25.00 *(If a person is racing more than one (1) Class or Division at a Meeting)*

South Eastern Zone**1) GENERAL**

- a) For a Class or Division to be eligible for final Series points the Class must have a minimum of five (5) entries at each Round to constitute a Class or Division.
- b) Any Competitor who competes at the final Round of the South Eastern Zone Series will be awarded 200 bonus points for each Class or Division entered.
- c) A Competitor who is excluded from an Event or the Meeting is not eligible for bonus points.
- d) Classes or Divisions that do not run at the first Round, and are therefore ineligible for the Series, will not be offered over the remaining Rounds of the Series.

2) CLASSES

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

Cadet 9	Sportsman KA3 Heavy
Cadet 12	TaG 125 Light
KA4 Junior Light	TaG 125 Heavy
KA4 Junior Heavy	TaG 125 Restricted Light
KA3 Junior	TaG 125 Restricted Medium
Sportsman KA3 Combined	KZ2

- b) At the first Round of the Series, if there are not enough nominations for the Light Division in the TaG 125 Restricted Class, only the Medium Division will be permitted for the remainder of the Series. In this instance the Maximum Kart weights will not apply.

3) FORMAT

- a) Each Round of the Series will consist of, and be conducted in the following manner:
(Note: Where displayed, the format name listed in brackets below refers to the term used in the CMS).
 - i) One (1) Qualifying: Minimum of six (6) minutes duration for each Class or Division
 - ii) Heat 1 (Heat): Grid Positions in accordance with the results of Qualifying, with the fastest Driver on Pole Position and so on.
 - iii) Heat 2 (~~Pre-Final 1~~): Grid Positions in accordance with the results of Heat 1, with the winner on Pole Position and so on.
 - iv) Heat 3 (~~Pre-Final 2~~): Highest accumulated points from Heat 1 and Heat 2 will start on Pole Position and so on.
 - v) Final: Highest accumulated points from Heat 1, Heat 2 and Heat 3 will start on Pole Position and so on.
- b) Each Heat and the Pre Final will have an approximate race distance of 9km
- c) 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) Payment must be paid in cash at Drivers registration.

5) ZONE ROUND AWARDS

- a) The Zone Round Awards will be supplied by the Organising Club
- b) Awards will be presented to 1st, 2nd and 3rd Places in each Class or Division
- c) A participation award will be presented to all Cadet 9 and Cadet 12 Drivers who compete, but do not place at each Round.

Northern Zone

1) GENERAL

- For a Class or Division to be eligible for final Series points the Class or Division must run four (4) times and must have a minimum of three (3) entries, at each round to constitute a Class or Division.
- For a Competitor to be eligible for final Series points, the Competitor must have Competed in a Minimum of four (4) Rounds of the Series.
- 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.
- The Maximum Grade of Licence for a Competitor using a TaG 125 Restricted Engine is a Senior B Grade.
- 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.
- A Competitor who is excluded from an Event or the Meeting is not eligible for bonus points.

2) CLASSES

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

CLASS / DIVISION	ENGINE & WEIGHT	ENGINE & WEIGHT	ENGINE & WEIGHT
Cadet 9	In accordance with the Rules		
Cadet 12	In accordance with the Rules		
KA4 Junior Combined	In accordance with these State Regulations		
KA3 Junior	Yamaha: 130kg	KA100: 147kg	
WA Open Performance	In accordance with these State Regulations		
TaG 125 Light	In accordance with the Rules		
TaG 125 Heavy	In accordance with the Rules		
TaG 125 Masters	In accordance with the Rules		
North West Light	In accordance with these State Regulations		
North West Heavy	In accordance with these State Regulations		

- 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:
 - TaG 125 - Combined: In accordance with these State Regulations
 - North West - Combined: In accordance with these State Regulations

3) FORMAT

- Unless otherwise specified in Supplementary Regulations, each Round of the Series will consist of, and be conducted in the following manner:
(Note: Where displayed, the format name listed in brackets below refers to the term used in the CMS).
 - One (1) Qualifying: Minimum of six (6) minutes duration for each Class
 - Heat 1: Grid Positions in accordance with the results of Qualifying, with the fastest Driver on Pole Position and so on.
 - Heat 2: Grid Positions in accordance with the results of Heat 1, with the winner on Pole Position and so on.
 - Heat 3: Highest accumulated points from Heat 1 and Heat 2 will start on Pole Position and so on.
 - Heat 4: If there are ten (10) Competitors or less in the Class or Division, Lowest accumulated points from Heat 1, Heat 2 and Heat 3 will start on Pole Position and so on. For the avoidance of doubt this includes when a Class or Division is consolidated in accordance with the Rules.
 - Final: Highest accumulated points from Heat 1, Heat 2, Heat 3 and Heat 4 will start on Pole Position and so on.
 - P platers in Cadet 9 and 12 Classes will be placed rear of field for entire Meeting.

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.

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 18 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 Premium Unleaded (PULP) fuel.

4) TYRES

- Dry Weather Tyres in accordance with Class Rules - Chapter 18 Rule 7a
- Wet Weather Tyres in accordance with Class Rules - Chapter 18 Rule 7b.
- A Maximum of five (5) Dry Weather Tyres may be used at a Meeting
- A Maximum of five (5) Wet Weather Tyres may be used at a Meeting
- The tyre replacement provisions in the Rules do not apply
- Bead retention is:
 - compulsory on all Karts with a combined (Kart and Driver) weight of above 170kg; and
 - optional for all other weights

5) ENGINE CAPACITY & WEIGHT

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

Engine Type	Maximum Capacity	Minimum Weight	
		Light	Heavy
Piston ported engines	125 cc	125 kg	145 kg
Pre 1998 CIK style Reed or Rotary	110 cc	135 kg	155 kg
CIK style Reed or Rotary 100 cc	110 cc	145 kg	165 kg
106 to 135 cc reed, rotary or piston port engines	141 cc	145 kg	165 kg
Up to 135 cc derived from KF series engines	141 cc	155 kg	175 kg
Rotax Max DD2	125 cc	155 kg	175 kg
Biland 4 stroke	250 cc	155 kg	175 kg
Vortex ROK DVS (Senior) (In accordance with KA Homologation)	125 cc	160 kg	180 kg
X30 Super (In accordance with KA Homologation)	175 cc	170 kg	190 kg
Twin Clubman/Formula Australia/KA100 (Must conform with the relevant Technical Specification on KA Website). Engines can be mixed.	210 cc	165 kg	185 kg
Twin engine (reed, rotary, piston port or modified Clubman/Formula Australia). Engines can be mixed.	210 cc	175 kg	195 kg
Twin engine (reed or rotary valve water cooled). Engines can be mixed.	210 cc	180 kg	200 kg
125 Gearbox (motocross style engines)	128 cc	170 kg	190 kg
Intercontinental C and KZ styled engines	128 cc	190 kg	210 kg
X30 Super Shifter (In accordance with KA Homologation)	175 cc	190 kg	210 kg
Twin 125 TaG engines (Engines in accordance with the relevant Class Rules)	255 cc	180 kg	200 kg
Twin 125 Vortex ROK DVS engines (In accordance with KA Homologation)	250 cc	195 kg	215kg
Twin 125 KF TaG engines	250 cc	195 kg	215 kg

- The Heavy Minimum Weight may only be used if nominated in the Supplementary Regulations for a Meeting.

SPORTSMAN KA3 CLASS

1) PREAMBLE

- This Class is based on the KA3 Class (Refer KA Class Rules Chapter 6) and is designed to allow Drivers to compete with older engines to help increase numbers in that class in the State.
- This Class will be run in accordance with the relevant Homologation and/or Technical Specifications available on the KA website www.karting.net.au

2) AGE RESTRICTIONS

- Restricted by Licence
- Masters division: Minimum of 40 years old to Compete

3) COMPETITION ELIGIBILITY

- Club Competition
- Zonal Competition
- State Series, Cup

4) LICENCE REQUIREMENTS

- A Driver must hold a Senior Licence

5) CHASSIS

- Must comply with the Rules

6) DRIVETRAIN

- Engine Type
 - IAME KA100 as Homologated included all ancillary components
 - Yamaha KT 100S
 - Yamaha KT 100SEC
 - Yamaha KT 100SED
 - ARC Spec 100A
 - ARC Spec 100W
 - ARC Spec 100W Hybrid
- Induction Noise Silencer
 - IAME KA100 – In accordance with the Homologation
 - All other engines must use the AKA39 Homologated Assembly.
- Fuel
 - No Class specific conditions

7) TYRES

- The Tyre Rules are in accordance with Class Rules Chapter 6 Rule 7

8) WEIGHT

- Minimum weight including the Driver:

i) Sportsman KA3 Light <ul style="list-style-type: none"> IAME KA100: 149kg Air Cooled: 137kg Water Cooled: 142kg 	iv) Sportsman KA3 Combined <ul style="list-style-type: none"> IAME KA100: 164kg Air Cooled: 152kg Water Cooled: 157kg
ii) Sportsman KA3 Medium <ul style="list-style-type: none"> IAME KA100: 169kg Air Cooled: 157kg Water Cooled: 162kg 	v) Sportsman KA3 Masters <ul style="list-style-type: none"> IAME KA100: 169kg Air Cooled: 157kg Water Cooled: 162kg
iii) Sportsman KA3 Heavy <ul style="list-style-type: none"> IAME KA100: 189kg Air Cooled: 177kg Water Cooled: 182kg 	

- Maximum weight of a Kart excluding the Driver for the Medium and Heavy Divisions:

IAME KA100: 97kg	Air Cooled: 90kg	Water Cooled: 95kg
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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 Sportsman Class is based in Club Competition.

- 1) TaG 125 – Combined
 - a) This Division is in accordance with the TaG 125 Class Rules – Chapter 14 with the only amendment being the Minimum weight 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 (non-EVO): 170kg
 - vi) Rotax Max 125 (EVO): 175kg
 - vii) PRD Galaxy: 165kg
- 2) TaG 125 Restricted – Combined
 - a) This Division is in accordance with the TaG 125 Restricted Class Rules – Chapter 13 with the only amendment being the Minimum weight which are as follows:
 - i) Rotax (EVO): 177kg
 - ii) All other engines: 172kg
- 3) 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 are as follows:
 - i) IAME KA100: 138kg
 - ii) Yamaha KT100J: 131kg
- 4) 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 are as follows:
 - i) IAME KA100: 155kg
 - ii) Yamaha KT100J: 148kg
- 5) 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) Yamaha KT100J: AKA1 Restrictor must be used
 - ii) Vortex Mini Rok: 16mm restrictor in accordance with the Homologation must be used
 - iii) Minimum Weight including the Driver:
 - Comer SW80: 95kg
 - Yamaha KT100J: 100kg
 - Vortex Mini Rok: 100kg
- 6) North West Class
 - a) The North West Class is eligible for competition in the Northern Zone State Series and at Club Competition for a Club who is part of the Northern Zone.
 - b) North West Class is a combined Senior Class based on KA3 – Class Rules Chapter 6, TaG 125 Restricted – Class Rules Chapter 13 and WA Sportsman KA3 Rules with the following additional technical requirements and minimum weights:

DIVISION	ENGINE & WEIGHT ARC & Yamaha	ENGINE & WEIGHT KA100	ENGINE & WEIGHT TaG 125 Restricted
North West Light	140kg	160kg	Rotax (EVO): 165kg All Other Engines: 160kg
North West Medium	160kg	180kg	Rotax (EVO): 185kg All other engines: 180kg
North West Combined	150kg	170kg	Rotax (EVO): 175kg All other engines: 170kg

CLUB COMPETITION

Additional Divisions

The following Classes and/or Divisions are eligible to compete in Club Competition only. The Divisions listed below must be permitted to Compete in the Competition Group on which the Sportsman Class is based in Club Competition.

- 1) WA Club Day Over 40s
 - a) This Division is in accordance with the TaG 125 Restricted Class Rules - Chapter 13 and the Sportsman KA3 Class in these State Regulations with the following restrictions and variations:
 - i) A Driver must be a Minimum of 40 years old to Compete
 - ii) All TaG 125 Restricted engines are eligible to Compete
 - iii) Only the Yamaha and ARC engines listed in the Sportsman KA3 Class are eligible to Compete
 - iv) The Minimum weight including the Driver is:
 - TaG 125 Restricted engines: 170kg
 - Air Cooled engines: 150kg
 - Water Cooled engines: 155kg
- 2) WA Club Day Over 50s
 - a) This Division is in accordance with the Sportsman KA3 Class in these State Regulations with the following restrictions and variations:
 - i) A Driver must be a Minimum of 50 years old to Compete
 - ii) Only the Yamaha and ARC engines listed in the Sportsman KA3 Class are eligible to Compete
 - iii) The Minimum weight including the Driver is: 135kg

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) 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) The following Race Formats are permitted to be used for Club Competition:

GRIDDED AS A WHOLE GROUP IRRESPECTIVE OF CLASS WITH STARTING POSITIONS BASED SOLELY ON TIMES.					
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 – Endurance					
Yes	No Heats				Results of Qualifying Fastest to the front
GRIDDED AS CLASSES WITHIN THE GROUP SEPARATED BY APPROXIMATELY 50 METRES ON THE RACE 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 13					
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 14					
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 15					
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 16					
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 17					
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 18					
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 19					
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 20					
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 21					
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 22					
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 23					
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 24 – 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 25					
No	Random Draw	Random Draw	Random Draw		♦ Points from Finishing Positions of Heats 1, 2, 3
Format 26					
No	Random Draw	Random Draw	Random Draw	Random Draw	♦ Points from Finishing Positions of Heats 1, 2, 3, 4
Format 27					
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 28					
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 29					
No	Random Draw	Random Draw	♦ Points from Finishing Positions of Heats 1, 2		♦ Points from Finishing Positions of Heats 1, 2, 3
Format 30					
No	Random Draw	Random Draw	♦ Points from Finishing Positions of Heats 1, 2		Finishing positions from Heat 3
♦ 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 points. • 1st = 0 points, 2nd = 2 points, 3rd = 3 points, and so on with one (1) point being added for each place.					