

2017 WA KZ Series Regulations

These regulations are for the WA KZ Series. This series is run in conjunction with Karting WA and all enquiries should be directed to the committee members listed below.

These regulations are included in the State Calendar to assist Karting WA Clubs and Officials. These regulations must be included in all supplementary regulations for race meetings where it will be run.

Being a series there are a few specific regulations put in place to provide cost effective, fair and even competition.

This series runs under the Rules of Chapter 17 in the KA Manual.

Series Sponsors:

There will be a sponsor for each individual round as well as Newland & Associates the series title sponsor. You will be required, at every round, to run any and all series sponsor stickers on each side pod and the nosecone. If they are damaged during the meeting please come see one of the KZ committee members to get a replacement.

Entries:

As per entry fee on the Race Meeting Supplementary Regulations. The track capacity maximum will apply at each round however oversubscription can be accommodated.

Limitation on Drivers:

To be eligible to compete in this class, a competitor must hold a minimum of an KA B Grade license.

Engine Eligibility:

As per regulations found in the KA tech document TDKZ2.(KA Website).

Only 2 Engines will be allowed per Race Meeting. If using 1 Engine your second seal can be used after rebuild. Engine sealing nuts must be fitted, one on the head and one on the barrel. Engines will be sealed and checked at random.

Exhaust Silencer:

Exhaust silencers are a non-regulated part for 2017.

Chassis Eligibility:

As per regulations found in the KA tech document TDKZ2.(KA Website).

Tyres:

No modifications permitted, tyre treatment is illegal (Refer Technical Chap 4 Rule 1(c)).

Dry Tyres: MG FZ Yellow, one set plus one replacement tyre per meeting (as per Class Chap 17 Rule 7(d)).

Wet Tyres: MG White, one set plus one replacement tyre per meeting (as per Class Chap 17 Rule 7(d)).

Fuel:

Only Premium Unleaded (PULP) fuel can be used (as per Technical Chapter 3).

ELF 102 CIK fuel is not approved for use in this series

Race Format Undersubscribed:

Time Trial

- Under 90% track capacity 1 x 7 min Qualifying Session combined.
- Over 90% track capacity 2 x 5 min Qualifying Session split by championship order.
- Over 90% track capacity with wet and/or changing conditions 1 x 10 min Qualifying Session combined

Heat 1 15 laps (Grid as per Time Trial - fastest to the front)

Heat 2 15 laps (Grid as per Time Trial - fastest to the front)

Pre Final 15 laps (Grid Highest Points from Heats 1&2)

Final 25 laps (Grid – Finishing order of Pre-Final)

Race Format Oversubscribed:

via the 'ABC' Rule (Based on Rule 18.5 format 2. PLEASE NOTE CHANGES)

Time Trial 2 x 5 min Qualifying Session split by championship order

Heats 15 laps (Grid as per Time Trial)

Grid A v B

Grid B v C

Grid A v C

Final 25 laps (Up to Track Capacity from Heat Points. For tie in points - refer Qualifying)

Finishing position in the final determines the finishing position for the event. Series points will be accumulated over qualifying, heats, pre final and final.

The winner of the series will be the competitor with the highest amount of accumulated points.

You have long races over 5 rounds, consistency will win you the series.

The Officials of the Day have the right to alter the race format including number of laps if necessary.

Start Procedure:

The procedure for starting is you will get one flying lap past the start finish line the next time around you will take up your grid positions.

- A flag will be waved when everyone is formed up and then you are under the starter's orders.
- The orange light will then come on and within 3-5 seconds be turned OFF to signal the start of the race.
- The starter will show a flag to signal a non start, when shown you must go around again and re-form. If you have been deemed to cause a restart from stalling your kart you are to start rear once restarted by an official. On your 2nd stall per start you will be moved off track and given a DNF. If you stall prior to the start please raise both arms so everyone is aware, you can be restarted once the grid is clear and safe to do so. Once your kart crosses the start normal AKA racing conditions apply.

If you have jumped the start (front tyres past line) clearly with sufficient evidence and deemed by the stewards. you will be given a timed penalty whether you stop or not.

Committee Members:

Committee Members are **not** in control of the race meetings. Kart Clubs and Karting WA

have jurisdiction and their word is final and not to be argued. The stewards may refer the WAKZ committee if they wish, although Drivers are to respect officials at all times in a professional manner.

Please feel free to contact the committee before or after race meeting with concerns.

Email preferred.

Paul Williams (Secretary)

Email : wakzseries@gmail.com

Facebook : West Australian KZ Series