

## 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 2018, 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 South Australia Incorporated, on 16<sup>th</sup> November 2017, 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 South Australia from 1<sup>st</sup> January 2018 as permitted and specified.

## GENERAL REGULATIONS

### 1) Permit Fees For Events

- a) The fees outlined below are applicable to all events conducted under the auspices of Karting SA. All fees in these Regulations are inclusive of GST, where GST is applicable.
  - i) Other Events excluding Club Competition City: \$85.00 permit fee plus \$9.00 per entry.
  - ii) Other Events excluding Club Competition Country: \$65.00 permit fee plus \$7.00 per entry.
  - iii) Club Competition City: \$65.00 permit fee plus \$9.00 per entry.
  - iv) Club Competition Country: \$0.00 permit fee plus \$7.00 per entry.

### 2) 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) It is recommended to consolidate Cadet 9 and Cadet 12 Classes to run on the track simultaneously. When these Classes are consolidated Cadet 9 Competitors must be arranged at the rear of the grid of the Cadet 12 Competitors.
- c) If Classes and/or Divisions are consolidated, each Organising Club will be permitted to adjust the number of laps at their discretion.

### 3) Technical

- a) For State Series, State Cup and Zonal Events in all Cadet 9, KA4 and TaG 125 Restricted Classes or Divisions:
  - i) Engines and restrictors will be sealed in accordance with the Rules.
- b) Tyre Pooling is not permitted in any State, Zonal or Club Competition.
- c) For State Series, State Cup, Zonal and Club Competition where classes are Consolidated in accordance with the Rules the following weight divisions outlined below may be applied. For avoidance of doubt this only applies where classes are Consolidated not run as separate weight divisions.:

Division	Weight	
KA4 - Junior	KA100: 138kg	KT100J: 131kg
KA3 - Senior	KA100: 159kg	KT100S: 150kg
X30	169kg	
Rotax 125	EVO: 175kg	Non EVO: 170kg
TaG 125 Restricted	Rotax EVO: 177kg	All other engines: 172kg
TaG 125	PRD Fireball 125: 165kg	Rotax Max: 170kg
	Parilla Leopard: 165kg	Rotax Max (EVO): 175kg
	IAME X30 125: 170kg	PRD Galaxy: 165kg
	SQ Cheetah 125: 165kg	

**4) Competition Numbers**

- a) At any State, Zonal or Club Competition, competition numbers will be allocated as follows:
  - i) Drivers will have preference in the allocation of their Competition number based on the time they submit their Entry on the CMS.
  - ii) The Competition number 77 has been retired and is not permitted to be used.

**5) Grid Determination**

- a) If for reasons of safety or force majeure qualifying is unable to be conducted during a multiple round series the grid determination shall be as follows:
  - i) First Round: Grid positions for the heats shall be by random draw.
  - ii) Second and subsequent rounds: Grid positions shall be allocated according to the Series point standings with the Series leader on pole position and so on.

**6) Point Score for Grid Procedure**

- a) 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.
- b) 1<sup>st</sup>: 0 Points, 2<sup>nd</sup>: 2 Points, 3<sup>rd</sup>: 3 Points and so on with one (1) point being added for each place
- c) Non-Starters and 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.
- d) 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.

## STATE SERIES SPORTING REGULATIONS

### 1) GENERAL

- a) These Regulations are for the South Australian State Series (Series) Competitions conducted under the authority of Karting SA.
- b) The following events will form part of the Series
  - i) Round 1 Go Kart Club of SA 11<sup>th</sup> March 2018
  - ii) Round 2 Barossa Go Kart Club 8<sup>th</sup> April 2018
  - iii) Round 3 Southern Go Kart Club 3<sup>rd</sup> June 2018
  - iv) Round 4 Monarto Karting Complex 1<sup>st</sup> July 2018
- c) A Class or Division must have a Minimum of four (4) entries in each Round of the Series to be eligible for Prizes and Awards.
- d) If insufficient entries are received to constitute a Class or Division that Class or Division may be either:
  - i) combined with another Class or Division at the discretion of Karting SA; or
  - ii) if at Round 1 of the Series, may not be offered for the remaining Rounds of the Series.
- e) Each Round of the Series will be conducted over a Maximum of one (1) day.
- f) Each Organising Club will make their Circuit available for private practice on the day prior to the start of the Round at their Circuit.

### 2) CLASSES

- a) The following Classes and Divisions must be eligible to Compete in each Round of the Series:

Cadet 9	KA3 - Senior*	TaG 125 - Medium
Cadet 12	TaG 125 Restricted - Light	SA Combined – Masters*
KA4 Junior - Light	TaG 125 Restricted - Medium	
KA3 - Junior	TaG 125 - Light	

\* NOTE: The weights listed for each of these Division's is in accordance with these State Regulations.

### 3) LICENCE CRITERIA

- a) Following a request from Karting SA and with the support of the Karting SA SKC, Drivers holding a B Grade Senior Licence who Competed in Round 1 and/or 2 in a TaG 125 Restricted Division will be permitted to Compete in a TaG 125 Restricted Division at Rounds 3 and 4 and will be eligible for points and awards.

### 4) ENTRY FEE

- a) The Entry Fee for each Round of the Series are as follows:
  - i) 1<sup>st</sup> Entry: \$80 for each Class or Division.
  - ii) 2<sup>nd</sup> and subsequent Entries: \$65 for each Class or Division entered by the same Competitor or immediate family member.

*NOTE: An Immediate family member is defined as either:*

- A spouse or domestic partner of the Competitor; or
- A relative of the Competitor who is under the age of 18 years old and who normally resides with the Competitor.

- b) Pre-Entry to a Meeting will close on the Wednesday prior to the commencement of the Meeting.
- c) Late Entries will be accepted until 2.30pm on the day prior to the commencement of the Meeting. A late entry surcharge of \$15 will be charged for each late entry.
- d) The terms and method of payment will be stipulated in the Supplementary Regulations for the Meeting. Payment will be accepted at the Meeting.
- e) The Entry Fee must be received to confirm a Competitor's entry to the Meeting.

### 5) 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) There will be one (1) Qualifying session a Minimum of four (4) minutes in duration for each Class or Division. The order for the commencement of Qualifying will be random.
- 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 Heat 1, with the winner on Pole Position and so on.
  - iii) Final: Lowest accumulated points from Heat 1 and Heat 2 will start on Pole Position and so on.
- d) Race Format
  - i) Heat 1, Heat 2: Each Heat will be a Minimum distance of 7km expressed as a number of laps.
  - ii) Final: The Final will be a Minimum distance of 12km expressed as a number of laps
  - iii) The actual number of laps may be rounded up or down to the nearest number of laps.
  - iv) The distances listed above may be increased at the discretion of Karting SA.

## 6) PRIZES AND AWARDS

- a) The Prize Giving Presentation at each Round of the Series will take place thirty (30) minutes after the completion of the Final Race of the Meeting.
- b) The results of the Final race in each Class or Division at each Round will determine the eligibility for Prizes and Awards.
- c) For combined Classes or Divisions, points will be awarded based on the finishing order of each Class or Division, not on the overall finishing order.
- d) Trophies will be presented to 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> in each Class or Division at each Round except for Cadet 9 and Cadet 12 where trophies will be presented to 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup> and 5<sup>th</sup>.
- e) Should two (2) or more Competitors have equal points the winner will be determined in accordance with the Competition Rules, Chapter 1 Rule 27.
- f) The Organising Club will supply the trophies for each Round of the Series at their cost. The Organising Club may award additional trophies or awards the cost of which will be borne by the Organising Club.

## 7) SERIES POINT SCORE

- a) Points at each Round of the Series Points will be determined in accordance with this Regulation.
- b) A Driver must compete in a Minimum of three (3) Rounds of the Series to be eligible for Series Prizes.
- c) A Driver who is disqualified from a Round of the Series will have that Round count towards their Series point score. For the avoidance of doubt, such Round is not permitted to be considered as a lowest point scoring Round.
- d) The Series classification in each Class or Division will be based on the Competitor with the highest accumulated point score of all Rounds in the Series. For the avoidance of doubt, a Competitor does not need to compete in all Rounds of the Series to be eligible for the Series awards.
- e) The point score outlined below will be awarded to each Driver for each Heat races and the Final and will only be used to determine the prizes and awards for the Series:

Heat / Final	Points	Heat / Final	Points	Heat / Final	Points
1 <sup>st</sup>	50	11 <sup>th</sup>	39	21 <sup>st</sup>	29
2 <sup>nd</sup>	48	12 <sup>th</sup>	38	22 <sup>nd</sup>	28
3 <sup>rd</sup>	47	13 <sup>th</sup>	37	23 <sup>rd</sup>	27
4 <sup>th</sup>	46	14 <sup>th</sup>	36	24 <sup>th</sup>	26
5 <sup>th</sup>	45	15 <sup>th</sup>	35	25 <sup>th</sup>	25
6 <sup>th</sup>	44	16 <sup>th</sup>	34	26 <sup>th</sup>	24
7 <sup>th</sup>	43	17 <sup>th</sup>	33	27 <sup>th</sup>	23
8 <sup>th</sup>	42	18 <sup>th</sup>	32	28 <sup>th</sup>	22
9 <sup>th</sup>	41	19 <sup>th</sup>	31	29 <sup>th</sup>	21
10 <sup>th</sup>	40	20 <sup>th</sup>	30	30 <sup>th</sup>	20

The Series winners and presentations will take place at the annual Karting SA presentation dinner.

## STATE SERIES AND BELOW – ADDITIONAL DIVISION

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The following 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) SA Combined - Masters
  - a) This Division is in accordance with the, TaG 125 Restricted Class Rules – Chapter 13 and KA3 Class Rules – Chapter 6 with the only amendment being the Minimum weights for the Masters Division which are as follows:
    - i) Rotax (EVO) Engine: ~~185~~177kg
    - ii) All other TaG engines: ~~180~~172kg  
KA100 Engine: 180kg  
KT100S Engine: 160kg
    - iii) NOTE: The Minimum weight of a Kart fitted with a KA3 Engine may be adjusted throughout the year to achieve parity with the TaG 125 Restricted Engines.
- 2) KA3 - Senior
  - a) This Division is in accordance with the KA3 Class Rules – Chapter 6 with the only amendment being the single Minimum weight for the Senior Division which is the Championship Weight of 159kg.

## SA OPEN PERFORMANCE CLASS

### 1) Preamble

The SA Open Performance Class is a high performance class for South Australia conditions. These State Regulations must be read in conjunction with the Karting Australia Manual Class Rules Chapter 18, Open Performance.

Karting SA allow for a range of engine categories, with each category having a weight which has been selected with the goal of creating a similar overall kart performance across South Australian circuits in State, Zonal and Club Competition.

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.

Other engine combinations will be considered for approval upon written application to Karting SA.

### 2) Drivetrain

#### a) Engine

- i) Major engine components (crankshaft, crankcases, cylinder barrel and externals of cylinder head) must be derived from KA Homologated, AKA or CIK registered engines. The onus is on the Competitor to provide proof the engine has had AKA or CIK registration.
- 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) Engines may be modified in so far as they then fit into another class. E.g. KT100S to Formula Australia.

#### b) Brakes

- i) In addition to the provisions of the Technical Rules, Karts with a combined Kart and Driver Minimum weight of above 170kg must be fitted with either:
  - An operational single rear brake system in combination with operational front wheel brakes; or
  - A dual rear brake system.

#### c) Fuel

- i) The only fuel permitted to be used is in accordance with the Rules.

### 3) Engine Capacity and 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
Piston ported engines	125 cc	130kg
Pre 1998 CIK style Reed or Rotary	103 cc	140kg
Post 1998 CIK style Reed or Rotary 100 cc	103 cc	150kg
106 to 135 cc reed, rotary or piston port engines	141 cc	150kg
KA1	125cc	152kg
Biland 4 stroke	250 cc	155kg
Up to 135 cc derived from KF series engines	135 cc	160kg
Twin TC250 Torini	430cc	160kg
Twin Clubman / Formula Australia (Engines can by mixed)	210 cc	170kg
Rotax Max DD2	125 cc	173kg
125 Gearbox (motocross style engines)	128 cc	175kg
Twin engine (air cooled reed, rotary or piston port).	210 cc	180kg
IAME X30 Super	175cc	180kg
Intercontinental C and KZ styled engines	128 cc	182kg
Twin engine (water cooled reed, rotary valve or piston port).	210 cc	185kg
Twin TaG 125 engines	255 cc	185kg
IAME X30 Super Shifter	175cc	187kg

## ZONAL & CLUB COMPETITION

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### GENERAL REGULATIONS

#### 1) General

- a) These Regulations are for Zonal and Club Competitions conducted under the authority of Karting South Australia.
- b) Zonal Competition must be conducted in accordance with the provisions of Competition Rules, Chapter 5 Rule 6 and these State Regulations.
- c) Club Competition must be conducted in accordance with the provisions of Competition Rules, Chapter 5 Rule 7 and these State Regulations.

#### 2) Format

- a) Practice
  - i) A Practice session which is part of the Meeting must be stipulated in the Supplementary Regulations.
  - ii) Timing of Practice Sessions is highly recommended.
  - iii) Practice Session's conducted with timing, will be a Minimum of four (4) minutes in duration for each Class or Division.
- b) Qualifying
  - i) 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 take place as stand-alone session or be combined with a warm up session.
  - iii) Regardless, the minimum duration of qualifying for each Class or division will be four (4) minutes.
- c) 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
- d) Finishing
  - i) The winning positions in each class can be determined by:
    - a. The combined points for all Races in each Class or Division; or
    - b. The results of the Final only.

#### 3) Prizes and Awards

- a) The Organising Club may implement a Minimum entry number for the awarding of Prizes and awards which must be stipulated in the Supplementary Regulations.

**RACE FORMATS**

**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 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
<b>Format 1</b>					
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
<b>Format 2</b>					
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.
<b>Format 3</b>					
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
<b>Format 4</b>					
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
<b>Format 5</b>					
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
<b>Format 6</b>					
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
<b>Format 7</b>					
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
<b>Format 8</b>					
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
<b>Format 9</b>					
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
<b>Format 10</b>					
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
<b>Format 11</b>					
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	Reverse of Heat 1 Draw	Random Draw		◆ Points from Finishing Positions of Heats 1, 2, 3
Format 14					
No	Random Draw	Reverse of Heat 1 Draw	Random Draw	Random Draw	◆ Points from Finishing Positions of Heats 1, 2, 3, 4
Format 15					
No	Random Draw	Reverse of Heat 1 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	Reverse of Heat 1 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	Reverse of Heat 1 Draw	◆ Points from Finishing Positions of Heats 1, 2		◆ Points from Finishing Positions of Heats 1, 2, 3
Format 18					
No	Random Draw	Reverse of Heat 1 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"> <li>• 1st = 0 points, 2nd = 2 points, 3rd = 3 points, and so on with one (1) point being added for each place.</li> </ul>					