



SUPPLEMENTARY REGULATIONS

**KARTING WESTERN AUSTRALIA
In conjunction with Tiger Kart Club**

Present the

2016 WESTERN AUSTRALIAN KART CHAMPIONSHIP

To be held at

Wanneroo International Raceway - Wattle Ave East, NEERABUP WA

On

29th September – 2nd October 2016



KARTING AUSTRALIA SUPPLEMENTARY REGULATIONS

Permit Number: KAWSKC01/2016

MEETING TITLE: 2016 Western Australian Kart Championship
DATE: Start: 29/09/2016
End: 2/10/2016
ORGANISATION: Held under the International Sporting Code of the FIA, the General Standing Regulations and National Competition Rules of Karting Australia.
MEETING STATUS: STATE CHAMPIONSHIP
ORGANISER: Karting WA & Tiger Kart Club PO Box 6135, GIRRAWHEEN WA 6064
Tel: 08 9541 0559 Email: admin@tigerkartclub.com.au
ORGANISING COMMITTEE:
Paul Brophy, Sean Phillips, Trevor Gaynor, Jeff Sadler

NAME AND ADDRESS OF CIRCUIT:
Wanneroo International Raceway - Wattle Ave East, NEERABUP WA

OFFICIALS OF THE MEETING:

Chief Steward:	Darcy Cox
Stewards:	Debra Randall, Yasmin Mitchell, Deb Clark, Brett Styles, Karen Green, Colleen Purser
Clerk Of The Course:	John Wishart
Assistant Clerk/s Of The Course:	Robbie Bertram, Sonya Dowsett, Mark Bromlewe
Stewards Secretary:	Louise Davis
Starter:	Jo Maisey
Assistant Starter:	Matt Mullan
Race/Competition Secretary Of The Meeting:	Tash Naidoo
Chief Timing Officer:	Renee Lane
Competitor Relations Officer:	Sean Phillips
Chief Scrutineer:	Maxwell Kilgallon
Scrutineers:	Tony Lang, Kenneth Seeber
State Technical Inspector:	Hanz Barth
Technical Officers:	Les Allen, Peter Allan
Fuel Tester:	Kenneth Seeber
Tyre Tester:	Maxwell Kilgallon
Bar Coding Official:	Allan Waddingham, Kylie Perella, Tammy Flynn

Scale Marshal:	Michael Clark
Flag Marshal: (Lights)	Robert Webber & Jeanot Tourneur
Pit Marshal:	Mark Briggs
Grid Marshal:	Jeff Sadler, Robin Howe
Chief Lap Scorer:	Tash Naidoo
Lap Scorers:	Club Members
Noise Control Marshal:	Paul Brophy
Announcer:	Brad Cross, Chris Mitchell
Other Judges Of Fact: (General, Chap 7 Rule 19)	The following Officials will be the ONLY Judges of Fact for the Start Procedure: Starter, Clerk of Course, Assistant Clerk of Course
First Aid:	St John Ambulance
National Official's Coordinator	Mark Horsley
National Technical Commissioner	Les Allen

CIRCUIT DETAILS	
Circuit Name:	Wanneroo International Raceway
Circuit Address:	Wattle Ave East, NEERABUP WA 6031
Race Track Length:	1025 Metres
Direction Of Racing:	Clockwise
Track Density:	44
Notice Board:	Between In grid and Out grid
Stewards Office:	Adjacent to Canteen Toilets
Mechanical Breakdown Lane:	Will Not be used at this Meeting.
Parc Fermé:	Near Engine Measuring Shed

ELIGIBLE CLASSES - In Accordance with the Competition Rules, Chapter 5, Rule 4 e)

Total Entry Fee

Cadet 9	\$185
Cadet 12	\$185
KA4 Junior Light	\$185
KA3 Junior	\$185
KA3 Senior Light	\$185
KA3 Senior Heavy	\$185
TaG 125 Light	\$185
TaG 125 Heavy	\$185
KA4 Junior Heavy	\$185
KA3 Senior Super Heavy	\$185
KA3 Masters	\$185
Open Performance Senior – Refer Appendix A attached	\$185
Total Entry Fee comprised of \$185 per Kart inclusive of GST (NO TYRES INCLUDED)	
CLOSE OF ENTRIES: 5pm WEDNESDAY 14/9/2016	

ENTRIES WILL ONLY BE ACCEPTED ONLINE USING THE FOLLOWING METHODS:

ENTRY PROCEDURE
Each Entry for this Meeting must be made using the CMS as follows:
<ul style="list-style-type: none">• Log on to your driver information via http://www.karting.net.au/
<ul style="list-style-type: none">• Click on the licence and entries icon (top centre of the screen)
<ul style="list-style-type: none">• Click on the “Enter a race meeting” icon
<ul style="list-style-type: none">• Enter your log on details
<ul style="list-style-type: none">• Under ‘My Details’ functions, choose ‘Pre Enter Race Meeting’
<ul style="list-style-type: none">• Choose the State: Western Australian

<ul style="list-style-type: none"> Choose the Club: Tiger Kart Club 		
Postal Entries for this Meeting WILL NOT be accepted.		
Payment of the Entry Fee can be made by Credit card only:		
Credit Card:	Visa	Mastercard

CONDITIONS OF ENTRY:

- Eligibility is limited to drivers who are holders of a current A, B or C Grade KA licence.
- D grade or provisional licence holders are not eligible to enter.
- Refusal or acceptance of entries is in accordance with General Rules, Chapter 1 Rule 16.
- The Race Secretary reserves the right to allocate /change competition numbers in accordance with the Competition Rules, Chapter 1 Rule 11 (k).
- The promoters reserve the right to abandon, postpone or cancel any event as in accordance with the Rules.
- Refund of Entry Fee will be in accordance with the Technical Rules, Chapter 4 Rule 5 (g)
- **NO LATE ENTRIES WILL BE ACCEPTED.**

MINIMUM ENTRIES (Competition Rules, Chapter 5 Rule 4 (l)):

If less than eight (8) genuine entries are received to constitute a Class by the listed close of entries, then the Class will NOT be contested. All drivers whose entry is not accepted for any Class shall be notified as soon as possible and their entry fee will be returned.

<u>FORMAT OF RACING:</u>	
Under-subscribed Classes	<p>In accordance with Competition Rules, Chapter 5 Rule 4 (p) of the KA Manual.</p> <ul style="list-style-type: none"> • One Qualifying Session of 8 Minutes duration. Grid positions for Qualifying will be determined from the fastest time recorded in the last Timed Practice session for each Class on Friday. • Heat 1: 12 Laps Grid Positions from qualifying times with the fastest time to grid 1 and so on. • Heat 2: 12 Laps Grid Positions from Heat 1 results with the winner to grid 1 and so on. • Heat 3: 15 Laps Grid positions determined by zero points system with lowest combined points from Heats 1 & 2 to grid 1 and so on. • Final: 20 Laps Grid positions determined by zero points system with lowest combined points from Heats 1, 2 & 3 to grid 1 and so on.

Over-subscribed Classes	<p>In accordance with Competition Rules, Chapter 5 Rule 4 (q) of the KA Manual.</p> <ul style="list-style-type: none"> • One Qualifying Session per group of 8 Minutes duration. Grid positions for Qualifying will be determined from the fastest time recorded in the last Timed Practice session for each Class on Friday. • Repechage: 11 Laps • Heat 1: 12 Laps Grid Positions from qualifying times with the fastest time to grid 1 and so on. • Heat 2: 12 Laps Grid Positions from Heat 1 results with the winner to grid 1 and so on. • Heat 3: 15 Laps Grid positions determined by zero points system with lowest combined points from Heats 1 & 2 to grid 1 and so on. • Final: 20 Laps Grid positions determined by zero points system with lowest combined points from Heats 1, 2 & 3 to grid 1 and so on.
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FINISHING ORDER IN THE FINAL DETERMINES THE WINNING POSITIONS IN EACH CHAMPIONSHIP CLASS

ACCESS TO CIRCUIT

TRACK WILL BE CLOSED from Monday September 26th until Thursday September 29th 2016. Competitors will be permitted to enter the facility FOR PIT ALLOCATION AND SETUP ONLY from 7am on Wednesday 28/09/2016

DRIVERS BRIEFING

Time:	Friday 30/9/2016 1:15PM	Location:	On the Out Grid (Will use canteen if raining)
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FUEL

PULP is the only fuel permitted to be used at this Meeting.

Control Fuel Will be used at this Meeting and will apply to all Classes

Supply details for Control Fuel are:

Caltex Vortex '98 fuel for use at this Meeting must be purchased from:

Caltex Ashby - 2 Hollosy Way Cnr Pinjar Rd, ASHBY WA (Open 24 hours)

Control Fuel for the Meeting can be purchased from Wednesday 28/09/2016 onwards

*Proof of purchase receipts for the fuel must be retained and produced to the Chief Scrutineer, State Technical inspector or Fuel tester as and when required.

Control Fuel MUST be used from 8am on Friday 30/09/2016 until the conclusion of the Meeting on Sunday 2/10/2016

*Random samples of competitor's fuel may be taken during the meeting and tested for conformity to samples of the Control Fuel taken from the supplier on these dates. Competitors are reminded that fuel tanks and drums should be empty prior to being used for fuel purchased for this meeting. No dumping of fuel will be allowed on site.

TIMETABLE:

Wanneroo International Raceway TRACK WILL BE CLOSED FROM Monday 26/9/16 until 8am Thursday 29/9/16. The facility will be open 7am Wednesday 28/9/16 for PIT ALLOCATION & SETUP ONLY.

Thursday 29/09/2016

Gates Open	7:00 am
Pit Allocation	7:00 am onwards
Entry Confirmation	1:00 pm – 4:00 pm
Practice	8:00 am – 5:00 pm

Friday 30/09/2016

Gates Open	7:00 am
Entry confirmation & Practice in Race Order	8:00 am – 10:00 am
Practice (2x 5 minute sessions per Class) *Drivers must have confirmed entry and transponders must be fitted to decide qualifying grid order	10:30am – 1:00pm
Drivers Briefing	1:15pm
Qualifying	2:00pm – 5:30pm

Saturday 1/10/2016

Gates Open	7:00am
Heats	8:00am – 6:00pm

Sunday 2/10/2016

Gates Open	7:00am
Racing starts	8:30am – 1:30pm

Note: Starting and Finishing Times of All Competitions

A full timetable of the starting and finishing times for each Classes Competition at the Meeting will be provided in Further Supplementary Regulations to be published after the close of entries in accordance with the provisions of the Competition Rules, Chapter 1 Rule 3.

*Any Addendums to these Supplementary Regulations can be viewed on the Karting Australia website at <http://www.karting.net.au/administration/supplementary-regulations>

PRIZES:

Trophies will be awarded in accordance with the provisions of Competitions Rules, Chapter 5 Rule 4 (t).

Trophies for the first 5 placed competitors in each Class, with a blue plate awarded for the winner of each Class.

Trophies for fastest Qualifier in each Class

GENERAL REGULATIONS

ROLLING STARTS:

In accordance with the provisions of Competition Rules, Chapter 1 Rule 22 a), Competition Rules, Chapter 1 Rule 22 d) – Rolling Starts, is deleted for this Meeting and replaced with the following:

- (i) The Starting procedures will be in accordance with this Regulation.
- (ii) From the moment the Grid Marshal signals for the Karts to be released, the Drivers are under “Starter’s Orders” and may not receive any outside assistance for repairs or other adjustments to their equipment while on the Track. From the moment the Start procedure commences, Race conditions apply.
- (iii) Whenever a Kart is on the Track it is forbidden to receive any assistance, other than to remove the Kart to a place of safety.
- (iv) A Driver must maintain their grid position until the Start signal has been given and failure to do so may incur a penalty. The Starter will be in a position near the Starting area. Drivers who raise their hands unnecessarily will incur a penalty.
- (v) The Drivers will complete two (2) roll-up laps before the Start signal will be given.
- (vi) During the roll-up laps, yellow lights/flags will be displayed to Competitors.
- (vii) The first roll-up lap will end as Karts pass the grid apron the first time including when short circuits or roll-up cut off areas are used unless the Track Licence defines otherwise.
- (viii) The practice of weaving to warm Tyres during the first roll-up lap is permitted.
- (ix) Karts will then cover approximately one (1) formation lap before the start may be given.
- (x) After passing the “Slow Down” markers, the Driver on pole position must slow down significantly and maintain a constant speed and direction to allow the whole field to form up for the Start.
- (xi) A Driver who is delayed will have the possibility of regaining their grid position only if this manoeuvre does not impede other Drivers and in all cases before having reached the Red Formation line which will be marked on the Track. It is forbidden to use any course other than the Track used during the roll-up or formation lap in order to try and regain their position.
- (xii) If a Driver stops for any reason during the formation Lap, the Driver will not be allowed to try and start again before the whole field has passed them. The Driver shall start again from the back of the formation. Should the Driver try to start ahead of the field in the hope that the leading Drivers overtake them, the Driver will be shown the black flag and be excluded from that Race.
- (xiii) From the “Red Formation Line”, it is forbidden to overtake another Driver, irrespective of the number of formation laps. The Driver on pole position shall set the speed at which all Competitors shall approach the Starting area (which shall be no more than approximately 25% of race speed) in anticipation of a Start signal being given.
- (xiv) Drivers will proceed around the Track lined up in two (2) lines, at a reduced and constant speed, with no unnecessary acceleration and/or deceleration, towards the Control line. Each line of Karts must remain outside of the marked no man’s land.
- (xv) The Starter will give the Start signal as the Drivers approach the Control Line and only if they are satisfied with the formation and speed of the Karts.
- (xvi) A green light or National Flag will be shown to signal the Start of the Competition.

- (xvii) A Driver will be permitted to accelerate only after the Start signal has been given.
- (xviii) If the Race Director/Clerk of the Course considers that a Driver has been significantly impeded as a result of the actions of another Driver, the Race Director or Clerk of the Course may abort the formation lap and recommence the starting procedure on the basis of the original grid positions or allow the impeded Driver to regain their position. The Start signal will not be given and the Chevron Flag will be displayed.
- (xix) The Starter is not required to allow any additional formation laps to allow a Driver who has lost their position to regain it.
- (xx) If no Start signal is given, each Driver must continue around the Track and maintain their reduced and constant speed until the Start signal is given.
- (xxi) Any additional rolling laps may be deducted from that Classes' scheduled race distance at the discretion of the Race Director/Clerk of the Course and/or the Stewards of the Meeting.
- (xxii) Should a significant number of Drivers not comply with the rolling start procedure outlined above the Race Director/Clerk of the Course and/or the Stewards of the Meeting may either;
 - Return the Class to the in-grid by displaying the red and white chequered flag prior to the commencement of the Race, then apply a starting infringement penalty to the offending Driver or Drivers, or
 - Allow the race to continue, and signal to the offending Driver or Drivers by use of the 'bad sportsmanship flag' that they have received a 10 second time penalty, which will be imposed at the completion of the Race.

FULL COURSE YELLOW:

- a) When the order is given by the Chief Steward or Clerk of the Course to neutralise the Race, all Flag points will display yellow lights / waved yellow flags.
 - i. The order to neutralise the Race will be the words "FULL COURSE YELLOW".
 - ii. A "SLOW" board (yellow board with the word "SLOW" written in black) will be displayed at the Start Line and generally one other location around the Race Track.
 - iii. These will be displayed until immediately before racing recommences under Green Light/Flag conditions.
- b) When the Full Course Yellow order is given, and yellow lights/ waved yellow flags are displayed, all of the Karts in the Race must:
 - i. Stop racing, slow down (Ref.: Competition Rules Chapter 2 Rule 4 e) and line up behind the lead Kart in single file.
 - ii. Overtaking is strictly forbidden.
 - The sole exception to this is if a Kart slows down because of a serious problem and cannot keep up.
 - iii. Once the line has formed and it is safe to do so, Drivers are permitted to weave on the straights to keep their tyres warm.
- c) During the neutralised laps, the leading Kart will dictate the pace of the other Karts. All Drivers should drive at a consistent, moderate speed.
 - i. All the other Karts must remain in a tight formation. One (1) Kart length between each Kart.
- d) When the Clerk of the Course decides to end the neutralisation, they will order that the yellow lights be switched off and yellow flags will be held immobile (they will not be waved).
 - i. This will be the signal to the Drivers that the Race will resume the next time that the Karts cross the Start Line.
 - ii. The "SLOW" boards will continue to be displayed until immediately before racing is recommenced.
 - iii. The leading Kart will continue to set the pace, at a consistent, moderate speed.
- e) The Clerk of the Course will give the instruction to the Starter for the resumption of the Race.
 - i. The "SLOW BOARDS" will be withdrawn from the Race Track.
 - ii. The Starter will wave the Green Flag / switch the lights to Green to indicate the resumption of racing.
 - iii. Drivers may accelerate only after their Kart has crossed the acceleration line approaching the Start Line, when the green light is turned on/ green flag is being waved by the Starter.
 - iv. Overtaking is prohibited until your Kart has crossed the Start Line under Green Light / Green Flag conditions. The sole exception to this is if a Kart slows down because of a serious problem.
- f) Each lap completed during the neutralisation will be counted as a racing lap.
- g) If the race finishes during the neutralisation, the Karts will take the chequered flag as usual.

KART RETRIEVAL:

Pit Crew with trolleys will NOT be given access to the circuit during qualifying and racing. Retrieval is at the discretion of the Clerk of the Course.

Pit Crew must only enter the Circuit when permitted by the Grid Marshall and then only if wearing a high visibility safety vest in accordance with the Rules.

Karts can be retrieved via access through the In/Out Grid only.

INSURANCE:

Has been effected for this Meeting in accordance with General Rules, Chapter 3 of the 2016 KA Manual.

SCRUTINEERING:

Scrutineering for this Meeting will be in accordance with Technical Rules, Chapter 6 of the 2016 KA Manual.

In accordance with the provisions of the Technical Rules, Chapter 6 of the 2016 KA Manual, each Kart shall have affixed to it a correct scrutineering sticker or identifying mark supplied for the Meeting. This signifies that the driver has confirmed their entry for the Meeting and completed a Scrutineering Form relevant to the entry.

As from Friday 30/09/2016, the Grid Marshal / Scrutineers shall not allow any kart that does not display a correct scrutineering sticker or identifying mark to Practice, Qualify or race. Failure to comply will result in the driver being excluded from the Meeting.

Control Restrictors MAY be used for all restricted Classes.

ENGINE SEALING AND CHASSIS TAGGING:

Each engine and Chassis must be sealed and tagged in accordance with the provisions of Technical Rules, Chapter 6.

TRANSPONDER FITTING INSTRUCTIONS:

AMB compatible transponders must be mounted in accordance with Technical Rules, Chapter 1 Rule 8 (i)

Note: All karts **MUST** have fitted and correctly charged and operating transponders for all sessions commencing Friday 30/09/2016

TIMING AND LAP SCORING RECORDING:

Will be conducted in accordance with Competition Rules, Chapter 5 Rule 4 (j).

TYRE POOLING (Tech, Chap 4 Rule 5)

Tyre Pooling WILL NOT occur at this meeting.

NB - All competitors are to supply their own Dry and Wet Weather Tyres and must present them for marking / scanning to the nominated area when directed.

VEHICLE / TRAILER ACCESS & PIT ALLOCATION

Trailers/marquees will be allocated specific paddock locations. Register with the club official to have your space allocated. Pit Allocation forms will be provided and must be submitted to the Club by Friday 16th September, 2016. There will be NO VEHICLES allowed in the paddock area.

The bitumen carpark at the rear of the venue will be for PARKING OF VEHICLES ONLY.

NO WORK ON KARTS WILL BE PERMITTED IN THE BITUMEN CARPARK AREA.

SECURITY:

Gates will be closed and locked at 11pm each night, and unlocked at 6am each morning. Any excessive noise after 11pm may be subject to curfew. Club representatives will be onsite each night. Trailer/Pit security is the responsibility of the owner.

CANTEEN:

Friday – 7am till 7pm
Saturday – 7am till 8pm
Sunday – 7am till 7pm

FURTHER NOTES:

- No animals allowed.
- Our Liquor license prohibits BYO alcohol. Please comply.
- No unlicensed driving of motor vehicles permitted at the Circuit.
- No scooters, mini bikes, roller blading, skateboards, tricycles, push bikes, hover/airwheels etc permitted at the Complex during the entire Meeting. Officials may confiscate any such items for the duration of the event
- Clear visors may be required and are to be used when directed by officials.
- The Club DOES NOT have EFTPOS facilities available trackside.

**These Supplementary Regulations must be read in conjunction with the
2016 KA Manual and all published Amendments.**

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.

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 ; and
- c) The engines for the 125cc Gearbox conform to chapter 43 of the 2005 AKA Manual.

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

- a) Dry Weather Tyres in accordance with Class Rules - Chapter 18 Rule 7a
- b) Wet Weather Tyres in accordance with Class Rules - Chapter 18 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 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 & Vortex ROK DVS (Senior)	125 cc	175 kg	195 kg
Twin Clubman/Formula Australia (must conform with relevant Technical Specification on KA Website). Engines can be mixed.	220 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	185 kg	205 kg
Biland 4 stroke	250 cc	155 kg	175 kg
125 Gearbox (motocross style engines)	128 cc	170 kg	190 kg
Intercontinental C and KZ styled engines	128 cc	185 kg	205 kg
Twin 125 TAG engines (Engines in accordance with the relevant Class Rules)	255 cc	185 kg	205 kg