

KARTING

NEW SOUTH WALES

EST 1987

OFFICIAL 2025

RULE BOOK



SPRINT ENDURANCE SPEEDWAY
RETRO VINTAGE

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KARTING (NSW) INC

RULES AND REGULATIONS

Version 7.07

Effective 4th April 2025

These Rules and Regulations are published with the full authority of the Board of Karting (NSW) Incorporated and will take effect from the 22nd day of January, 2019.

All previous karting rules and regulations subscribed to and endorsed by Karting (New South Wales) Inc will be superseded from that date. The Karting NSW Rules and Regulations (and any updates) are available for download from the Karting NSW website – www.kartingnsw.com.au.

Copyright Notice

All copyright in the text, images, photo- graphs, graphics and other content provided in these Rules and Regulations (“the Rule Book”) and the selection, coordination, and arrangement of such content, are owned or licensed by Karting (NSW) Inc (“KNSW”), to the full extent provided under Australian copyright laws and all international copyright law.

Section A – Administration

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ABN 80 078 024 223

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Tribunals & Appeals

Karting NSW Appeals Tribunal

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The Board & Official Contacts

For a complete list of Board Members
& Official Contacts please visit our Website

<https://www.kartingnsw.com.au/about>

A.1 State Sporting Organisation (SSO)

KNSW is authorised by the NSW Office of Sport & Recreation to be the State Sporting Organisation (SSO) for Karting in New South Wales.

A.2 Definitions

Addendum: A KNSW authorised update, listing further information which modifies Supplementary Regulations over **seven (7) days** before an Event/Meeting.

Advocate: Somebody who pleads the cause of another before a hearing or Tribunal.

Baulk Line: A limit on the out-grid by which a Kart must be operating under its own motive power.

Board: The Board of Directors of KNSW who are appointed in accordance with the Constitution of KNSW.

Bulletin: Bulletins are posted on the official notice board to inform drivers of changes to the Supplementary Regulations that have been made within a **seven (7) day** time period prior to or during an Event/Meeting. These cannot change the previously issued Regulations except for reasons of safety or force majeure.

Chassis: Consists of the Frame and components except the tyres and engine/drivetrain.

Class: A classification of Karts as determined by KNSW from time to time.

Club: A body organised to promote and foster the sport of Karting which is affiliated with KNSW.

Compete/d: A Competitor is deemed to have Competed in a Competition if they have exited the out-grid under direction from the grid marshal and proceeded past the Baulk Line.

Competition: A Competition is a section of an Event, in which a Kart takes part, and has a competitive nature, or is given a Competitive nature by the publication of results.

Competition Licence: The certificate of authority to enter and/or drive a Kart under the jurisdiction of KNSW.

Competitor: A person or body who holds a Competition Licence acceptable to KNSW and who has entered a Kart in a Competition.

Control Line: A line crossed by a Kart, where timing or other performance criteria are determined.

Data Logger: Any device that can store information to be retrieved at the end of a Competition.

Division: A part of a Class based on weight or age or some other factor as determined by the Regulations.

DNS: Did Not Start- A Competitor is deemed to DNS if they have not satisfied the definition of Compete or Start.

DNF: Did Not Finish- A Competitor is deemed to be a DNF, if they have not completed the required number of laps in Heats, pre-final or Final, or greeted the chequered flag to signify the end of Competition, unless they were shown the blue and red double diagonal flag.

Driver: A person holding a Drivers Licence acceptable to KNSW and entered to drive a Kart in a Competition.

Dry Weather Tyre: An approved tyre specifically manufactured for dry weather use.

DSQ: Disqualification- A Competitor will be disqualified and removed from a Competition and/or results, due to failing to meet KNSW Regulations or Competition Rules.

Endurance Event: A Race conducted over a set time limit, or a set distance, with a duration of not less than one (1) hour, using the Endurance Regulations.

Event: The combination of Competitions for a Class at a Meeting.

Exclusion: Means the Competitor, Driver, Kart or person so sentenced shall be removed from the results of and/or prohibited from further participation in one or more Competitions at a Meeting.

Field: Consists of all of Karts in a division, Class or Classes on the Race Track at that time.

Final: The last Competition in an Event. The finishing order may be used to determine results.

Finishing Line: The final control line on a Race Track. May be the same as the Start Line.

Force Majeure: Circumstances over which Officials, Organisers, Competitors or Drivers have no control and which involves the impracticality of the Competition continuing.

Frame: Welded main tube structure and applicable rails, in the manufacturer's specifications and the Regulations.

Hearing: A proceeding conducted in accordance with the Regulations where an issue of a Regulation or fact is tried and evidence is presented to help determine the issue.

Heat: One of a series of Races in which the combined results shall determine the progressive Event result at some point.

Homologation: Is the certification of the Technical Specification for an engine or component, which shall include a Homologation or Technical Specification document.

Kart: An automobile complying with the specific requirements of these Regulations.

KNSW: Karting (NSW) Incorporated.

KNSW Calendar: The calendar of events approved by KNSW.

Legal Guardian: A holder of a Legal Guardian Licence.

Legal Guardian Licence: This is required by the parent and/or Legal Guardian of a Driver under the age of 18 years if they do not hold a current KNSW Drivers Licence.

Licence: Unless otherwise stated refers to a Competition Licence.

Licence Holder: Means a person or entity who holds a Licence that has been issued by or is acceptable to KNSW.

Maximum/Minimum: References to maximum or minimum mean the absolute dimension for that item.

Meeting: An assembly of Competitors and Officials including one or more Competitions and/or record attempts.

Member: A person who is a member of a KNSW Affiliated Club. Includes a Temporary Member.

OEM (Original Equipment Manufacturer): An item must conform to the specifications in these Regulations and/or must be the same as samples held by KNSW.

Official: Any person who holds an Official's Licence issued by KNSW (or as approved by KNSW) and who is appointed from time to time by KNSW, or as prescribed by these Regulations.

Official's Licence: A Licence issued to an accredited person in accordance with these Regulations.

Organiser: The Organiser is the person or body having responsibility for the organisation of a Meeting, including but not limited to Technical and sporting matters in accordance with these Regulations.

Organising Permit: A document issued by KNSW authorising the running of a Meeting under these Regulations.

Organising Committee: The Organiser shall appoint a committee which shall consist of at least two persons, with all necessary powers for the Organisation of the Meeting and the enforcement of Supplementary Regulations.

Paddock: An area within a Track, where all Karts entered for a Meeting will be accommodated, and in which work on Karts can be performed.

Parc Fermé: Restricted area used by Officials for the purpose of isolating and checking Karts for Technical compliance with the Regulations. It shall be clearly defined and controlled by officials, so that only authorised persons can gain access.

Participant: Any person having access to the Track. This includes any person who is directly associated with a Competitor and/or Driver and/or holder of a Legal Guardian's Licence.

Portal: MyKarting TM Portal accessed via the KNSW website.

Promoter: Except where the Promoter is also the Organiser, the Promoter of an Event shall be a person or body with responsibility for financial and commercial matters only. A Promoter who is not also the Organiser shall not intervene during a meeting in respect of matters covered by these Regulations.

Program: An official document produced by the Organiser of a Meeting, which includes various details of the Competitions and schedule.

Prosecutor: A person who institutes or conducts an official prosecution.

Pump Fuel: A commercial fuel that shall be available for sale on demand from a roadside retail bowser outlet or service station.

Race: A Competition held on a Race Track between two or more Karts, running at the same time, in which the result is determined either by the order in which the Karts cross the Finish Line after completing the specified number of laps, or by the distance covered in the specified time.

Race Track: A road specifically built or adapted to be used for Karting Competitions. A Race Track is defined by the outer edges of the racing surface and is the only route to be used during a Competition.

Record: The best result obtained in particular conditions prescribed by the Regulations.

Regulations: Mean this entire KNSW Karting Manual document and all approved subsets thereof, including Handbooks, Supplementary Regulations, Addendums, Bulletins, Policies in force, Engine Specifications etc.

RKA: Retro Karting Australia.

Retro Karting Meeting: A meeting held by RKA, either stand-alone or in conjunction with another KNSW meeting, using the Retro Karting Regulations.

Rule(s): A specific part, section or point of the Regulations.

Section of Event: A Race or Competition such as Qualifying, or a Heat or Final Race.

Speedway Meeting: A meeting held on dirt speedway oval tracks, typically **300-400 metres** around, using the Speedway Regulations.

Sprint Race: A race on a sealed Race Track, with a duration of up to **30 minutes**, not exceeding **1.5 kilometres** per lap in distance.

Start: The Start is the moment when the Starting signal is given to Drivers.

Starting Line: The first Control Line on a Race Track.

Supplementary Regulations: A compulsory official document approved by KNSW for Events on the KNSW Calendar, requested by an Organiser of a Karting Competition with the object of specifying the details of the Competition. Such Regulations shall not be contrary to these Regulations.

Telemetry: Any device that relays information from the Kart to another party whilst the Kart is in motion.

Temporary Member: A person who is granted temporary KNSW Membership, in order to apply for a KNSW Licence.

Track: A permanent or temporary course, built or adapted specifically for karting activity, including the Race Track, restricted areas and associated infrastructure.

Track Density: Specifies the Maximum number of Karts that are permitted on a Race Track at any one time.

Track Inspection Log: A register maintained by the Track Inspector, Stewards and Club Safety Officer, of all maintenance work scheduled and completed for the Track.

Track Inspector: A person accredited, approved and appointed by KNSW, who has the responsibility for ensuring compliance with the "KNSW Track Licencing Standards" and the inspection of Tracks.

Track Licence: The certificate of registration of a Track approved for Kart competitions. No competition is permitted at any Track, if the Track Licence is not current.

Tribunal: Is an independent Tribunal appointed and empowered by KNSW policies.

Unitary: Having the character of one whole or complete unit that is undivided.

VHKA: The Vintage and Historic Karting Association.

Vintage Event: A parade, demonstration, practice session and/or time trials, for Karts complying with the Vintage Karting Regulations.

Wet Weather Tyre: An approved tyre specifically manufactured for wet weather use.

Year: A Calendar Year which commences **1 January** and concludes **31 December**.

A.3 Administrative Procedures

A.3.1 General

KNSW is authorised under its Constitution to make and enforce these Rules and Regulations for Karting activities conducted in Australia (including New South Wales) based on the fundamental principles of safety and sporting fairness, for the encouragement and control of Competition held under the authority of KNSW.

These Regulations will never be enforced so as to prevent or impede a Competition or the participation of a Competitor, save where KNSW concludes that this is necessary for the safe, fair or orderly conduct at an Event/Meeting.

Unless expressly authorised by the Board of KNSW and these Regulations, no interpretation, modification or change to anything whatsoever, referred to in these Regulations is permitted.

A.3.2 Commencement and Duration

The provisions of these Rules and Regulations take effect on 22 January 2019, and will continue unless amended by KNSW.

KNSW Member Clubs competing under these Rules and Regulations do so on the understanding that these Rules and Regulations will supersede and replace any previous rules and/or regulations (however described) relating to Karting Competition held in New South Wales from 22 January 2019 as authorised by KNSW.

Any ruling, advice or exemption provided by KNSW or any KNSW authorised personnel, prior to the above date, will be superseded by these Regulations.

A.3.3 Interpretation

In the provisions of these Rules and/or Regulations, and in general use, unless the context otherwise requires:

- Reference to “these Rules and/or Regulations” will include any amendment or variation of them.
- The singular includes the plural and vice versa.
- Words importing a gender include any gender.
- A reference to anything, including but not limited to any amount, is a reference to the whole of it.
- References to a person include corporations and bodies corporate.
- References to a person include the legal personal representatives, successors and permitted assigns of that person.
- The use of the term “Competitor”, “Driver”, “Licence Holder”, “Member”, “Legal Guardian” or any other such descriptive term in the Regulations shall not limit the application of that Regulation to that class of persons, but rather the Regulations shall apply to all persons, whether they be a Competitor, Driver, Licence Holder, Member, Legal Guardian or any other person bound by these Regulations.
- A reference to the exercise of a function includes where the function is a power, authority or duty, a reference to the exercise of the power or authority or performance of the duty.
- Headings are for convenience only and do not affect the interpretation of these Regulations.
- No further reframing, or otherwise determining your own understanding of a Rule and/or Regulation.

Unless stated otherwise, a reference to an amount of money is inclusive of the Goods and Services Tax.

During the course of a Meeting, where a time limit expires on a Saturday, Sunday or such other day gazetted as a public holiday, and a person cannot comply with a time limit in the Regulations, the time limit will be deemed to be extended to the next working day.

A.3.4 Communications

a) Any matters pertaining to, or occurring at, any permitted meeting/event, must be lodged (and in most cases resolved) with the Officials on the day. The communication may be verbal or in writing, and if needed lodged on the correct form, as determined by the Officials.

b) Outside of any meeting/event, all communications must always be in writing and follow the official pathway:

From Club/Association members (Drivers, Pit Crew, Parent/Guardians etc.) to their Club committee;

- The Club committee reviews the communication and acts accordingly within their Constitution and with regard to the KNSW Rulebook and policies;
- If the Club Committee cannot address the issue, the Club delegate can forward the communication to the State Office and the appropriate KNSW Welfare Director;
- The Welfare Director will consider the communication and respond, or if necessary will present it to the State Office/Board via official correspondence for a response.

For KNSW Officials, any issues/complaints must also be in writing to the State Office, and will be sent to the Officials Co-Ordinator, the State Technical Officer, or others as deemed appropriate.

c) In all cases, all responses will follow the reverse process and must be received **within 14 days**.

d) Any communication that has not followed this tiered approach will be returned to sender.

A.4 Club Affiliation Requirements

A.4.1 Affiliation

Club affiliation with KNSW each year, is conditional upon full compliance with KNSW's Constitution, Rules and Regulations, Policies and Procedures.

A.4.2 Activities

Clubs must ensure, to the best of their ability that all:

- a) Karting activities are conducted in accordance with KNSW's Constitution, KNSW Rules and Regulations, Policies and Procedures and by appropriately Accredited and Licenced Officials;
- b) Club's participants (Competitors, Driver and Officials) are registered on the KNSW MyKarting™ Portal;
- c) Staff and volunteers (paid or unpaid) undergo Working with Children Checks in accordance with state legislation. A register shall be kept by each Club which shall be made available upon request by KNSW;
- d) Clubs nominate a Member Protection Information Officer (MPIO) who shall not be a member of the Club Executive. The MPIO shall complete the Online Member Protection Information Officer Course at www.playbytherules.net.au.

A.5 Fees

The fees payable to Karting NSW under these Rules and Regulations shall be available via the KNSW Website, and via the MyKarting™ Portal.

A.6 Insurance

Appropriate insurance is in place by KNSW with full details available on the KNSW Website.

It shall be mandatory upon each Organiser, Official, Competitor Driver, Pit crew member and Voluntary worker who are covered by KNSW's Personal Accident Insurance Policy to comply without exception with such requirements regarding insurance as prescribed by KNSW.

Reference should be made to the insurance policy documents for specific details of coverage, terms and conditions. Please note in all circumstances the terms and conditions of the respective insurances policies prevail.

Section G – General Regulations

G.1 Overview

The object of these Rules and Regulations is to ensure that Karting in NSW (and by its Members throughout Australia), is promoted and organised in a manner which maintains the safety of all Participants, including spectators, and which encourages the sport to be competitive, but still fair and most importantly fun, for all who take part.

G.1.1 Authority & Application

The KNSW Board has designed the Rules and Regulations, for the control of the sport of Karting under its authority in accordance with its Constitution.

These Rules and Regulations:

- Shall govern all activities related to Karting conducted under the auspices of KNSW;
- Will be periodically reviewed to ensure safer and fairer Competition for all Participants.

The KNSW Board will always have the authority to further investigate:

- Any issues in relation to any of the Rules and Regulations or Policies in force;
- Any complaints regarding anyone bound by the Regulations.

G.1.2 Club Membership

A person may become a Member of a Club, that in turn is itself a Member of KNSW.

A KNSW Licence Holder must maintain a Membership with at least **one (1)** KNSW affiliated Club, in order to keep their Licence current.

G.1.3 Bound by the Regulations

All KNSW Licence Holders, Legal Guardians, Members, Volunteers and Participants, whether competing or not, should be familiar with, and will be bound by the KNSW Rules and Regulations, all Policies and further Supplementary Regulations at all times.

KNSW Officials shall have, and will exercise their authority, as per the Rules and Regulations, during the entire period of any Meeting/Competition.

It is a Licence Holder's duty to ensure that any persons who help manage their Licence or Entries, will also be bound by the Rules and Regulations.

Drivers over the age of **eighteen (18) years** are deemed as Competitors under the Rules and Regulations.

Competitors, Drivers and Legal Guardians:

- **Must ensure** that their Karts comply with the KNSW Kart Standard and Class conditions whenever the Kart is on a Race Track;
- **Will at all times** be responsible for the conduct of their Pit Crew (including those who have a KNSW Licence), and any offence committed by a Pit Crew member will be chargeable directly to the Competitor/Driver and/or the Pit Crew member.

If a Legal Guardian is unable to attend a Competition, they must nominate an alternate representative, who is the holder of a:

- Current Legal Guardian's Licence; or
- Current KNSW Driver's Licence and is over the age of **eighteen (18) years**.

For any Driver under the age of **eighteen (18) years**:

- They cannot be responsible for a Competitor, Legal Guardian or Pit Crew;
- It is the Legal Guardian's responsibility to ensure that all persons assisting an underage Driver will comply with the Rules and Regulations;
- Any parent/guardian will also be deemed a Pit Crew member, whilst at any Track.

G.1.4 Acknowledgement of Rules and Regulations

Any person, body or group of persons, organising a Meeting/Competition or taking part therein, including but not limited to Competitors, Drivers, Legal Guardians, Pit Crew, Officials and Organisers, shall be deemed to be fully acquainted with these Rules and Regulations (including any KNSW Policies and Procedures).

In case of non-compliance with these Rules and Regulations, any person, body or group of persons that organises a Meeting/Competition, or takes part therein, may have, amongst other disciplinary action, any KNSW Licence which has been issued to them withdrawn.

G.1.5 Powers of KNSW Following Completion of a Race Meeting

If it appears to KNSW from any written complaint or advice of error or otherwise, that a mistake has been made during Meeting, or that the results of a Meeting have been improperly or incorrectly made out, KNSW shall be entitled to inquire into the matter.

This information may include, but is not limited to, an error in interpretation of Judicial process by the Officials of the meeting.

After giving the interested parties an opportunity to be heard, KNSW may make such order as it deems proper, this includes, but is not limited to, convening Judicial Tribunals in lieu of a Steward's hearing.

No inquiry shall be investigated or ordered after the expiration of fourteen (14) days, after the publication of the results of the meeting referred to in the advice.

G.2 Competition Permits

G.2.1 Meeting Levels

All Competition dates will be entered on the KNSW calendar, and will be requested as one of the five (5) Meeting Levels described below.

Only holders of the relevant KNSW Licence and grading will be eligible to enter.

All Meetings / Events will take place at KNSW Member Clubs, or at licensed Tracks as approved by KNSW.

Level 1 - Australian Title:

- Is run to determine the KNSW Australian Title holders;
- Is organised by KNSW (or at the sole discretion of KNSW can be delegated to another body or committee) in conjunction with the Host Club.

Level 2 - State Title:

- Is run to determine the KNSW State Title holders;
- Is organised by KNSW (or at the sole discretion of KNSW can be delegated to another body or committee) in conjunction with the Host Club.

Level 3 - Zone Competition:

- Will be organised by KNSW or KNSW Member Clubs;
- May be a one-off Meeting or a Series.

Level 4 - Named Event:

- Will be organised by KNSW or a KNSW Member Club.

Level 5 - Club Competition:

- Will be organised by a KNSW Member Club.

Level 6 - Social Competition:

- Will be organised by a KNSW Member Club.

G.2.2 Meeting Level Variations

KNSW may vary the applicable status level of a Meeting up or down from what would generally be expected from the criteria above. This may be for:

- The application of Organising Permit conditions or fees;
- The application of safety conditions;
- Some other reason considered appropriate at the absolute discretion of KNSW.

A Meeting made up of a number of Competitions will normally take its status level from the highest status of Competition at the Meeting.

Competitions within the Meeting may have lower status levels applied to them for the purpose of Licences, conditions or application of other Regulations.

G.2.3 Organising Permit

No Competition shall be held under these Regulations, unless KNSW has approved an Organising Permit.

Application for an Organising Permit shall be made online via the **KNSW MyKarting™ Portal** and must be lodged at least **thirty (30) days** before the proposed Meeting.

A Track must have a current Track Licence in order to be issued a permit.

G.2.4 Timing & Timing System

Each Competition must be timed and will utilise a Mylaps X2 System with Orbits Software in conjunction with a Drivers compatible timing transponder.

A manual back up system may also be used for all Competitions at a Meeting.

G.2.5 Format of Racing & Results

The Supplementary Regulations for all Meetings held, shall specify the format, schedule of racing and the method of determining the results.

G.2.6 Duration of a Meeting

A Meeting starts from the commencement of the first date specified, and ceases at the expiration of the final date specified on the Organising Permit.

G.3 Competitions

G.3.1 Entries

Entry to all Meetings shall be by use of the electronic Licence generated from the KNSW MyKarting™ Portal, for identification and confirmation of entry.

G.3.2 Acceptance of Entry

The Organisers reserve the right to reject any entry without giving any reason whatsoever or to attach conditions to acceptance of an entry. These conditions must not be contrary to the Regulations.

G.3.3 Karts & Scrutineering

Karts must comply with the KNSW Regulations, at all times, while on a Race Track.

A scrutineering form must be completed for each Kart confirming its compliance, prior to any Competition. This should be completed as part of an online entry.

A Kart may be inspected, or asked to be presented for inspection, by a Scrutineer, any time during a Meeting.

A Kart may need to have a scrutineering sticker or identifying mark affixed for a Meeting.

A Kart involved in any incident may be required to be re-scrutineered.

G.3.4 Running in an engine

When a Competitor is 'running in' an engine (outside of Competition), they must display a diagonal red cross over their race number on the rear number plate. This cross must go the full width of the number plate and be clearly visible.

G.3.5 Competition Withdrawal

Should a Competitor decide not to Compete in a Competition, or the remainder of an Event/Meeting, it is required that they immediately inform the Grid Marshal, who will then notify the other relevant Officials.

G.3.6 Unauthorised Competitions

KNSW Licence holders participating in Competitions not authorised by KNSW shall not be entitled to insurance coverage or other entitlements attached to their KNSW Licence, during or arising from that Competition.

G.3.7 Competition Alteration

The Organisers and/or the Stewards reserve the right, and at their sole discretion, to cancel, postpone, abandon or alter the race distance of any Meeting or Competition(s).

a) Cancellation:

Means that the proposed Meeting or Competition(s) will never take place, and where the cancellation is:

- By the Organiser prior to the start of any Competition, the Entry fees shall be returned in full;
- As a result of Force Majeure, as determined by the Stewards or KNSW prior to the start of any Competition, **50%** of the entry fees will be forfeited.

b) Postponement:

Means the Meeting or Competition(s) cannot begin on the proposed date, and will be rescheduled, and:

- The Postponement must occur before the start of any Competition;
- The Organiser, KNSW, or the Stewards have the authority to order postponement, and they may only do so for reasons of safety or Force Majeure;
- In the case of Postponement for more than **24 hours**, all Competitors will automatically be re-entered into the rescheduled Meeting;
- If any Competitor cannot attend the rescheduled Meeting, their Entry fees shall be returned, upon sending a written request to the Organiser within **7 days** from the postponement;
- Supplementary Regulations for Meetings postponed, may be altered and re-issued to allow for changes of Officials, entries and timetables.

c) Abandonment:

Is the inability to complete all the scheduled Competitions prior to the completion of a Meeting. Only the Stewards have the authority to order this, and they may only do so for reasons of safety or Force Majeure.

- Abandonment prior to the results of a minimum of **one (1)** Heat in every Class or Division being declared:
 - All prizes and awards, including any Series points, will not be distributed;
 - The Entry fees will be returned, unless the Organiser reschedules the Meeting;
 - If the Meeting is rescheduled, all Competitors will automatically be re-entered, and any Competitor who cannot attend can request their Entry fees be returned upon sending a written request to the Organiser, within **7 days** from the abandonment.
- Abandonment if the results of a minimum of **one (1)** Heat in every Class or Division are declared:
 - The prizes and awards, including any Series points, will be distributed based on the number of Heats/Finals that have had Results declared in each particular Class or Division;
 - The Entry fees will not be returned.

d) Alteration of Race Distance:

At any Meeting, the Stewards and Clerk of Course, in conjunction with the Organiser, may amend the original specified race distance, prior to the start of a race. Drivers must be notified and a Bulletin issued confirming any such amendment.

G.3.8 Distribution of Prizes

The distribution of prizes should not commence **until thirty (30) minutes** after the completion of Competitions in that Class.

A prize should not be distributed until:

- Any Hearing is finalised;
- The time for lodging any Protests or Appeals has expired, with no submissions;
- Any Protest is finalised;
- Any Appeal is finalised.

All results and prizes published are 'Provisional', prior to the expiration of time for the lodgement of any Protests or Appeals.

Any prizes distributed prior to the results being 'Final', must be returned to the Organiser immediately if they are no longer eligible for the prize.

G.4 Advertising, Signs and Writing

Advertising, signs and writing are allowed on Karts, Driver's overalls, helmets, team uniforms and apparel worn by team members subject to the following conditions:

- A sign or advertisement must be permitted by Australian Law.
- No numerals are permitted. KNSW promotional material is exempt.
- No sign, advertisement or writing which is deemed to be indecent, contrary to the best interests of Karting or offensive will be permitted. The Stewards shall have the sole responsibility for defining 'indecent and/or offensive'.

Apart from the above requirements, the style, size, number, location and subject matter of advertising on Karts shall be unrestricted.

The Stewards can direct that a sign be removed or covered, if they consider it contravenes any of the above conditions. Their decision shall not be subject to appeal in respect of that Meeting/Competition.

G.5 KNSW Member Protection Policy

The KNSW Member Protection Policy aims to assist KNSW to uphold its core values and create a safe, fair and inclusive environment for everyone associated with Karting through KNSW.

G.5.1 Policy Details

A copy of the KNSW Member Protection Policy is located in the Policies Section of the [KNSW website](#).

The KNSW Member Protection Policy includes, without limitation, matters relating to Child Protection, Taking of Photographs & Use of Images, Anti-discrimination and Harassment, Gender Identity, Responsible Service of Alcohol, Smoking, Bullying & Social Networking.

All correspondence regarding any matters listed, should first follow the KNSW Communications process described in [Section A.3.4 – Communications](#), or otherwise be sent to the KNSW Member Protection Information Officer (MPIO) for review.

G.5.2 Unauthorised Use

If a Licence Holder, Legal Guardian, Member, Pit Crew or KNSW Official who, in the sole opinion of the Stewards, is affected by alcohol, medication, drugs or any other cause, will be excluded from the Meeting.

The minimum penalty for unauthorised use of medication or other item is exclusion from the Competition.

Section K - Track & Safety

K.1 Track Licences

K.1.1 Licence Requirements

Each Track must be issued a Track Licence, which must be current in order to hold a KNSW Meeting or Event.

The Track Licence must be displayed on the official Notice Board and be maintained in a legible condition.

Each Track will be assessed on its capabilities to host an Australian or State Title, Named Event, Zone or Club Competition and Endurance/Vintage Events.

A Race Track must only be used in the direction(s) approved on the Track Licence.

Supplementary Regulations must always indicate the Race Track direction being used for each Competition.

A sign must be placed in a prominent location on the out-grid, indicating the direction of practice/racing as per the practice Permit or Supplementary Regulations. However, as Speedway Tracks only run in one direction, no direction signage is required.

In the event of a Race Track being used in a direction not complying with the current Track Licence, the Track Licence will be suspended until further notice.

Please see the "KNSW Track Licensing Standards" for full Track Licensing specifications and renewal criteria.

K.1.2 Track Inspectors & Club Safety Officers

The KNSW Board must appoint a Track Inspector.

Track Inspectors will have experience and knowledge of Karting facilities in general. They will be the approver of the Race Track Licences, based on the compliance with the current "KNSW Track Licensing Standards".

Each affiliated Club will appoint a Safety Officer, who ensures all safety requirements are followed, and ultimately reports to the State Track Inspector.

K.1.3 Track Inspection

A Race Track will be inspected by a KNSW Track Inspector in line with the current KNSW Track Inspection Policy.

A Club must present a properly drafted plan to the Track Inspector prior to undertaking any alterations. These will be verified before issuing a new/updated Track Licence.

A Track Inspector will regularly assess existing Race Tracks against guidelines contained in the "KNSW Track Licensing Standards". They will advise on any non-compliant areas and safety standard improvements required.

K.1.4 Race Track Maintenance

It is the responsibility of the Stewards/Clerk of Course, prior to the start of a Meeting, to perform a Race Track walk, to visually check current Track conditions.

The Stewards must also check that any maintenance due on the Clubs - KNSW Track Inspection Log has been carried out.

In the event that any Track conditions are not satisfactory, or maintenance has not been carried out, the Stewards will not permit any practice and/or competition to start until:

- All Track/Race Track conditions are returned to the "KNSW Track Licensing Standards";
- Any maintenance requests due have been met;
- Or Track/Race Track conditions have been corrected to the Stewards satisfaction in consultation with the Track Inspector.

The Clubs KNSW Track Inspection Log will be updated by the Stewards, with any new Track works needed, and confirmation of any works already performed. (In some circumstances photographic evidence may be required).

The Stewards must complete a KNSW Pre Event Checklist for each day of racing, as part of the Stewards Report, and a copy placed in the Clubs – KNSW Track Inspection Log.

The Track Inspector will receive a copy of all KNSW Track Inspection Log updates for review, and if any major maintenance or alterations are required, will contact the Clubs directly for a further inspection.

K.1.5 Race Tracks & Density

See the KNSW website for the list of current KNSW Sanctioned Tracks, with their size, direction and authorised capacities. However, always check the current Track Licence (or NSW Office of Sport Circuit Licence issued) in case of any changes.

For Endurance Meetings, a Track Density may be increased by 20% when applying for a Meeting Permit. It is at KNSW discretion to increase this density further if required.

The Track Inspector, in consultation with KNSW has the authority to reassess a Track, as to the number of Karts eligible for Competitions.

K.2 Track Markings

K.2.1 Overview

Track markings are required to assist the running of any Karting event.

Competitors and Officials should familiarise themselves with the locations of these markings, as their position can vary at each different Track.

The definition/specifications of all markings are contained in the “KNSW Track Licencing Standards Manual”.

K.2.2 Baulk Line

All Tracks are to have a bright green coloured line painted across the out-grid lane, a minimum of 5 metres back from the Race Track edge.

This Baulk Line signifies the limit, at which a Kart must be operating under its own motive power. (Additional markers may be placed beside the out-grid lane to highlight this line).

Karts that fail to start after crossing the Baulk Line must be immediately returned back to the out-grid and will not be eligible for Competition.

K.2.3 Formation Line

All sealed/tar Tracks will have a red line painted on the Race Track, at 90 degrees to the Race Track edge, on a straight section of the Race Track, prior to the final corner before the Start Line.

This is the point at which all drivers must be in formation, ready for the Start of Competition.

K.2.4 Starting Grid “Tram Tracks”

All sealed/tar Tracks have the “CIK style Starting Grid” or “Tram Track” markings on the Race Track before the Start Line.

A Kart driving on or over, any part of the lanes before the Start signal of Competition, may be penalised.

K.2.5 Control/Start/Finish Line

A white line painted across the Race Track at 90 degrees to the Race Track edge, will normally be both the Start Line and Finish Line. This line is the primary Control Line.

At some Tracks, a secondary Control Line, also painted white across the Race Track at 90 degrees to the Race Track edge, will indicate a different Finish Line. Drivers should take note of this before competing.

Crossing the Control Line by a Kart, determines timing or other performance criteria. The order in which Karts complete racing will be judged to this line, in accordance with the official timing data.

Timing loops will be embedded in the Race Tracks for use with official timing systems.

K.2.6 Breakdown Lane

If a Breakdown Lane is provided, it shall be adjacent to the main Race Track with entry via a marked lane.

If a Kart uses the Breakdown Lane for mechanical repairs during the Start procedure it may re-join the Race even after the Start signal is given.

Where the Start Line extends across the exit from the Breakdown Lane, a Kart that has come under starters orders, may Start their first lap from the Breakdown Lane.

The Breakdown Lane:

- a) May only be used during Competition, if noted in the Supplementary Regulations.
- b) A Kart can only drive into during practice sessions, roll up laps and Competitions (excluding Qualifying) and then re-join an Event, under the direction of an Official.
- c) Outside assistance for repairs and restarting is permitted.
- d) May be subject to Parc Fermé conditions.
- e) Karts must reduce their speed.
- f) Stopping in the entrance is forbidden.

K.2.7 Temporary Track Guidelines

Information relating to temporary Tracks and Track construction will be contained in the "KNSW Track Licencing Standards".

Any temporary Track must be constructed within strict guidelines contained within the "KNSW Track Licencing Standards" and may have 'special conditions' imposed upon the construction and conduct of any race Meeting being held.

The authority to conduct a Meeting on a temporary Track will only be issued by the State Track Inspector in consultation with KNSW.

Note: All inquiries relating to temporary tracks should be directed to KNSW.

K.3 Track Safety

K.3.1 Parc Fermé

Is controlled by the Chief Scrutineer and will be large enough to accommodate all Karts.

Persons may only enter Parc Fermé under the directions of an Official and must have the appropriate Licence.

K.3.2 Paddock Area

Meeting Officials will control this area.

All Karts attending a Meeting shall be accommodated within the defined Paddock area, whilst not Competing.

- a) Driving a Kart inside the Paddock area is expressly forbidden.
- b) Fuel must be stored in appropriate containers.
- c) Kart engines must be stopped before any refuelling.
- d) Kart trailers and special vehicles are permitted in the Paddock area. The location of these trailers/vehicles may be organised by the Club or listed in the Supplementary Regulations.
- e) Bicycles, skateboards, scooters or similar can not be used in the Paddock area during a Meeting.
- f) All persons must hold a valid (Government issued) Driver's licence to drive a registered motor vehicle within the perimeter of any KNSW Licensed Track.

K.3.3 In-Grid, Out-Grid & Breakdown Lane Areas

These are all restricted areas, and as such, only people with the appropriate Licence may enter those areas.

K.3.4 Race Track Area

a) The only people permitted inside the Race Track area during Competition are:

- Stewards
- Clerk of Course
- Starter/Assistant
- Medical Officer(s)
- Flag/Track Marshals – Minimum of two (2)
- Pit Crew to assist any Driver
- Photographers accredited by KNSW

who must stay in designated areas at the discretion of the Clerk of Course and Stewards.

Any persons allowed inside the Race Track area are to remain behind protective barriers during any Race Track activity, however, any Clerks of Course or Stewards, may observe racing from a safe location even though a protective barrier may not be available.

- b) Drivers and Officials should not cross a Race Track whilst any Kart is in motion. Crossing is allowed only under directions from the Chief Steward or Clerk of Course.
- c) A Driver whose Kart stops on the Race Track, during any session is required to:
- Get their Kart to a safe position, if and as soon as possible; and
 - Get themselves to a safe position as soon as practicable; and
 - Remain in such safe position until after the end of the session.
 - Once a Driver is located in a safe position, they are permitted to remove their helmet.
- d) When inside the Race Track Area, high visibility clothing or a safety vest must be worn on the upper torso as a minimum standard.

K.3.5 Radio Communications

The Officials below must be supplied with a two-way radio & headset for communication:

- Stewards
- Clerk of Course
- Starter
- Grid Marshal
- Chief Timekeeper
- Medical Officer(s)

A two-way radio & headset for communication is recommended for all other officials:

- Chief Scrutineer
- Scale Marshal
- Flag Marshal(s)

There may also be other Endurance Officials that need radio communication.

K.3.6 Emergency & Medical Services

a) Qualified First Aid personnel are to be in attendance at all Race Meetings.

They should be in attendance on all occasions whilst a Kart is in motion on a Race Track.

KNSW recommends St. John Ambulance or equivalent (according to local law), be the minimum standard of First Aid in attendance at all Race Meetings.

b) Injury Reporting:

A person who has been injured at a Race Track, is responsible for ensuring that the incident and their resultant injury is reported on a KNSW Incident Report form to the Club or an Official.

If that person as a result of the injuries sustained, is unable to submit such injury report, it shall become the responsibility of their next of kin to do so.

c) During a Race Meeting:

Any person who seeks medical attention from the First Aid personnel, must provide details to help complete the KNSW Incident Report.

The First Aid personnel must return the KNSW Incident Report forms, or a copy of their own incident report details, to the Stewards, for recording in the Stewards Report.

If any injury requires transport to Hospital, then an Office of Sport Serious Injury Report form also needs to be completed and submitted to the Office of Sport and your local Police.

d) Outside of a Race Meeting:

Any injury which occurs at a Track outside of a Meeting (e.g.: Practice day), must also be reported to the Club Secretary, or Officials in attendance, who will help complete a KNSW Incident Report.

The person who has been injured should also seek medical advice.

K.3.7 Smoking, Welding, Naked Flames

The following are not permitted within the Race Track, Grids, Technical or Paddock areas any time during Practice or a Meeting:

- a)** Smoking (including the use of E-cigarettes);
- b)** Welders & grinders;
- c)** Use of any open/naked flame (including BBQ's or gas heaters);
- d)** Heating guns & heating devices.

K.3.8 Cleaning Fluid

Petrol is not permitted to be used as a cleaning fluid.

K.3.9 Fire Extinguishers

Each Club/Track must provide the minimum number of appropriate Fire Extinguishers, located with signage, as per the Track Licensing standards.

Fire Extinguisher Testing/Tagging must be performed every six (6) months by a fire safety professional, so as to check they will function when needed. Australian Standard AS1851 sets out the rules and regulations to ensure Clubs/Tracks are compliant in meeting national safety standards and Australian law.

K.3.10 Retrieval Vehicles and Trailers

Motorised retrieval vehicles and trailers may be used for the recovery of Karts and Drivers from the Race Track, under the direction of Officials.

K.3.11 Drones

The use of Drones (including remotely piloted aircraft (RPA) or unmanned aerial vehicles (UAV) is regulated by Australia's Civil Aviation Authority (CASA).

Approval to launch, land or operate a Drone from within a KNSW Track shall be in full compliance with CASA's drone safety rules at www.droneflyer.gov.au and only permitted upon written approval from KNSW.

Section L – Licencing

L.1 Licences Overview

L.1.1 Overview

Any new Licence applications or the renewal of existing Licences, can be performed online at any time by going to kartingnsw.com.au and clicking on MyKarting™ Portal, or otherwise by contacting the KNSW Office during Office Hours.

Making false or misleading statements on any KNSW Licence application, or the wilful omission of any information, which if it had been known to KNSW, may cause it to refuse the granting of such Licence, and shall render the Licence, if issued, null and void.

A person must at all times hold:

- A current KNSW Drivers Licence or Non-Competition Licence, issued by KNSW in accordance with these Rules and Regulations, to be eligible to drive a Kart at a KNSW Approved Track; or
- One of the Non-Driving Licences to enter restricted areas during Competition.

L.1.2 Granting a Licence

KNSW issues, manages and records all KNSW Licences and is entitled to issue Licences to Australian nationals. In order to participate in a KNSW Competition, a Driver must be the holder of a current KNSW Drivers Licence issued by KNSW and:

- The granting of a Licence or the upgrading of a Licence, is at the sole discretion of KNSW;
- A person may only hold **one (1)** KNSW Licence number at a time;
- Any Driver who has a special need or a disability, must have their Licence endorsed outlining the special need or disability, and any consequential restrictions placed on the Driver or their Kart;
- All KNSW Licence holders must review these Rules and Regulations and keep themselves informed of any subsequent amendments, as may apply from time to time.

Notwithstanding anything in these Rules and Regulations, KNSW may, in writing, waive the necessity for Competitors, Legal Guardians or Drivers to hold a KNSW Licence under these Regulations in order to be eligible to take part in a particular Competition or participate in any activity at a KNSW Track.

L.1.3 Licence Issue

Each KNSW Licence holder will be issued a Licence number, and have access to the online KNSW MyKarting™ Portal. Your Licence number will be used in conjunction with the MyKarting™ Portal for identification, online entries and confirmation of entry at all Meetings.

If a Driver is under the age of **eighteen (18) years**, their Licence and online entries must be managed by, and linked to, a Legal Guardian, who must also be the holder of either:

- KNSW Legal Guardian Licence; or
- KNSW Senior Drivers Licence and is over **eighteen (18) years** old.

L.1.4 Medical Declaration

When applying for a new, or renewing a KNSW Driver's Licence, all applicants must complete a Medical Declaration.

The Medical Declaration must be answered fully and truthfully, and if any questions are answered "Yes", then a medical examination will be required and a copy of a Medical Certificate/Report provided to KNSW, before any Licence can be reviewed and approved.

A person aged **sixty-five (65) years** or over, may also need to supply a copy of a Medical Certificate/Report to KNSW, with any new or renewal application, before any Licence can be reviewed and approved.

Any medical examination to which a Medical Certificate/Report relates, must have been undertaken in the previous three (3) months.

L.1.5 Safety Training

When applying for a new KNSW Driver's Licence, all applicants must view and acknowledge their understanding of the KNSW Safety Training Video on the MyKarting™ Portal and read and acknowledge their understanding of safety matters within these Rules and Regulations.

L.1.6 Driving Test

All new Drivers must undertake and successfully complete a Driving Test, prior to being permitted to Compete for the first time, which must be arranged through a KNSW Member Club.

L.1.7 Licence Expiry

KNSW Annual Licences will be valid for **twelve (12) months** from date of issue.

An Annual Licence renewal will be based on the anniversary date listed on the Licence, if renewed prior to expiry, otherwise it will be valid for **12 months** from the date of renewal.

L.1.8 Withdrawal of a KNSW Drivers Licence

KNSW may withdraw at its sole discretion, any KNSW Drivers Licence in accordance with these Rules and Regulations, in which case the Licence is no longer valid.

L.1.9 Refusal of a Licence

KNSW may refuse to issue a Licence, and may make such endorsement as it sees fit, and at its sole discretion as set out in the MyKarting™ Portal, without stating any reasons for doing so.

An applicant for a Drivers Licence or a Driver who has had an illness or injury which may affect their ability to safely control a Kart, must report or provide such details to KNSW at the earliest possible time.

KNSW may refuse to issue a Licence if the fact becomes known, that the applicant for a Drivers Licence may suffer from a medical condition which could affect the applicant's control of a Kart:

- KNSW will advise the applicant, that a Licence will not be issued unless the applicant consents to a medical examination by a suitably qualified medical practitioner, nominated by KNSW;
- For a Licence to be issued and/or retained by the Driver, the medical practitioners reports must outline that the applicants condition will not in their opinion affect the applicant's ability to safely control a Kart;
- A medical examination conducted by a qualified medical practitioner nominated by KNSW shall be paid for by the applicant (or Driver), and a copy of the medical report shall stipulate any restriction that ought reasonably be placed on the Driver and shall be provided prior to consideration of the issuing of a Licence.

If the Stewards at a Meeting, or KNSW, believe a Driver suffers from any illness, injury, disability or recurrent medical condition, which may affect the Drivers ability to safety control a Kart at all times, then the Stewards or KNSW, must advise the Driver that they shall not drive on a Race Track, until such time as the Driver is fit to drive in Competition.

L.2 KNSW Competition Licences

L.2.1 Competition Driver Licences

Unless otherwise determined in these Regulations, any person applying for a KNSW Annual Competition Licence (either new or a renewal) must be a member of a KNSW Member Club and they must remain a financial member of any KNSW Member Club during the term of the Licence.

The person must pay the applicable KNSW Competition Drivers Licence fee.

All new Competition Driver Licence applications will be automatically issued as D Grade (P Plate), however, a person may submit a "Licence Review Application", in order that a higher grading be applied to their Licence. The applicant must supply all details/evidence.

In the case of a Driver whose birthday falls during a Meeting, the type of their KNSW Drivers Licence will not be affected for the duration of that Meeting.

L.2.2 Novice Licence (Annual)

Application Criteria:

- Valid Ages: Date of **6th birthday** until date of **10th birthday**.
- Must be a member of a KNSW Member Club.
- Satisfactorily complete the Medical Declaration.
- New Licence applicants must Provide a copy of their Birth Certificate or Passport and satisfactorily complete the Safety Training requirements.

Special Provisions:

- ✓ **Prior to date of 7th birthday: Valid for practice only.**
- ✓ From date of **7th birthday**: Pass a Driving Test, prior to Competing at first Meeting.
- ✓ Eligible to practice in any Kart/Engine/Tyre combination that is allowable for a Novice Licence Type or the Novice Valid Age range.

Class Eligibility:

- ✓ **Sprint - Novice**
- ✓ **Sprint – Rotax Micro Max**
- ✓ **Speedway – Novice**

Competition Eligibility:

- ✓ **D Grade** Licence may Compete in:
 - ✓ **Social/Club/Zone Competitions**
 - ✓ **Named Events** – if no Class minimum grading requirement.
- ✓ **B or C Grade** Licences may Compete in all eligible Classes.

L.2.3 Rookie Licence (Annual)**Application Criteria:**

- Valid Ages: From the Year of the **9th birthday** until date of the **13th birthday**. (Note that an early upgrade from the Year of the **8th birthday** may be possible, but will be assessed on a per application basis.)
- Must be a member of a KNSW Member Club.
- Satisfactorily complete the Medical Declaration.
- New Licence applicants must Provide a copy of their Birth Certificate or Passport and satisfactorily complete the Safety Training requirements.

Special Provisions:

- ✓ Pass a Driving Test, prior to Competing at first Meeting.
- ✓ Eligible to practice in any Kart/Engine/Tyre combination that is allowable for a Rookie Licence Type or the Rookie Valid Age range.

Class Eligibility:

- ✓ **Sprint - Rookie**
- ✓ **Sprint – Rotax Mini Max**
- ✓ **Speedway - Rookie**

Competition Eligibility:

- ✓ **D Grade** Licence may Compete in:
 - ✓ **Social/Club/Zone Competitions**
 - ✓ **Named Events** – if no Class Minimum grading requirement.
- ✓ **B or C Grade** Licences may Compete in all eligible Classes.

L.2.4 Junior Licence (Annual)**Application Criteria:**

- Valid Ages: From the Year of the **12th birthday** until date of the **16th birthday**. (Note that an early upgrade from the Year of the **11th birthday** may be possible, but will be assessed on a per application basis.)
- Must be a member of a KNSW Member Club.
- Satisfactorily complete the Medical Declaration.
- New Licence applicants must Provide a copy of their Birth Certificate or Passport and satisfactorily complete the Safety Training requirements.

Special Provisions:

- ✓ Pass a Driving Test, prior to Competing at the first Meeting.
- ✓ For some higher performance Classes you must have a Minimum B Grade Licence and be a Minimum age of **thirteen (13)** years to Compete.
- ✓ Eligible to practice in any Kart/Engine/Tyre combination that is allowable for a Junior Licence Type or the Junior Valid Age range.

Class Eligibility:

- ✓ **Sprint** – Any Junior Licence Class.
- ✓ **Speedway** – Any Junior Licence Class.
- ✓ **Endurance** – Any Junior Licence Class.

Competition Eligibility:

- ✓ **D Grade** Licence may Compete in:
 - ✓ **Social/Club/Zone Competitions**
 - ✓ **Named Events** – if no Class or Event Minimum grading requirement
 - ✓ **Endurance Event** – if no Event Minimum grading requirement.
- ✓ **C Grade** Licence may Compete in any eligible Class/Event, not requiring a Minimum B Grade Licence.
- ✓ **A or B Grade** Licences may Compete in all eligible Classes or Events, but some Classes may still have Minimum age restrictions.

L.2.5 Senior Licence (Annual)**Application Criteria:**

- Valid Ages: From the Year of the **15th birthday**.
(Note that an early upgrade from the Year of the **14th birthday** may be possible, but will be assessed on a per application basis.)
- Must be a member of a KNSW Member Club.
- Satisfactorily complete the Medical Declaration but may also be asked to provide a Medical Certificate if **65 years** of age or over.
- New Licence applicants must provide a copy of their Birth Certificate, Passport, Drivers Licence or Government issued PhotoID and satisfactorily complete the Safety Training requirements.

Special Provisions:

- ✓ Pass a Driving Test, prior to Competing at the first Meeting.
- ✓ For some higher performance Classes you must have a Minimum B Grade Licence.
- ✓ For any Masters Classes there is also a Minimum age requirement.
- ✓ Eligible to practice in any Kart/Engine/Tyre combination that is allowable for a Senior Licence Type.

Class Eligibility:

- ✓ **Sprint** – Any Senior Licence Class.
- ✓ **Speedway** – Any Senior Licence Class.
- ✓ **Endurance** – Any Senior Licence Class.
- ✓ **RKA** – Any Senior Class
- ✓ **Vintage Events** – Any Class.

Competition Eligibility:

- ✓ **D Grade** Licence may Compete in:
 - ✓ **Social/Club/Zone Competitions**
 - ✓ **Named Events** – if no Class or Event minimum grading requirement
 - ✓ **Endurance Event** – if no Event minimum grading requirement.
- ✓ **C Grade** Licence may Compete in any eligible Class/ Event, not requiring a minimum B Grade Licence.
- ✓ **A or B Grade** Licences may Compete in all eligible Classes or Events.

L.2.6 Event Licence

For any new or existing KNSW Licence Holders, who wish to enter **one (1)** upcoming Competition Meeting.

Application Criteria:

- Valid Ages: From date of **7th birthday**.
- Existing KNSW Licence Holders, will have their last known details, Licence Type & Grading used.
- Satisfactorily complete the Medical Declaration but may also be asked to provide a Medical Certificate if **65 years** of age or over.
- **The applicant may be a financial member of a KNSW Member Club, or if not, will be a Temporary Member of KNSW, during the Licence period.**

- New Licence applicants will be issued a D Grade Licence and must:
 - ✓ Nominate their annual Licence Type as one of Novice, Rookie, Junior or Senior, commensurate with their age;
 - ✓ Provide a copy of their Birth Certificate, Passport, Drivers Licence or Government issued PhotoID;
 - ✓ Satisfactorily complete the Safety Training requirements.

Special Provisions:

- New KNSW Licence Holders:
 - ✓ May submit a "Licence Review Application", in order that a higher grading be applied to their Licence. The applicant must supply all details/evidence/logbooks of racing and Driving Test(s);
 - ✓ Otherwise, must pass a Driving Test, prior to Competing in their first Event. You must contact and arrange with the Club you are racing with, to do the Driving Test.
- ✓ Will be valid for **one (1)** Competition Meeting (including any number of Classes/Events) and for practice the **seven (7)** calendar days immediately prior to the selected Meeting.
- ✓ Any number of Event Licences can be applied for each Calendar Year.
- ✓ Eligible to practice in any Kart/Engine/Tyre combination that is allowable for the Licence Type or the Licence Type Valid Age range.

Competition Eligibility:

- ✓ Used to enter any KNSW Competition Class/Event where the Licence Class and Competition eligibility requirements are met.

L.3 KNSW Non-Competition Licences

L.3.1 Overview

The following Licences may not be used in any Competition.

Unless otherwise determined in these Regulations, any person applying for a KNSW Non-Competition Licence (either new or a renewal) must be a member of a KNSW Member Club and they must remain a financial member of any KNSW Member Club during the term of the Licence.

The person applying must pay any applicable KNSW Non-Competition Licence fee.

L.3.2 Practice Licence (Annual)

For any Drivers who wish to Practice only, at any KNSW approved Tracks.

Application Criteria:

- Valid Ages: From date of **6th birthday**.
- Must be a member of a KNSW Member Club for the duration of the Licence.
- Satisfactorily complete the Medical Declaration but may also be asked to provide a Medical Certificate if **65 years** of age or over.
- New Licence applicants will be issued a D Grade Licence and must:
 - ✓ Nominate their annual Licence Type as one of Novice, Rookie, Junior or Senior, commensurate with their age;
 - ✓ Provide a copy of their Birth Certificate, Passport, Drivers Licence or Government issued PhotoID;
 - ✓ Satisfactorily complete the Safety Training requirements.

Special Provisions:

- For existing KNSW Licence Holders, their last recorded Licence Type & Grading will be used.
- **Practice Licence Holders are eligible to practice in any kart/engine/tyre combination that is allowable for their Licence Type or Licence Age range.**
- Should any Practice Licence Holder drive erratically, or in a manner considered dangerous, or against the KNSW Rules, the KNSW may restrict that Licence Holder, to a lower speed limit Kart until such time as the Licence Holder improves their driving standard.
- The applicant may upgrade to an annual Competition Licence by paying the relevant upgrade fee.
- The Licence is not eligible for any Competition.

L.3.3 Vintage Licence (Annual)

For applicants who only wish to practice or participate in Vintage Karting Events/Meetings.

Application Criteria:

- Valid Ages: From the Year of the **15th birthday**.
- Must be a member of the KNSW Member Club – VHKA, for the duration of the Licence.
- Satisfactorily complete the Medical Declaration but may also be asked to provide a Medical Certificate if **65 years** of age or over.
- New Licence applicants must:
 - ✓ Provide a copy of their Birth Certificate, Passport, Drivers Licence or Government issued PhotoID;
 - ✓ Satisfactorily complete the Safety Training requirements.

Special Provisions:

- This Licence is not eligible for any Competition, other than Vintage Class Time Trials.
- The Licence has no grading.

L.4 KNSW Non-Driving Licences

L.4.1 Legal Guardian Licence

For any parents and/or Legal Guardians who do not hold a current Drivers Licence.

This Licence is required to enable parents and/or Legal Guardians to enter a Driver who is under the age of **eighteen (18)** years into a Competition/Meeting and to manage their Licence status.

This Licence also enables access to the Race Track, in-grid, out-grid, scrutineering and Parc Ferme restricted areas during a Meeting.

Application Criteria:

- The holder of this Licence must be over the age of **eighteen (18)** years.
- A copy of one of the applicants Birth Certificate, Passport, Drivers Licence or other Government issued Photo ID, must be provided before the issuing of the first Licence.
- The holder must pay the relevant Licence fee (if applicable).
- The Licence is **not** eligible to drive any Kart on a Race Track and has no grading.

L.4.2 Pit Crew Licence

For any Pit Crew who do not hold a current Drivers or Legal Guardian Licence.

This Licence is required for mechanics, pit crew or coaches, who require access to the Race Track, in-grid, out-grid, scrutineering and Parc Ferme restricted areas during a Meeting.

Application Criteria:

- The holder of this Licence must be over the age of **sixteen (16)** years.
- The person must pay the relevant Licence fee (if applicable).
- The Licence is **not** eligible to drive any Kart on a Race Track and has no grading.

L.4.3 Photographer Licence

This Licence is required for insured Photographers who require access to the Race Track, in-grid, out-grid, scrutineering and Parc Ferme restricted areas during a Meeting.

Application Criteria:

- The holder of this Licence must be over the age of **sixteen (16)** years.
- The person must pay the relevant Licence fee (if applicable).
- The Licence is **not** eligible to drive any Kart on a Race Track and has no grading.

L.5 Licence Grading

L.5.1 Licence Grades

KNSW issues and recognises the following grades for KNSW Drivers Licences, which are listed from the lowest level through to the highest.

Any Drivers who have previously held a KNSW Licence, and are renewing or applying for a Competition or Practice Licence, **will maintain their previous grading.**

Event & Practice Licences:

New Drivers will be automatically issued a D grade Licence, unless a "Licence Review Application" is requested to obtain a higher grade.

- The Driver is not eligible to obtain any Licence endorsements.

D Grade:

New Drivers will be automatically issued a D grade Licence, unless a "Licence Review Application" is requested to obtain a higher grade.

- A Driver must display a "P" plate in a location adjacent to their Competition number at all times whilst they are on a Race Track. This must resemble a "P" plate as used by Service NSW.
- A "P" plate must continue to be used until such time a Driver has upgraded to a C grade Licence.

C Grade:

The Driver must have previously held a D grade Licence.

- A request to upgrade is subject to previous racing experience and the Licence Grading Process.

B Grade:

The Driver must have previously held a C grade Licence.

- A request to upgrade is subject to previous racing experience and the Licence Grading Process.

A Grade:

KNSW does not issue A Grade Licences, however these may be recognised and recorded for any Junior or Senior Drivers joining KNSW from outside organisations.

L.5.2 Licence Grading Process

This Regulation only applies to Novice, Rookie, Junior and Senior Driver Competition Licences.

Endorsements

- A Driver can only obtain one (1) Licence endorsement at each Race Meeting.
- Licence endorsements may be requested via the KNSW MyKarting™ Portal, at the time of entry for a Meeting or at confirmation of entry for a Meeting.
- Licence endorsements will not be considered if a Driver has:
 - Failed to satisfactorily complete **75%** of the Event;
(In the case of a DNS or DNF, the number of laps completed may be counted instead);
 - Failed to respect the light / flag signals;
 - Been found guilty of a breach of the Driving Standards during the Event;
 - Been excluded from the Meeting;
 - Not met the expectations of the Clerk of Course in relation to racing speed.

Upgrade Criteria

- **D Grade to C Grade Licence** - Satisfactorily Compete and be endorsed at **four (4)** Meetings.
- **C Grade to B Grade Licence** - Satisfactorily Compete and be endorsed at **four (4)** Meetings.
- A Driver must check their Licence is endorsed after each Meeting, or within 7 days, and once the upgrade conditions have been met, the Driver may request to upgrade their Licence on the KNSW MyKarting™ Portal.

- KNSW may at its sole discretion, grant exemptions to the upgrade criteria where it considers that an exemption is warranted, including but not limited to:
 - When a Drivers results, racing performance, assessed skill and/or prior racing experience **are considered** to be at a level that warrants a higher grade of Licence;
 - When a Drivers results, racing performance and/or assessed skill are considered to be at a level that **does not** warrant a higher Licence grading;
 - When a Drivers racing performance and/or assessed skills warrant **downgrading** in the interests of safety;
 - Following comments about a Drivers performance in a Stewards Report.

Downgrade Criteria

Once a Driver has Competed in a Meeting with a higher level of Licence, they are not permitted to downgrade in accordance with the following:

- Senior is not permitted to downgrade to Junior;
- Junior is not permitted to downgrade to Rookie;
- Rookie is not permitted to downgrade to Novice.

KNSW may at its sole discretion grant exemptions to the downgrade criteria where it considers that an exemption is warranted.

Any application must include the reasons why the Driver wishes to downgrade their Licence.

L.6 Dealer Licence

L.6.1 Licence Terms

A Dealer Licence is available to registered businesses associated with Karting, close to a Karting Track, whereby the Dealers representative could allow a prospective customer to Try a Kart on the Track (before they buy), under Come & Try conditions.

For further information please contact the Karting NSW State Office or visit the website kartingnsw.com.au for the guidelines and application forms.

Section M - Competition Rules

M.1 General

M.1.1 Meeting Organisation

A Meeting may only be organised within Australia by:

- KNSW; or
- a KNSW Member Club; or
- another person or body approved by KNSW.

For each Meeting, the Organiser shall include the various Competitions and Events to be held, and with the prior approval of KNSW, publish Supplementary Regulations.

M.1.2 Supplementary Regulations

For details of the specific format of KNSW Supplementary Regulations go to www.kartingnsw.com.au and click on the MyKarting™ Portal or contact the KNSW Office.

A new set of Supplementary Regulations must be prepared for every Meeting and once approved, be made available to all Officials and Competitors prior to a Meeting.

Any conditions listed in the Supplementary Regulations should not be contrary to the KNSW Regulations.

M.1.3 Meeting Entry

An entry is a contract between a Competitor or Legal Guardian, and the Organiser. It binds the Licence Holder to make every effort to take part in the Meeting, except in case of Force Majeure, and binds the Organiser to fulfil all the conditions of the entry.

Any entry for a Meeting:

- Must be made using a KNSW Licence, via the KNSW MyKarting™ Portal;
- For a Driver under the age of **eighteen (18)** years, as at the start date of the meeting, must be made by the holder of a valid Senior Driver's Competition Licence who is over **eighteen (18)** years old or a Legal Guardians Licence;
- Must be received prior to the closing date/time of entries;
- Which contains a false statement, shall be considered null and void.

Payment may be by any means acceptable to the Organiser, provided it is received before the close of entries.

M.2 Competition Regulations

M.2.1 Direction of Racing

The direction of driving/racing must always be in accordance with the Track Licence and will be listed in the Supplementary Regulations.

Drivers who are involved in an incident, or stop on the Race Track, may momentarily travel against the direction of racing, whilst attempting to re-join the Competition or retire. The onus is on the driver to ensure:

- All Karts have passed and not impede any other Drivers;
- This action is undertaken in a safe manner;
- It involves no more than **5m** in distance.

M.2.2 Meeting Program

For all major Meetings, it is highly recommended that the Organiser produce a Meeting Program or schedule.

M.2.3 Alterations to Competition

The Clerk of Course, in consultation with the Stewards, may make alterations to:

- A Meeting program; or
- The duration of any practice or qualifying sessions; or
- Shorten the duration of a Heat/Race, especially if only **one (1)** Kart remains.

M.2.4 Competitors Under Eighteen (18) Years of Age

A Competitor under the age of **eighteen (18) years** who is called before an Official, must be accompanied by their registered guardian (Senior Driver or Legal Guardian Licence holder), before being addressed by an Official.

M.2.5 Driver's Briefing

A Drivers Briefing may be held at a Meeting prior to Competition; or be emailed to all Competitors prior to the Meeting:

- The Supplementary Regulations will specify the details;
- Competitors under the age of **eighteen (18)** years, must be accompanied by their registered guardian (Senior Driver or Legal Guardian Licence holder).

The Clerk of Course can request an additional Drivers Briefing be held or emailed, if required.

M.2.6 Safety Apparel

Drivers must always wear safety apparel in accordance with the Technical Regulations, whenever driving a Kart on a Race Track.

- a) A Driver who is involved in an incident and cannot retreat behind a protective barrier during Competition, must not remove any piece of their safety apparel until that Competition has finished.
- b) After Competition, any Driver who is transported back to the in-grid area aboard a motorised retrieval vehicle/trailer, must not remove any piece of their safety apparel until the vehicle/trailer has stopped in the in-grid area, and they have disembarked.

M.2.7 Injured Driver Clearance

A Driver who is injured or appears to be injured, may be instructed by the Stewards to obtain a written medical clearance from a qualified medical practitioner.

- a) Such Driver will be required to present the clearance to the Stewards to allow them to decide, at their discretion, if the Driver is to be permitted to continue to Compete.
- b) The decision of the Stewards in this regard cannot be protested or appealed.

M.2.8 Consolidation of Classes

The Meeting Organisers and Officials are encouraged to consolidate under-subscribed Classes/Divisions in accordance with [Competition Groups - Section N.3.](#)

- a) When **two (2)** or more Classes/Divisions are consolidated, the Race results and points allocation will still be based on each individual Class.
- b) Where Classes are consolidated at a Club Competition, a single/combined weight Division may be authorised via the Officials and a Bulletin produced.
- c) **If a Light weight Class/Division is not competing** at a Meeting a Maximum Kart weight will not apply.
- d) Only Novice and Rookie Drivers may be on a Race Track at the same time. Junior and Senior Drivers are not permitted to be on a Race Track with any other age division.

M.2.9 Timing Transponders

- a) **Each Competitor must have a functioning KNSW authorised transponder fitted to their Kart at all times, during Official Practice and any Competition.**
- b) The Transponder number must be correctly listed on your Entry.
- c) **Competitors will be responsible at all times** for the correct fitting, maintenance and operation of the transponder.
- d) At any meeting, during Official Practice and Timed Qualifying sessions, a Mechanical Flag will be given to those Karts identified by the Chief Timing Officer as having a missing or non-working transponder.
- e) At all Title meetings, a Competitor must advise the Grid Marshall (or designated Official) of a changed Transponder number prior to their next event.

M.2.10 Competition Numbers

- a) Each Kart must display a Competition number whilst on a Race Track, which must be clearly legible at all times during a Meeting.
- b) Kart numbers must be a Maximum of **two (2)** digits, except RKA and Endurance Classes which may be up to **three (3)** digits.
- c) The use of the number **zero(0)** or any number preceding with a **zero(0)**, e.g: **07**, is not allowed.

d) Kart numbers and plate colours will be as per the table below:

	Number Colour	Plate Colour	Allocated Number	Conditions
Title & Championship Class Winners				
Australian Sprint Titles	Yellow	Green	1	<ul style="list-style-type: none"> • May only be used in the same Class in which it was awarded. • May be used at all Meetings. • May be used from the Meeting/Series awarded until the end of the following years Meeting/Series. • Number 1 reserved when N/A. • Drivers may use their own number.
Kart Stars Championship	White	Black	1	
State Sprint Titles	White	Blue	N/A	
Speedway State Titles	Black	Blue	1	
Endurance Club Championship	Any	Green	1	
Endurance State Titles	Any	Blue	N/A	
RKA Series Championship	Yellow	Green	1	
Zonal Series with Plate Status				
Zonal Series- Winners	White	Red	N/A	<ul style="list-style-type: none"> • May only be used in the same Class in which it was awarded. • May be used at all Meetings. • May be used from the Meeting awarded until the end of the following years Series. • Number 1 reserved.
Named Events with Plate Status				
Ladies Trophy Cup- Winners	White	Pink	1	<ul style="list-style-type: none"> • May only be used in the same Class in which it was awarded. • May be used at all Meetings. • May be used from the Meeting awarded until the end of the following years Meeting. • Drivers may use their own number.
Masters Titles- Winners	White	Grey	1	
General Classes				
Novice/Rookie	Red	White	N/A	Number 1 reserved.
Juniors	Black	White	N/A	Number 1 reserved.
Seniors	Black	Yellow	N/A	Number 1 reserved.
Speedway Only Classes				
Speedway KT Modified	White	Red	N/A	Number 1 reserved.
Speedway Pro Classes	Black	White	N/A	Number 1 reserved.

e) A number must be displayed at the **front and rear of a Kart** in accordance with the following:

- ✓ On the outside surface of the front Nassau Panel.
- ✓ On the number plate mounted to the bumper at the rear of a Kart.
- ✓ Must be a Minimum of **125mm** high and Minimum of **20mm** thick.
- ✓ Only be plain or italic font type.
- ✓ On a plate/background of the appropriate continuous colour.
- ✓ Have a Minimum width of **15mm** of the background colour surrounding the number(s).
- ✓ For multi digit numbers, must have a Minimum of **15mm** spacing between the digits.

f) Numbers must also be displayed on **each side of a Kart** in accordance with the following:

- ✓ On the outside surface of each side pod.
- ✓ Be a Minimum of **100mm** high and a Minimum of **15mm** thick.
- ✓ Only be plain or italic font type.
- ✓ On a plate/background of the appropriate continuous colour.

g) No sign, advertisement or other writing is permitted to encroach within the above number plate/background dimensions.

h) A Driver who holds a D Grade licence must display a "P" plate on the rear of the Kart at all times.

i) In the event of **two (2)** Karts with the same number Competing in any one Class at a Meeting where numbers are not allocated by the Organisers:

- ✓ The home Club Driver will be issued with a replacement number by the Organisers;
- ✓ For Speedway meetings see [Speedway Section S.6.2 c\).](#)

j) For Karts modified for Special Needs Drivers - all **four (4)** number plates must include a bright red triangle in the top right hand corner. Right angle sides of triangle to be **50mm +or- 5mm**.

Non-Compliant Number/Plate Examples:



Compliant Number/Plate Examples:



M.2.11 Observed Driving

The Clerk of Course or the Stewards have the authority to:

- Request any driver to undertake observed practice laps; and
- Decide whether or not, any Driver reaches Minimum standards in relation to speed or race craft, as they may deem necessary.

M.2.12 Driver's Hands

- a) A Driver must always have one hand on the steering wheel.
- b) Whilst driving, the shaking of hands with anyone is not permitted.

M.2.13 Driver's Vision

A Driver must maintain their forward vision at all times. They are not permitted to duck their head in any manner which will restrict their forward vision for any given time.

M.2.14 Carby Session

A Carby Session may be scheduled prior to any Competition commencing for all Classes. Classes may be combined as per the Competition groups.

M.2.15 Practice

Practice sessions may take place as part of a Meeting:

- For each Class **one (1)** or more practice sessions may be scheduled;
- Practice may be part of Competition and Official Practice may be timed.

M.2.16 Leaving the Out-Grid

- a) When leaving the out-grid (or starting area), Drivers must leave at a slow pace, in a controlled manner, under the direction of a Grid Marshal/Official and merge with any existing Karts on the Race Track safely.
- b) For 4 Stroke Karts it is **mandatory** that the Driver be seated in the Kart before attempting to start the engine.
- c) The Baulk Line signifies the limit, at which a Kart must be operating under its own motive power. (Additional markers may be placed beside the out-grid lane to highlight this line). Karts that fail to start or need restarting before reaching the Baulk Line, must be immediately returned back to the out-grid.
- d) Prior to attempting a Kart restart, a competitor must get permission from the Grid Marshal or Clerk of Course for **one (1)** additional attempt.
- e) Karts that fail to start, or cross the Baulk Line and stop, will be excluded from the Competition or Session.

M.2.17 Sprint Timed Qualifying

If Timed Qualifying sessions are scheduled as part of a Meeting:

- At all events other than Title Meetings, the first timed qualifying session for a Class may be run simultaneously with practice and/or warm up sessions.
 - The out-grid gate will remain open until all eligible Karts have left the out-grid.
 - Timing for each session will start when the first Kart crosses the Control Line.
 - The chequered flag will be shown after the designated time has elapsed.
 - Timing will continue until all Drivers have received the chequered flag.
- a) Weaving to warm tyres is permitted during the first lap only and must be done safely.
 - b) A Drivers grid positions for their Event, will be determined by the fastest lap attained across all their Timed Qualifying sessions, and will apply as per the Supplementary Regulations.
 - c) Failing to Register a Qualifying Time:
 - Subject to the Stewards approval, a Driver will be allocated the slowest qualifying time plus **one (1)** second, for the relevant Event.
 - If Timed Qualifying sessions cannot take place, the Stewards may allocate grid positions according to any timed practice session times (fastest to slowest), or otherwise some other criteria.
 - d) Once finalised, Timed Qualifying session times will be officially published.

M.2.18 Sprint Race Grid Determination

a) If a Timed Qualifying session has taken place for a Class:

- Grid positions will be determined by each Drivers best Qualifying session time, from fastest to slowest; however, in the event of a tie, the second fastest lap for each Driver will determine the grid position, and so on until the tie is broken.
- The Supplementary Regulations will specify the Races to use this grid order;
- **D Grade (P Plate) Licence Holders start from where they qualify in the specified Races, or grid as determined by the Supplementary Regulations for all remaining Races;**
- Any Drivers who are excluded from qualifying, will be permitted to start from the rear of the grid. Those Drivers will be placed on the grid in order of any timed practice session times (fastest to slowest), or otherwise some other criteria.

b) If no Timed Qualifying session has taken place for a Class:

- Grid positions will be randomly drawn for the specified number of Races;
- For all remaining Races, grid positions will be determined as per the Supplementary Regulations, however, **any D Grade (P Plate) Licence Holders must always start at the rear of grid in all Races.**

M.2.19 Sprint Race Grid System

The announcement to call all Competitors to the Grid will be made by the Grid Marshall or be as per the timetable in the Meeting Program or Schedule.

- a) At Title meetings, the Grid Marshal will allow **two (2)** minutes for all grid positions to be filled. Should a grid position still be vacant after **two (2)** minutes, the position will be taken by the next Competitor so the grid does not have any vacant positions.
- b) The Driver who is on pole position can select which side of the grid they wish to start from. The Driver in second will assume the grid position opposite.
- c) Once the first Kart has crossed the Baulk Line, Drivers will have up to **two (2)** minutes to clear the grid.
- d) A Competitor is permitted a Maximum of **two (2)** nominated pit crew to assist on the 'in and out grids' who may also undertake work on a Kart which is not able to start during this **two (2)** minute period.
- e) Once this **two (2)** minute period has elapsed, the grid gate is considered closed and Drivers are under the Starters control. Any Karts still on the grid at this time will be deemed non-starters for that Competition.

M.2.20 Sprint Start Procedure

When leaving the grid, all Karts/Drivers come under the Starters control, until the time that the start signal is given. The Starter fulfils their duties in conjunction with the Clerk of Course, including the issue of any penalties required.

a) Rolling Starts

- Once the Field of Karts are released from the out-grid, the Drivers are under the Starters control and each Driver must maintain their starting grid position.
- Under the Yellow lights/flags Drivers will complete **one (1)** rolling lap and **one (1)** formation lap prior to the Start signal being given.
- Race Track cut thru's/shortcuts may be used by the Field, but only under the direction of Officials.
- **The rolling lap:**
 - Weaving to warm Tyres is only permitted on this lap and must be done safely.
 - Will end as Karts pass the Control Line.
- **The formation lap:**
 - The Driver in Pole position must immediately slow down to **50%** race pace, or less, and maintain this constant speed, to allow the whole Field to form up for the Start.
 - Any Driver who has been delayed leaving the out-grid, or is still out of position, may try to regain their starting grid position prior to reaching the Red formation line. They must not impede other Drivers or cause incidents in doing so.
 - 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 must start from Rear of Field.
- **The Red formation line:**
 - Past this point, it is forbidden to overtake another Driver, unless another formation lap is started.
 - Drivers will continue around the Race Track in **two (2)** line formation.
 - The Driver in Pole position will travel at the same constant speed, while approaching the Starting Grid and Control Line.
- **The Starting Grid "Tram Track" lanes:**
 - Each line of Karts shall remain wholly within the lanes marked on the Race Track.
 - Karts driving on or over any part of the lanes with **two (2)** wheels, or over the lanes with **four (4)** wheels, before the Start signal may be penalised.
- **The Start:**
 - If the Starter is satisfied with the formation and speed of the Karts, as the Drivers approach the Control Line, the Start signal will be given, being the static Yellow lights switched off.
 - Drivers are only permitted to accelerate after the Start signal has been given.
 - The Start signal may not be given if:
 - The Field is not yet in formation;
 - A Driver (or the Field) accelerates too early;
 - A Kart does not remain within the Starting Grid "Tram Track" lanes;
 - A Driver has been significantly impeded as a result of another Drivers actions.
 - Should a small number of Drivers, not comply with the Rolling Start procedure, the Starter/Clerk of Course may allow the Race to continue, but signal to the offending Driver(s) by use of the Black and White Diagonal (Bad Sportsmanship) flag, that they have received a starting infringement penalty, which will be imposed at the completion of the Race.
 - After the Start, if the Green with Yellow Chevron flag is shown on the first lap, then the Start procedure restarts with the formation lap.
- **No Start:**
 - Drivers must slow safely, and another formation lap starts.
 - The Starter is not required to allow any additional formation laps, because a Driver is not in their correct starting grid position.
 - Any additional formation laps may be deducted from that Events scheduled Race distance, at the discretion of the Clerk of Course / Stewards.
 - Should a significant number of Drivers not comply with the Rolling Start procedure, the Starter/Clerk of Course may return the Class to the in-grid by displaying the Red/White chequered flag prior to the Start signal. Starting penalties may also be given to any offending Drivers.

b) Standing Starts

- Under Yellow lights/flags Drivers will complete **one (1)** rolling lap and **one (1)** formation lap, prior to stopping on the starting grid in their assigned position.
- The rolling lap will end as Karts pass the Control Line. Cut thru's or shortcuts may also be used, unless the Track Licence defines otherwise.
- Weaving to warm Tyres during both the rolling and formation lap(s) is permitted.
- The start signal will be given within **ten (10)** seconds of the last Driver stopping on the starting grid.
- Once the Starter is satisfied with the starting grid order, and all the Karts are stationary and in their starting box, the Starter will switch on the Red light.
- Between **three (3)** and **five (5)** seconds later, the start signal will be the Red light switched off.
- When the Red light is on, if any Driver(s) are unable to start, they must remain in their Kart and raise their arm indicating a problem.
 - In this case, an additional formation lap and re-start may be granted.
 - If granted, the Driver(s) that caused the re-start must start from the rear of grid. The Driver(s) original grid positions must remain vacant.
- Once racing, any Drivers who did not start will be allowed to alight from their Kart and restart by their own means, once the whole Field has passed.
 - They must be started/racing prior to the Field re-approaching.

M.2.21 Stopping on Race Track / Stalled Kart

For Endurance racing/meetings will be in accordance with [Section 4E.12.7.](#)

- a) If, for any reason a Driver is forced to stop their Kart on or near the Race Track, it will be their duty to safely manoeuvre their Kart to a safe position, as near as possible to a point of exit, and to minimise the danger or obstruction to other Competitors.
- b) A Driver whose Kart stalls at the start of, or during a Competition, must hold one arm vertically above their head as a warning to the other Drivers on the Race Track.
- c) Any Driver who is unable to restart their Kart and drive off safely within **fifteen (15)** seconds of stopping, must as soon as it is safe to do so, alight from their Kart and get themselves, and if possible their Kart, to a safe position.
- d) No person may approach a stopped Kart until the remaining Competitors have passed, and it is safe to do so.
- e) Officials may assist a stopped Kart to be removed from the Race Track.
- f) Apart from the Driver and Officials, no one else is allowed to touch a stopped kart, except when in the mechanical breakdown lane.
- g) Replenishment of any kind is prohibited, except when the Kart concerned is in an area specifically provided for this purpose.
- h) Pushing a Kart on or along the Race Track is prohibited during Competition.
- i) Crossing a Race Track during Competition will only be allowed for safety reasons, under direction of Officials.
- j) Except during a Race suspension, any Kart abandoned on the Race Track by its Driver, even temporarily, shall be considered as withdrawn from a Competition.

M.2.22 Restarting of Karts

For Endurance racing/meetings will be in accordance with the appropriate [Section in 4E.](#)

For Speedway racing/meetings will be in accordance with [Section S.3.7.](#)

- a) Prior to the start of a Race, a Competitor is permitted **two (2)** nominated pit crew to assist a Driver repair and/or adjust their Kart only in either the mechanical breakdown lane (if in use) or the exit of the out-grid. Any such assistance must be undertaken in a safe location.
- b) A Kart on a Race Track may only be restarted if the Kart is fitted with an on-board starting device. It must be restarted by the Driver alone without external help.
- c) A Kart not fitted with an on-board starting device, can only be restarted when the Kart is in the mechanical breakdown lane or if a Race is stopped and restarted.

- d)** If a spin or collision occurs during the rolling laps prior to the start of a Competition:
- Novice, Rookie and Junior Drivers are permitted to be restarted with the assistance of a nominated pit crew member at the discretion of the Officials.
 - Senior Drivers are permitted to restart themselves and/or may be restarted with the assistance of a nominated pit crew member at the discretion of the Officials.
- e)** A Kart fitted with an on-board starting device, that stops on the Race Track may continue to Compete provided that:
- The Driver remains seated in the Kart at all times and does not touch the ground with either their hands or feet;
 - No other person has lifted, pushed or moved the Kart to get it mobile;
 - The engine can be restarted if needed;
 - The Kart proceeds under its own power.
- f)** Officials and nominated pit crew:
- May assist in the removal of Karts from the Race Track to a safe location;
 - Must be positioned in a safe location prior to a Race commencing.

M.2.23 Race Stoppage Procedure

For Endurance racing/meetings will be in accordance with [Section 4E.12.9.](#)

A Race may in certain circumstances, need to be stopped by the Clerk of Course by using the red flag/lights.

- a)** When a **Race is stopped:**
- It must be restarted to complete the remaining number of laps, as determined by the Chief Timekeeper; or
 - If **50%** or more of the Race has been completed by the leading Kart, the Stewards may approve the Race being declared.
- b)** If a **Race is to be restarted:**
- After the stoppage, the Karts and drivers are to be impounded in Parc Fermé. Drivers will remain under the direction of the Clerk of Course.
 - No adjustments or repairs are permitted to the Karts between the time a Race was stopped and prior to the Race restart.
 - Any Kart which is already stationary when a Race is stopped, or is considered by the Chief Scrutineer to be unsafe, or no longer complies with the Technical Regulations, will not be permitted to Compete in the Race restart. This is not subject to Protest or Appeal.
- c)** If a **Race is declared:**
- Finishing positions will be awarded according to positions at the last recorded lap of the lead Kart, as determined by the Chief Timekeeper.
 - Any Kart which is already stationary when a Race is stopped, will not be classified as a finisher. This is not subject to Protest or Appeal.

M.2.24 Race Restart Procedure

For Endurance racing/meetings will be in accordance with [Section 4E.12.10.](#)

- a)** A Race restart will exclude any Competitors who are not eligible to Compete in the restart after a Race stoppage.
- b)** A Driver will be allocated a starting position for a Race restart based on the positions of the last recorded lap of the lead Kart, as determined by the Chief Timekeeper, excluding the Competitors not eligible:
- If the Chief Timekeeper does not have a complete record of all starters, the Stewards may restart the Race in the original order;
 - If the Race is stopped on the first lap, the Race will be restarted in the original grid order.
- c)** If a restart is to be conducted with laps remaining, it will be single file at roll-up pace. If all Karts are not in formation, an additional roll-up lap will be given prior to the restart of the Race.
- d)** A Competitor must be allowed **one (1)** spark plug change per restart.

M.2.25 Finishing

For Endurance racing/meetings will be in accordance with [Section 4E.12.11](#).

The winner of a Race shall be the leading Kart crossing the Finish Line and receiving the chequered flag:

- By completing the scheduled number of laps; or
 - After the prescribed time has elapsed and having travelled the most distance.
- a) However, please note that:
- Should the chequered flag be shown before the lead Kart completes the scheduled number of laps, or before the prescribed time has elapsed, the Race shall be deemed finished when the lead Kart crosses the Finish Line.
 - Should the chequered flag be delayed for any reason, the Race will be deemed to have finished when the lead Kart completed the scheduled number of laps or crossed the Finish Line after the prescribed time has elapsed.
 - If a Race is stopped by a red flag and is declared, the results shall be determined from the time the lead Kart crossed the Finish Line on the previous lap.
- b) In all cases, the results will show:
- the winner first;
 - then each Kart classified as a finisher in the order of the number of laps completed by each, and for each group of Karts completing the same number of laps, in order of the time taken to complete those laps;
 - then each Kart not classified as a finisher in the order of the number of laps each completed;
 - then each Kart which was allocated a grid position in the Race but did not start.
- c) Any time penalties issued shall be added to the time taken by the relevant Kart(s) to complete the Race distance, before the Race results are compiled. The number of laps will not be changed.
- d) Any prizes and awards shall be distributed in accordance with the Supplementary Regulations for the Event, to Competitors listed as finishers in the results.

M.2.26 Returning to the In-Grid

- a) After Drivers receive the chequered flag, they must remain in their race finishing order, and not pass any Karts on their way to the In-Grid/Parc Fermé, unless a Kart is significantly slowing or having mechanical difficulty.
- b) Drivers must slow down to a slow pace, as soon as they enter the In-Grid, and should avoid any sudden braking or contact with other karts.
- c) Excluding Endurance Events:
- Drivers must always stop before the Weigh Scales.
 - **Any Driver who drives their Kart directly onto the Weigh Scales will be penalised.**

M.2.27 Win by Default

If only one (1) Competitor:

- Faces the Starter in any Race, then they shall be deemed to have won the Race by default;
- Remains in a Competition then they will be shown the Chequered flag.

M.2.28 Winner of a Tie

If two (2) or more Competitors have equal points, grid positions or a final placing in any Event, the following process will be used:

- a) Equal points for a grid position in a section of an Event, or a final placing in an Event, will be determined by the Competitor with the fastest lap time across all previous completed Races held during the Event.

M.2.29 Application of Penalties

Any penalties that need to be applied to Competitors, by the Timekeeper after each Section of an Event or Event, must all be done at the same time, so that the correct results are obtained.

- a) If there are any **time** penalties, these must be applied first, but can be processed in any order.
- b) Next, when there are one or more **place** penalties, these must be applied starting with the lowest placed competitor, then moving up the finishing order applying the next penalty, and so on.
- c) Lastly, if there are any **points** penalties, these can now be applied and processed in any order.

M.3 Standard Flag/Light Signals

M.3.1 Signals

It is permitted to use either flag or light signals.

For any night meetings, each flag point is required to have both a Red and Yellow warning light, which must be battery operated, and approved by the KNSW Track Inspector.

M.3.2 Flag Size







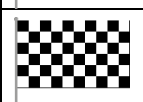
Flag sizes are to be a Minimum of **500mm x 500mm**.

Light/LED panels are to be a minimum of **120mm** across.

M.3.3 Flag/Light Signals

During any Practice or Competition, the following flag/light signals will be obeyed by all Drivers. A panel displaying a flag and/or a Kart number may also be used.

	<p>a) Australian National Flag May be used to signal the Start of a Race.</p>
	<p>b) Green Flag/Lights: All Clear It can also be used to signal the start of Warm up laps or Practice sessions.</p>
	<p>c) Green with Yellow V Flag (Chevron): Full Restart / Re-grid on Track To be used by the Starter and/or Clerk of Course in the event of an error of judgement by the Starter, or where a Competitor may have gained an unfair advantage. Can only be used prior to the first lap being completed by the Race leader.</p>
	<p>d) Red/White Chequered Flag Signifies a false start or no start, the field must return to the In-Grid. This flag is used by the Clerk of Course or a Steward, prior to the first lap being completed by the Race leader, to enable the Stewards to take immediate action for a breach of Regulations prior to the start.</p>
	<p>e) Yellow Flag/Lights: Caution / Cease Racing A Yellow Flag is the signal of danger ahead. Reduce your speed, do not overtake and be prepared to change direction. Overtaking is not permitted between the first yellow flag and the next operational flag point not displaying a yellow flag. If it can be done safely, Drivers will raise one arm to indicate to others that they are slowing. Failure to slow to a safe speed for a yellow flag will be considered a serious breach of these Regulations.</p>
	<p>f) Yellow with Vertical Red Stripes Informs Drivers that the conditions of adhesion of the Race Track surface have suddenly deteriorated in the area beyond the flag. This flag is most frequently used to signal oil has been dropped on the Race Track, but it can also be used to inform Drivers of either water pooling large enough to cause aquaplaning, or that due to a local shower Drivers are about to pass from a dry to a slippery surface; that being the case, the flag will be accompanied by a hand pointed to the sky. This flag shall be displayed for four laps or until the surface returns to normal. It is not necessary for the next operational flag point to show a green flag.</p>
	<p>g) Red Flag/Lights: Cease Racing / Stop A Red Flag means that all racing must cease immediately. No overtaking is permitted. Drivers will indicate by raising their arm and return to the in-grid, or where directed, at a greatly reduced speed and in a safe manner, being prepared to stop on the Race Track if necessary. This order shall only be given via the Clerk of Course or a Steward.</p>
	<p>h) Blue Flag/Lights: Hold Line / Being Lapped A Blue Flag signifies that you are about to be lapped by one or more Competitors. On receiving this Flag, you may continue with your Race and hold your normal Race line, but allow any faster lapping Karts to pass unimpeded.</p>

	<p>i) Blue and Red Double Diagonal This flag, at the discretion of the Clerk of Course/Stewards, together with the Drivers Kart number, will be displayed to the Drivers who are about to be or have been lapped. On receiving this flag, the Driver must stop Racing, move off the Racing line so as not to impede the progress of any other Competitors and return to the In-Grid prior to completion of their next lap. Approaching the In-Grid, the Driver must raise one hand to clearly signal to following Competitors that they are leaving the Race Track. Drivers who obey this flag will be classed as finishers and will be awarded a finishing position in the Race. Drivers who fail to obey this flag will be shown the Black flag, together with their Kart number.</p>
	<p>j) Green with Red Diagonal (Endurance Only) This flag will be shown together with a Drivers Kart number. It indicates the Driver has been issued with a Stop Go Penalty that must be served. This order shall be given via the Clerk of Course, only after receiving approval or direction from the Chief Steward. The Driver must report to the Clerk of Course or Steward within fifteen (15) minutes of completing their driving stint.</p>
	<p>k) Black and White Diagonal Flag: Unsportsmanlike Behaviour This flag will be shown together with a Drivers Kart number, to indicate that the Driver is being observed for unsportsmanlike behaviour. The Driver must report to the Clerk of Course within fifteen(15) minutes after the Race.</p>
	<p>l) Black Flag: Cease Racing / Leave Track Should it become necessary for any reason to stop a Driver, this flag shall be ordered via the Clerk of Course, only after receiving prior approval or direction from the Chief Steward. The Black Flag will be shown together with a Drivers Kart number, to indicate the Driver is to cease racing immediately and return to the In-Grid safely, prior to or immediately following completion of the next lap. The Driver is disqualified (DSQ) and may not re-enter the Race. The flag shall not be displayed on the last lap of a Race. The Driver must report to the Clerk of Course within fifteen(15) minutes after the Race.</p>
	<p>m) Black and Orange Dot: Mechanical Issue / Leave Track This flag will be shown together with a Drivers Kart number, to indicate that the Driver is to cease racing immediately, as the Driver and/or Kart may have a mechanical/safety problem or does not comply with the Regulations. The Driver must return to the mechanical breakdown lane (if used) or the in-grid safely, prior to or immediately following completion of the next lap. This order shall only be given via the Clerk of Course or a Steward. The flag will not be displayed on the last lap of a Race. At events where the Supplementary Regulations permit the use of the mechanical breakdown lane, the Driver may continue after repairs have been affected to the satisfaction of the Chief Scrutineer, and only under instruction of the Grid Marshal. A disqualification (DSQ) will be given to any Driver returning to the in-grid, with a mechanical/safety problem that does not comply with the Regulations (excluding Endurance).</p>
	<p>n) White Flag or "Last Lap" Board A White Flag or "Last Lap" board may be displayed to the lead Kart, and each subsequent Kart in the field, when the lead Kart starts what the Officials believe to be the Last Lap of a Race.</p>
	<p>o) Black and White Chequered: Finish of Race The display of the Black and White Chequered Flag will determine the end of the Race. The Race finishing order will be as Karts cross the Finish Line, on the lap the flag is displayed. As soon as the flag has been shown to a Driver, and the Driver has cleared the Finish Line, the Driver must stop racing, slow down, not pass any other Karts and proceed directly to the In-Grid and Parc Ferme, in the order of their finishing position. From the moment the Driver receives the flag, the Driver is under Parc Fermé conditions, and must make no alteration or adjustments to their Kart or equipment, until all Scrutineering procedures are complete.</p>

M.4 Driving Standards

M.4.1 Observance of Signals

The Flag / Light Signal Regulations are deemed to be part of the Driving Standards, and Drivers must abide by them at all times.

M.4.2 Applicable Standards

- a) Careless Driving - Departing from the standard of a competent Driver.
- b) Reckless Driving - Any unintentional act by a Driver which creates a risk to others.
- c) Dangerous Driving - Any intentional act by a Driver which creates serious risk to others.

M.4.3 Race Track Use

- a) Kart Drivers must use the Race Track at all times.
- b) The white lines defining the Race Track edges are considered part of the Race Track, but kerbs are not.
- c) A Driver will be judged to have left the Race Track, if no part of the Kart remains in contact with the Race Track.

M.4.4 Being Lapped during a Race

- a) A Kart alone on the Race Track may use the full width of the Race Track. However, as soon as it is caught by a Kart which is about to lap it, the Driver must allow the faster Driver past at the first opportunity.
- b) Any Driver who appears to ignore the Blue flags may be penalised.
- c) Overtaking may be carried out either on the right or the left.

M.4.5 Rejoining a Race

- a) If a Kart leaves the Race Track for any reason, it may re-join the Race only if it is safe to do so, with the Driver checking for any oncoming Karts, and without gaining any advantage.
- b) Should a Driver have gained a positional advantage, they will at the next safe opportunity, slow and allow the Karts that they were following at the time of leaving the Race Track, to overtake and regain their positions.
- c) Should a Driver have gained a significant distance advantage to the Kart in front of them, but not having passed another Kart, at the next safe opportunity, they will slow and allow the kart in front of them to regain the approximate distance/time gap that they held prior to the Driver leaving the Race Track.
- d) The Driver must redress any positional or distance advantages within one racing lap.
- e) Failure to redress any advantage gained may be penalised.
- f) Repetition of serious mistakes, or the appearance of a lack of control over a Kart, such as leaving the Race Track, should be reported to the Clerk of Course.

M.4.6 Overlap and Passing Overlap

- a) Example showing no Overlap:



- b) Overlap means that the front of the Nose Cone of a Kart has reached the point of being alongside of, or further forward than the rear edge of the rear wheels, on a Kart that is ahead on the Race Track.



- c) Passing Overlap means that the front of the Nose Cone of an overtaking Kart, has reached a point level or forward of the steering wheel of a Kart that is being overtaken. The overtaking Kart must be under complete control by the Driver.



M.4.7 Blocking/Overlap on Corner Approach

- a) Blocking is generally not allowed, however, at the Start of a Race, or during the first lap, there may be some exceptions to this. If a Driver is at the initial braking point of the approaching corner, they may not block or interfere with any Karts on the inside line of the corner during the braking phase, particularly if there is any Overlap.
- b) If a Driver intends to run the inside line on the approach phase to a corner, they must clearly do so prior to the initial braking point. They may not move across to cover the line, or attempt an abnormal early turn in, if a Kart trying to pass has any Overlap.
- c) If a Driver has a slow run out of the previous corner for whatever reason, they may move across to cover their Race line respecting the points below:
- Once the Kart that is trying to pass has any Overlap, the Kart in front at that time must allow sufficient racing room.
 - The Kart trying to pass should not be forced to back off the throttle, and therefore lose momentum and potentially position, they should be allowed the opportunity to attempt a safe pass.
 - The Driver with the slower run into the corner, is entitled to move across once only, but not in an erratic manner and only when safe to do so.

M.4.8 Overtaking on Corner Entry

- a) If a Kart making a pass on corner entry has a Passing Overlap, then the Kart being overtaken must not turn-in and make significant contact with the Kart on the inside.
- b) The overtaking Kart must execute a safe pass.
- c) Overtaking karts should not expect the Kart in front to give way, unless there is a Passing Overlap at the turn-in point of the corner.
- d) A Kart that arrives at the turn-in point with a Passing Overlap, that appears to have lack of grip, and/or makes significant contact with the other Kart, will be deemed not to be in a position to make a safe pass.

M.4.9 Overtaking on Corner Exit

- a) A small amount of mid to exit corner rubbing is allowed, providing the Kart in front does not lose momentum.
- b) Slight side by side contact or rubbing will be tolerated on the corner exit and in the next straight, providing the Kart doing the overtaking does not lose momentum when trying to make the pass, and there is no erratic swerving towards the other Kart.
- c) Contact with the rear of the Kart in front, inducing wheel spin, is not permitted.
- d) If the Kart in front is pushed wide, or off line and loses position, this would be considered a breach and will incur a penalty.

M.4.10 Defending Your Position

Drivers may defend their position on a straight, by moving once to cover their line, but must allow a Kart width to the edge of the Race Track.

M.4.11 Driving Breaches

Any of the following manoeuvres liable to hinder other Drivers, may incur a penalty:

- a) More than **one (1)** change of direction to defend a position;
- b) Running any Kart off the Race Track as you overtake;
- c) Deliberate crowding of any Kart beyond the Race Track edge;
- d) Weaving while racing on the straight;
- e) Braking or slowing unexpectedly on a straight;
- f) Any other dangerous change of direction.

Section N - Meeting Levels & Groups

N.1 Overview

Outlined below is the hierarchy of Meeting Levels which may be conducted in accordance with these Regulations, in order of significance from highest to lowest.

All Supplementary Regulations submitted must specify which Meeting Level format is being used.

KNSW will then:

- Review, but may vary, the requested number of Officials, based on the expected number of entries and/or the Meeting format.
- Approve the Regulations, issue Organising Permits, and publish these prior to Events & Meetings.

For all Title meetings it is recommended that a Program or Competition schedule be produced.

N.1.1 Australian Title

An Australian Title is reserved for the highest level of Competition and:

- All Clubs must apply and submit tenders to host a Sprint Australian Title Meeting;
- Sprint Titles are organised by KNSW (or at the sole discretion of KNSW can be delegated to another body or committee) in conjunction with the Host Club;
- The most suitable Tracks to use for a Sprint Title have a Race Track length between **500m** and **1500m** and Minimum Track width of **7m** throughout the entire Race Track;
- Format recommendations/options may be submitted to KNSW;
- Future dates will be entered on the KNSW Calendar;
- A Meeting will be a Maximum of **three (3)** days in duration.

N.1.2 State Title

A State Title is reserved for the highest level of State Competition and:

- All Clubs must apply and submit tenders to host a Sprint State Title Meeting;
- Sprint Titles are organised by KNSW (or at the sole discretion of KNSW can be delegated to another body or committee) in conjunction with the Host Club;
- The most suitable Tracks to use for a Sprint Title have a Race Track length between **500m** and **1500m** and Minimum Track width of **7m** throughout the entire Race Track;
- Format recommendations/options may be submitted to KNSW;
- Future dates will be entered on the KNSW Calendar;
- A Meeting will be a Maximum of **three (3)** days in duration.

N.1.3 Zone Competition

Is organised by KNSW or KNSW Member Clubs and:

- Takes place within a designated region;
- May be a one-off Meeting or a Series conducted over a Minimum of **two (2)** rounds;
- Each Meeting will be a Maximum of **two (2)** days in duration.

N.1.4 Named Event

Is organised by KNSW or a KNSW Member Club and:

- Is a special one-off Meeting and is not part of a Zone / Club Competition;
- Will be a Maximum of **three (3)** days in duration;
- May be used to run significant Events / Meetings.

N.1.5 Club Competition

Is organised by a KNSW Member Club and:

- Will not form part of any other Competition Level;
- May be part of a Club Championship, conducted over a Minimum of **three (3)** rounds;
- Will be a Maximum of **two (2)** days in duration.

N.1.6 Social Competition

Is organised by a KNSW Member Club and:

- Will not form part of any other Competition Level;
- May be part of a Club Championship, conducted over a Minimum of **three (3)** rounds;
- Will be a single day only.

N.2 Meeting Levels/Formats

For any Endurance, Speedway or RKA Title Meetings (Australian or State), the Host Club will submit their own Template of their Supplementary Regulations to KNSW for review and approval.

N.2.1 Sprint Australian Title

This must be conducted in accordance with the Regulations, directions from KNSW, the KNSW Titles Policy below and any Series Regulations in force.

Application for an Organising Permit

At least **three (3)** months prior to the scheduled start date of a Sprint Australian Title, the KNSW Officials Co-ordinator in conjunction with the Organisers, must create the Title Meeting Supplementary Regulations:

- The details will be based on previous instructions from KNSW and all KNSW policies;
- The Minimum number of essential Officials must be nominated and agreed;
- As part of the approval process, the Meeting Regulations will be distributed to all necessary Officials and attendance confirmations sought.

The following points will also need to be specified in the Supplementary Regulations:

- a) **Eligible Classes:** A Maximum of **twelve (12)** Classes/Divisions.
- b) **Entry to the Meeting:** Will close a Minimum of **seven (7)** days prior. Late entries will not be accepted.
- c) **Entry Fee:** Will include entry of **one (1)** Kart in a Class, all practice fees and entry to the Track for **one (1)** Driver and **two (2)** pit crew.
- d) **Minimum Entries:** Must be **eight (8)** genuine entries received for a Class by the close of entries.
 - If **eight (8)** genuine entries are not received, the Class may be cancelled and entries refunded. The Organiser will notify entrants **six (6)** days prior to the Meeting if the Class is cancelled.
 - If the Class is contested but a Minimum of **eight (8)** genuine entries do not take part at the Event, the Class will not be eligible as a Championship Class and no Green number plate will be awarded.
- e) **Practice:** Untimed practice sessions may be scheduled.
- f) The Track will be closed from the Monday in the week leading up to the Meeting.
- g) **Timed Qualifying:** Each Class will have **one (1)** timed qualifying session of either **eight (8)** minutes or **ten (10)** minutes duration.
- h) **Races:** Each Class will have a Minimum of **three (3)** Heat Races and **one (1)** Final Race.
- i) The finishing order of the Final Race determines the winning positions in each Class.
- j) **Trophies:** For the Class winners are the responsibility of KNSW, and will be awarded to the top **three (3)** finishers in the Final Race of each Class.
- k) **Plates and Reserved Numbers:** The winner of each sprint Australian Title Class will be presented with a Green number plate, with a Yellow number **one (1)**, which can only be used in the same Class in which it was awarded. (The Green number plates will be provided by KNSW, and may be used from the end of the Australian Title in which it was earned, until the end of the following year's Australian Title.)

N.2.2 Sprint State Title

This must be conducted in accordance with the Regulations, directions from KNSW, the KNSW Titles Policy below and Series Regulations in force.

Application for an Organising Permit

At least two (2) months prior to the scheduled start date of a State Title, the KNSW Officials Co-Ordinator in conjunction with the Organisers, must create the State Title Meeting Supplementary Regulations:

- The details will be based on previous instructions from KNSW and all KNSW policies;
- The Minimum number of essential Officials must be nominated and agreed;
- As part of the approval process, the Meeting Regulations will be distributed to all necessary Officials and attendance confirmations sought.

The following points will also need to be specified in the Supplementary Regulations:

- a) **Eligible Classes:** A Maximum of **ten (10)** Classes/Divisions.
- b) **Entry to the Meeting:** Will close a Minimum of **seven (7)** days prior. Late entries will not be accepted.
- c) **Entry Fee:** Will include entry of **one (1)** Kart in a Class, all practice fees and entry to the Track for **one (1)** Driver and **two (2)** pit crew.
- d) **Minimum Entries:** Must be **eight (8)** genuine entries received for a Class by the close of entries.
 - If **eight (8)** genuine entries are not received, the Class may be cancelled and entries refunded. The Organiser will notify entrants **six (6)** days prior to the Meeting if the Class is cancelled.

- If the Class is contested, but a Minimum of **eight (8)** genuine entries do not take part at the Event, the Class will not be eligible as a Championship Class and no Blue number plate will be awarded.
- e) Practice:** Untimed practice sessions may be scheduled.
- f)** The Track will be closed from the Monday in the week leading up to the Meeting.
- g) Timed Qualifying:** Each Class will have **one (1)** timed qualifying session of either **eight (8)** minutes or **ten (10)** minutes duration.
- h) Races:** Each Class will have a Minimum of **three (3)** Heat Races and **one (1)** Final Race.
- i)** The finishing order of the Final Race determines the winning positions in each Class.
- j) Trophies:** Trophies for the State Title Class winners are the responsibility of KNSW and will be awarded to the top **three (3)** finishers in the Final Race of each Class.
- k) Plates and Reserved Numbers:** The winner of each sprint State Title Class will be presented with a Blue number plate, with a White number **one (1)**, which can only be used in the same Class in which it was awarded. (The Blue number plates will be provided by KNSW and may be used from the end of the State Title in which it was earned, until the end of the following year's State Title.)

N.2.3 Zone Competition

A Zone Competition Meeting:

- May be organised by KNSW or KNSW Member Clubs;
- Will be conducted in accordance with the Regulations, any KNSW Policies, any Series Regulations and all the approved Supplementary Regulations;
- May be either a single Meeting, or a series of Meetings;
- May have a Naming Rights sponsor.
- KNSW may allocate winning drivers with special number plates and reserved numbers.

Application for an Organising Permit:

At least **one (1)** month prior to the scheduled date of the first Meeting, the Organiser(s) must login to the KNSW MyKarting™ Portal and create the Zone Meeting(s) Supplementary Regulations:

- The Minimum number of essential Officials must be assigned;
- As part of the approval process, the Meeting Regulations will be distributed to all necessary Officials and attendance confirmations sought.

The following points will also need to be specified/determined:

- a) Classes & Divisions:** Only those listed in the Supplementary Regulations will be eligible to run.
- b) Entry to a Meeting:** For each Zone Meeting will close by the Thursday prior to the start of the Meeting.
 - If specified, late entries may be accepted.
 - The entry fee for each Meeting will be decided by the Organiser(s) in conjunction with KNSW, and will include entry of **one (1)** Kart in a Class/Division, all practice fees and entry to the Track for **one (1)** Driver and **two (2)** pit crew.
- c) Practice:** Timed or Untimed Practice may take place at a Meeting.
- d) Timed Qualifying:** If applicable, may take place as a standalone session, or be combined with a warm up or Practice session. It must be a Minimum of **six (6)** minutes in duration (excluding Speedway).
- e) Grid Procedure:** Will be in accordance with the Supplementary Regulations and can be based on random drawn Grids, reverse Grids, points accrued from racing, or be based on the times achieved in qualifying with the fastest on grid **one (1)**, next fastest on grid **two (2)** and so on.
- f) Races:** Each Group/Class/Division will generally have **three (3)** or more Heat Races and **one (1)** Final Race at each Meeting.
 - The Final Race will be longer than the Heat Races.
 - The duration of each race will be expressed by a number of laps.
- g) Point Score System:** The point score system to be used at a Meeting or in a Series, must be included on the Supplementary and/or Series Regulations.
- h) Finishing:** Unless otherwise specified in the Supplementary Regulations, the finishing order of the Final Race determines the winning positions in each Class/Division.

N.2.4 Named Event

A Named Event Meeting:

- May be organised by KNSW or a KNSW Member Club;
- Must be conducted in accordance with the Regulations, any State Policies in force, and the approved Supplementary Regulations for that Meeting;
- Must be a single Meeting or Event that may be of significance;
- May not form part of a Social, Club or Zone Competition;
- May have a Naming Rights Sponsor.

Application for an Organising Permit:

At least **one (1)** month prior to the scheduled date of the Meeting, the Organiser must login to the KNSW MyKarting™ Portal and create the Named Event Meeting Supplementary Regulations:

- The Minimum number of essential Officials must be assigned;
- As part of the approval process, the Meeting Regulations will be distributed to all necessary Officials and attendance confirmations sought.

The following points will also need to be specified/determined:

- a) Classes & Divisions:** Only those listed in the Supplementary Regulations will be eligible to run.
- b) Entry to a Meeting:** Will close by the Thursday prior to the start of the Meeting.
 - If specified, late entries may be accepted.
 - The entry fee will be decided by the Organiser, and will include entry of **one (1)** Kart in a Class/Division and all practice fees.
- c) Practice:** Timed or Untimed Practice may take place at a Meeting.
- d) Timed Qualifying:** If applicable, may take place as a standalone session, or be combined with a warm up or Practice session. It must be a Minimum of **six (6)** minutes in duration (excluding Speedway).
- e) Grid Procedure:** Will be in accordance with the Supplementary Regulations and can be based on random drawn Grids, reverse Grids, points accrued from racing, or be based on the times achieved in qualifying with the fastest on grid **one (1)**, next fastest on grid **two (2)**, and so on.
- f) Races:** Each Group/Class/Division will generally have **three (3)** or more Heat Races and **one (1)** Final Race at each Meeting.
 - The Final Race will be longer than the Heat Races.
 - The duration of each race will be expressed by a number of laps.
- g) Point Score System:** The point score system to be used must be included on the Supplementary Regulations.
- h) Finishing:** The Supplementary Regulations will specify the method of determining the winners in each Class/Division.

N.2.5 Club Competition

A Club Competition Meeting:

- Will be organised by a KNSW Member Club;
- Must be conducted in accordance with the Regulations, any KNSW Policies, and the approved Supplementary Regulations;
- May form part of a Club Championship or be a one-off event;
- May have a Naming Rights Sponsor, but may not be considered a Named Event;
- Should permit the Maximum number of Groups/Classes/Divisions possible to allow the Maximum number of Competitors. This does not apply to Endurance Meetings.

Application for an Organising Permit

At least **one (1)** month prior to the scheduled date of a Club Meeting, the Organiser must login to the KNSW MyKarting™ Portal and create the Club Meeting Supplementary Regulations:

- The Minimum number of essential Officials must be assigned;
- As part of the approval process, the Meeting Regulations will be distributed to all necessary Officials and attendance confirmations sought.
- Should a Club apply for this Permit, but only receives less than **forty (40)** total entries, then they may downgrade to a Level 6 – Social Competition Permit. This may be requested/advised until the day of the Permit. Notifications must then be sent to all affected officials/volunteers regarding any changes to positions or attendance.

The following points will also need to be specified:

- a) Competition Classes:** The organisers may offer the maximum number of Classes for the type of Competition, or just those Classes that regularly compete.
- Competition may be scheduled in groups of compatible Classes, based on the number of entries received and a Tracks Maximum Density.
 - Speedway Classes are normally run individually, however may be combined if the number of Entries are less than the minimum Class requirements.
- b) Entry to a Meeting:** Entries may close any time up until the day of the Meeting.
- Entries may close prior to the Meeting, with late entries then accepted.
 - The Entry Fee shall be decided by the Organiser, and will include entry of **one (1)** Kart in a Class/Division (including all Drivers for Endurance), and any practice fees.
- c) Practice:** Timed or Untimed Practice may take place at a Meeting.
- d) Timed Qualifying:** If applicable, may take place as a standalone session, or may be combined with a warm up or Practice session.
- For Sprint Meetings, it must be a Minimum of **six (6)** minutes in duration, otherwise the details must be listed.
- e) The Grid Procedure:** Will be in accordance with the Supplementary Regulations and can be based on random drawn Grids, reverse Grids, points accrued from Racing, or be based on the times achieved in qualifying from fastest to slowest.
- f) Races – Sprint, Speedway, RKA:** Each Group/Class/Division will generally have **three (3)** or more Heat Races and **one (1)** Final Race at each Meeting.
- The Final Race will be longer than the Heat Races.
 - The duration of each race will be expressed by a number of laps.
- g) Races – Endurance:** There will only be one Junior and/or Senior Race at a Meeting and the duration of each Race, the number of Drivers required, the number of Compulsory Pit Stops and Refuelling Pit Stops must also be specified.
- h) Point Score System:** The point score system to be used must be included on the Supplementary Regulations.
- i) Finishing:**
- For Sprint, Speedway & RKA, the Supplementary Regulations will specify the method of determining the winners in each Group/Class/Division.
 - For Endurance Meetings, the finishing order of the Race, after any post-Race penalties are taken into account, will decide the winners.

N.2.6 Social Competition

A Social Competition Meeting/Event:

- Will be organised by a KNSW Member Club;
- Must be conducted in accordance with the Regulations, any KNSW Policies, and the approved Supplementary Regulations;
- May form part of a Club Championship or be a one-off event;
- May have a Naming Rights Sponsor, but may not be considered a Named Event.

If downgrading from a Club Competition:

The Officials and Volunteers list from the Club Competition Permit & Supplementary Regulations will be reduced to only those necessary for a Social Competition by way of a Bulletin and announcement.

All other points on the Supplementary Regulations may be adjusted, if needed, to match the minimum requirements listed below, also by the way of a Bulletin and announcement.

Otherwise apply directly for an Organising Permit:

At least **one (1)** month prior to the scheduled date of a Social Meeting/Event, the Organiser must login to the KNSW MyKarting™ Portal and create the Social Meeting/Event Supplementary Regulations:

- The Minimum number of essential Officials must be assigned;
- As part of the approval process, the Meeting/Event Regulations will be distributed to all necessary Officials and attendance confirmations sought.

The following points will also need to be specified:

- a) Social Competition Classes:** The organisers may offer the maximum number of Classes for the type of Competition, or just those Classes that regularly compete.
- Competition may be scheduled in groups of compatible Classes, based on the number of entries received and a **Maximum Track Density of 10 Competitors**.
 - Any Classes that normally run individually, may be combined if the number of Entries are less than any minimum Class requirements.
- b) Entry to a Meeting/Event:** Entries may close any time up until the day of the Meeting/Event.
- Entries may close prior to the Meeting/Event, with late entries then accepted.
 - The Entry Fee shall be decided by the Organiser, and will include entry of **one (1)** Kart in a Class/Division (including all Drivers for Endurance), and any practice fees.
 - There is a **maximum of 40 entries** permitted across all classes.
- c) Timing:** Use of the timing system is optional but encouraged.
- d) Practice:** Timed or Untimed Practice may take place.
- e) Timed Qualifying is not Allowed.**
- f) The Grid Procedure:** Will be in accordance with the Supplementary Regulations and can be based on random drawn Grids, reverse Grids, points accrued from Racing.
- g) Races – Sprint, Speedway, RKA:** Each Group/Class/Division will generally have **three (3)** or more Heat Races and **one (1)** Final Race at each Meeting.
- The Final Race will be longer than the Heat Races.
 - The duration of each race will be expressed by a number of laps.
- h) Point Score System:** If applicable, the point score system to be used must be included on the Supplementary Regulations.
- i) Finishing:** If applicable, the method of determining any winners must be included on the Supplementary Regulations.
- j) Come & Try:** A Come & Try permit will be part of the approved Supplementary Regulations.
- Clubs are encouraged to hold Come & Try sessions at Social Competitions. These could be run between events, at a lunch break, or at the end of the day.
 - The standard KNSW Disclaimer Form must be signed by all those participating.
- k) Meeting Level Upgrade:** A minimum **seven (7)** days notice must be given to Karting NSW and all affected Officials, should a Club wish to upgrade to a Level 5 – Club Competition Permit.
- Once it is less than **seven (7)** days before a Meeting/Event, the Meeting Level cannot be changed.
- l) Officials:** The number and level of Officials required will be as per [Section R.2.5 – Social Competition](#).
- One of these will be designated as the “Head Official”. The role may also be rotated throughout the day, so all Officials can also take part in Competition.
 - The “Head Official(s)” will determine all penalties and complete/signoff all paperwork listed below. This will need to be submitted to KNSW once the Meeting/Event is complete.
 - The “Head Official(s)” may also fill any regular roles, such as Clerk of Course, starter, timing, flag point, scrutineer, scales marshal etc.
 - If a Track doesn’t have or isn’t using Track Safety Lights, then they will need volunteers to run flag points at the Start/Finish line and a minimum number of locations/points around the track.
- m) Official Forms:** Only the following Social Meeting/Event forms are required:
- Social Meeting Official Report – which includes a simple penalty list;
 - Sign-On form - for all non-licensed participants;
 - Pre-Event Checklist – for safety requirements;
 - Any Bulletins required – noting important changes in the Regulations.

However, the following may also be needed:

- For any Serious Offences – “Infringement” & “Notification of Intimidation or Abuse” forms;
 - For any Accidents/Injuries – Incident Reports and NSW Sport Notifications.
- n) Penalties:** The Organising Club may request that certain general race and technical penalties to not apply on the day. These will need to be (pre) approved by KNSW and listed on the Supplementary Regulations. (ie. no weight infringements to apply).
- Any penalties raised will be reported as Judge of Fact and cannot be appealed. Notification of a penalty may be verbally or in writing.

- For any serious behavioural offences that occur (listed in [Section P.5.3 – Serious Offence Process](#)), these must be actioned using this process on the day, using an “Infringement” form, any “Notification of Intimidation or Abuse” statements and a hearing. The hearing will be run by the “Head Official” and another Official or a Club Committee member, preferably the President or Vice President. A penalty must always be applied on the day. The matter may also be referred to a Disciplinary Tribunal for further action, but a detailed written report on the matter must also be provided.

N.3 Competition Groups

The following sections list eligible Classes that are permitted to be consolidated within Competition Groups.

At any Meeting:

- **Only the Classes listed in each Competition Group may Practice, Qualify or Compete on the Race Track at the same time.**
- A Tracks maximum density must be taken into account when consolidating Classes.
- The standard starting method may be over-ridden by the Supplementary Regulations in special circumstances.

N.3.1 Endurance Competition Groups

Competition Group	Eligible Classes	Weight Divisions	Starts
Junior Endurance	Junior Endurance	Provided on Supp Regs	Standing
Senior Endurance	All Classes/Engines	Provided on Supp Regs	Standing

N.3.2 Retro Karting Competition Groups

Competition Group	Eligible Classes	Weight Divisions	Starts
Pro Clubman	Pro Clubman	Light, Heavy, Super Heavy	Rolling
F100	F100	Light, Heavy	Rolling

- When no qualifying sessions have taken place, all Groups should be arranged on the grid in their respective Classes/Divisions, from Light to Super Heavy, or by faster to slower Class/Division.

N.3.3 Sprint Competition Groups

Competition Group	Eligible Classes	Weight Divisions	Starts
Novice & Rookies	Novice Rookies 4SS Novice 4SS Rookies	n/a n/a n/a n/a	Rolling Rolling Rolling Rolling
Rotax Micro Max & Mini Max	Rotax Micro Max Rotax Mini Max	n/a n/a	Rolling Rolling
Juniors	Junior 4SS Junior Tillotson Junior	Light, Mid, Heavy n/a n/a	Rolling Rolling Rolling
Rotax Junior Max	Rotax Junior Max	n/a	Rolling
Seniors	Senior Classic J Senior Classic S 4SS Senior Tillotson Senior	Light, Mid, Heavy, Masters, Super Heavy Light, Mid, Heavy, Masters, Super Heavy Light, Medium, Heavy Light, Heavy	Rolling Rolling Rolling Rolling
Senior Performance	Senior Performance Tag Restricted	Light, Mid, Heavy, Masters, Super Heavy Light, Mid, Heavy, Masters, Super Heavy	Rolling Rolling
Open Tag	Tag 125 Rotax 125	Light, Mid, Heavy, Masters Light, Heavy	Rolling Rolling
Open Performance	Open Performance KZ2 Rotax DD2	Provided on Supp Regs Open, Medium Open, Masters	Rolling Rolling Rolling
KZ2	KZ2	Open, Medium	Standing

- Where **(3) three** or less competitors are entered per competition group, then that group may be combined with another group with the same Licence type. Approval must first be sought from the Chief Steward, who will determine if there are any safety or performance considerations at the particular Track. The Chief Steward should note the Groups/Classes joined at the meeting on the Stewards report.
- Novice and Rookies Group must have the all the Novice Competitors arranged on the grid at the rear of all the Rookie Competitors.
- Rotax Micro Max and Mini Max Group must have the Micro Max Competitors arranged on the grid at the rear of the Mini Max Competitors.
- When no qualifying sessions have taken place, all Junior/Senior Groups should be arranged on the grid in their respective Classes/Divisions, from Light to Super Heavy, or by faster to slower Class/Division.

N.3.4 Speedway Competition Groups

Competition Group	Eligible Classes	Weight Divisions	Starts
Novice & Rookies	Speedway Novice Speedway Rookies	n/a n/a	Rolling Rolling
Junior	Speedway Junior	Light, Mid, Heavy	Rolling
KT Senior	Speedway Pro Standard Speedway KT Modified	Light, Heavy, Super Heavy Light, Heavy, Super Heavy	Rolling Rolling
Pro125	Speedway Pro125 Open Speedway Pro125 Modified	Light, Heavy, Super Heavy n/a	Rolling Rolling
4 Stroke Senior	Speedway 4 Stroke	Light, Heavy	Rolling

- Novice and Rookies Group must have the Novice Competitors arranged on the grid at the rear of the Rookie Competitors.
- When no qualifying sessions have taken place, all Junior/Senior Groups should be arranged on the grid in their respective Classes/Divisions, from Light to Super Heavy, or by faster to slower Class/Division.

Section P – Penalties & Protests

P.1 Breaches of the Regulations

P.1.1 Extent of Jurisdiction

A person may be dealt with by the Stewards and/or a Further Tribunal, if that person breaches any of the KNSW Regulations.

The Stewards and/or a Tribunal shall have jurisdiction to conduct a Hearing into any alleged breach of the Regulations.

P.1.2 Responsibility for Offences

A person will be liable for a breach of the Regulations if the Stewards or a Tribunal, determine that the act or omission constituting the breach was committed, or was attempted to be committed by:

- The offender in person; or
- Another person who was counselled or procured by the offender to do, or attempt to do, the act or make the omission; or
- Another person who counselled or procured the offender to do, or attempt to do, the act or make the omission; and this Regulation and each of the offences in these Regulations will be construed and interpreted accordingly.

The Competitor will be responsible for all acts or omissions on the part of their Drivers, Pit Crew and Participants, and each of these will be equally responsible for any breach of these Regulations.

P.2 Offence List

P.2.1 Actual Physical Contact

A person must not intentionally make physical contact, which includes any type of assault with another person, except in self-defence.

P.2.2 KNSW Policies Compliance

All Licence Holders, Members, Pit Crew, KNSW Officials, employees and contractors of KNSW, are required to comply with all KNSW Policies and Procedures.

A Licence Holder, Member, Pit Crew or KNSW Official who, in the opinion of the Stewards, is not in compliance with any KNSW Policy (including, but not limited to being affected by alcohol, medication, drugs or any other cause) can and will be Excluded from a Meeting.

A person must not engage in conduct at any time that amounts to a breach of the KNSW Social Media Policy or the KNSW Acceptable Use of Social Media Policy.

P.2.3 Bribery

A person must not offer to bribe, or accept a bribe from, any other person.

P.2.4 Conduct Prejudicial

A person must not do any act, make any omission or engage in any conduct which includes words which is or may be reasonably:

- Seen as being prejudicial to the interests of any meeting, or
- Likely to bring the sport of Karting into disrepute.

P.2.5 Damage

A person must not do any act or make any omission which is objectively likely to, or does actually, cause damage to the property of any other person.

P.2.6 Duty of Care

A person has breached this Regulation if that person does any act or makes any omission which:

- Having regard to all the circumstances is negligent, and
- Causes or is reasonably likely to cause, any personal injury or damage to property.

P.2.7 Fail to Attend

A person has breached this Regulation if:

- They fail to see the Clerk of Course or Steward within the requested timeframe.
- The person fails to attend any Hearing, Tribunal or Appeal, of which they have been given notice and are required to attend.

P.2.8 Fail to Give Evidence

A person who fails to give evidence at, or submit to examination by, a Hearing, a Tribunal or Appeal.

P.2.9 Fail to Pay

A person who fails to pay any money owing to KNSW within **forty-eight (48)** hours of such monies falling due.

P.2.10 Fail to Obey

A person who fails to obey the proper directions or instructions (however given) of any Official appointed to a Meeting.

P.2.11 False Information

A person must not give any evidence or information in any form which the person knows, or ought objectively to know, to be false or misleading to KNSW, an Official, a Hearing or any Tribunal.

P.2.12 Fraudulent Misrepresentation

A person must not fraudulently misrepresent, either verbally or in writing, any information which is likely to either mislead or deceive KNSW or a person authorised by KNSW.

P.2.13 Intimidation, Abuse & Threats

A person must not by words, acts, or omissions abuse, intimidate, abuse or threaten any other person.

P.2.14 Regulations and Bulletins

A person must comply with all provisions of all Supplementary Regulations, Addendums, Bulletins and further instructions; and any breach of any such provisions will be dealt with under these Regulations as if the relevant provisions were part of the Regulations.

P.2.15 Vilification

A person must not engage in conduct amounting to vilification of, or discrimination against, any person on the basis of their gender, race, religion or sexual orientation.

P.2.16 Technical Ineligibility

The presentation by a Competitor of a Kart will be deemed an implicit statement of conformity with all the Regulations.

A Competitor must not submit an ineligible Kart, nor breach the provisions of these Regulations including the specific Class Regulations in which they are competing.

P.2.17 Frivolous/Unfounded Complaints

A person must not raise any Complaints or Protests, either verbally or in writing, that are trivial, frivolous or have an unfounded basis.

P.3 Penalties

P.3.1 Application

The Stewards and/or a Tribunal may impose any Penalties set out in the Regulations.

If the Stewards should find a person guilty of a breach of [Section P.2.4](#) they shall refer the facts of the matter and their findings along with their considerations on the matter of Penalty to KNSW for further consideration, and the imposition of such Penalty as KNSW shall determine to be appropriate.

P.3.2 Stewards Hearing on Penalty

Where the Stewards and/or a Tribunal have found a breach of the Regulations, before imposing any Penalty they shall give the:

- Defendant the opportunity to make submissions on the Penalty, including any mitigating circumstances;
- Clerk of Course, or their representative, the opportunity to make representation and submissions on the subject of the Penalty.

P.3.3 Multiple Penalties

The Stewards may impose one or more of the specific penalties applicable under these Regulations.

P.3.4 Stewards Take Account

The Stewards and/or a Tribunal must take into account the following factors before imposing any penalty:

- Whether the Defendant made an early admission of a breach of the Regulations or whether they found against the Defendant following a Hearing;
- If the Defendant is a member of a multi-kart team or group, whether the breach assisted another team member to gain any advantage;
- Submissions made as to penalty by the Clerk of Course or their representative;
- Any other aggravating or mitigating factors;
- The table of Recommended Minimum Penalties;
- Any previous breaches of the Regulations or breach of the same Regulation within **two (2)** years before, may result in an increased Penalty.

P.3.5 Reasoning

The Stewards and/or a Tribunal may, but will not be obliged to, give reasons for the imposition by them of any penalty.

P.3.6 Other Penalties

In addition to the table of Recommended Minimum Penalties the Stewards and/or a Tribunal may impose any of the following Penalties:

- a) Written Warning;
- b) Fine a Licence Holder or Driver (The Stewards may only impose a Fine up to **\$1,000**);
- c) Deletion of a Driver's qualifying lap(s);
- d) Relegate a Competitor or Driver:
 - To the rear of a Starting grid;
 - By a number of grid positions;
 - To the rear of a Starting grid with a time Penalty;
- e) Demote a Competitor or Driver from the finishing order of a Race to a lesser finishing order of the Race by amending the results of an Event and/or imposing a time penalty expressed in minutes/seconds;
- f) Time penalty or Lap penalty;
- g) Drive Thru Penalty or Stop/Go Penalty (Endurance Events only);
- h) Where applicable, deduct series points from a Competitor with a consequent forfeiture any relevant awards (whether of prize money or of trophies) to which that Driver and/or Competitor may otherwise have been entitled;
- i) Exclude a Licence Holder, Competitor or Driver from a particular section of an Event, an entire Event, or from a Meeting;
- j) Recommend to KNSW that a Licence Holder or Driver be suspended or disqualified;
- k) Or any other penalty deemed appropriate in the circumstances.

Any of the above Penalties can only be inflicted after an Infringement form has been accepted by the Licence Holder or following a Hearing. In the case of exclusion, suspension or disqualification, the party concerned must be summoned to give them the opportunity of presenting their defence.

P.4 Penalty Types

P.4.1 Written Warning

A Written Warning is given for a breach of the Regulations that has not greatly advantaged or disadvantaged anybody, but is one where the offender should have known better.

A Written Warning will be recorded against the Licence Holder in the MyKarting™ Portal.

A Licence Holder who has **three (3)** or more Written Warnings recorded in a **twelve (12)** month period, will be required to attend a Disciplinary Tribunal. The Disciplinary Tribunal must deal with the matter as a matter of penalty only, and must accept that the person has committed the offences which were the subject of the Written Warnings.

P.4.2 Points Penalty

A points penalty only changes the points allocated to the penalised Licence Holder's finishing position in a Competition. It may also need to be applied to any Series point scores.

It does not affect the finishing positions or points allocation of any other Licence Holder's in the same Competition.

P.4.3 Exclusion from Section of the Event.

Excludes the Licence Holder/Driver from any results (placings/points) for that Section of an Event only.

P.4.4 Exclusion from the Event

Excludes the Licence Holder/Driver from any further participation in any Section of that Event (Class), and any results already gained for the entire Event (Class).

The Licence Holder/Driver may still compete in other Events (Classes) at that Meeting.

P.4.5 Exclusion from the Meeting

When a Licence Holder/Driver is Excluded from a Meeting:

- The penalty is applied and takes effect immediately;
- They are not permitted to take any further part in the Meeting;
- They lose all results, points and/or awards in all Sections of Events (Classes), before the penalty of Exclusion was imposed;
- They forfeit any fees paid in respect of the Meeting.

An automatic Exclusion does not prevent further penalties for the same offence being raised.

A penalty of Exclusion does not prevent the Stewards from referring the matter to a Disciplinary Tribunal for further penalty.

A penalty of Exclusion from a Meeting may be appealed (see [Section P.9](#)) in accordance with the Regulations, however this will not alter the immediate application and effect of the penalty.

P.4.6 Consequences of Exclusion

For the purposes of Timekeeping and Official results, when a Licence Holder/Driver is excluded from a Section of an Event, excluded from an Event or Excluded from a Meeting, their finishing results and points entitlements will be assumed by the next placed Licence Holder/Driver, with all subsequent results and points entitlements adjusted accordingly.

P.4.7 Licence Suspension

A Licence suspension:

- Can only be imposed by a Tribunal or the KNSW Board.
- Will be recorded on the Licence Holders KNSW Licence in the MyKarting Portal.
- Shall entail the loss of any rights that the License Holder had, to participate as a Competitor, Legal Guardian or Pit Crew at any Meeting held by KNSW, for the term of the suspension.
- Shall render null and void, any entries for the Licence Holder, for any Competition which takes place during the term of the suspension.

A suspension of **twelve (12)** months or more, shall entail the loss of any right that the Licence Holder/Member has, to hold any Official or other position with KNSW, for the term of such suspension.

When multiple penalties of suspension are imposed on a Licence Holder, they will be served consecutively.

If a suspension is imposed, the period of the suspension commences immediately, and KNSW must advise the Licence Holder of such fact, and the terms thereof.

P.4.8 Judge of Fact Penalty

A Judge of Fact Penalty will be issued by the Steward to the affected Licence holder when a breach of Regulations is determined by a Judge of Fact decision.

Before signing and issuing a Start Procedure Judge of Fact Penalty, the Stewards may confirm with the Clerk of Course that the penalty raised is appropriate and consistent with the rule(s) noted.

Penalties which are imposed by the Stewards as a result of a Judge of Fact decision, may not be appealed.

P.4.9 Liability to Pay Fines and/or Costs

Any Licence Holder found to be in breach of these Regulations shall be responsible for the payment of any financial penalty imposed.

In the event of non-payment within the time specified in these Regulations, the Licence Holder may also be suspended by KNSW from practising or Competing until the fine is paid.

P.4.10 Time for Payment

Financial penalties must be paid to KNSW within **forty-eight (48)** hours of their imposition.

Where this time limit expires during a meeting, the **forty-eight (48)** hour period will commence from the conclusion of the meeting.

Failure to pay within that time, without any further request for time for payment to be made will result in:

- ✓ the Licence Holder being excluded by the Stewards from any meeting; and
- ✓ immediate suspension of the Licence Holder by KNSW while the financial penalty remains unpaid.

P.4.11 Allocation of Financial Penalties

All financial penalties and all forfeited Protest fees must be remitted to KNSW.

Appeal Fees for all events must be remitted to KNSW.

P.4.12 Endorsement of Licence

Whenever a Penalty is imposed by the Stewards, the details must be entered by the Stewards against the Licence Holder in the MyKarting™ Portal.

Any penalty varied or applied by a Tribunal, must be altered against the Licence Holder in the MyKarting™ Portal by the State Secretary, after notification of the Tribunal findings.

P.4.13 Serious Offences & Penalties

The penalties listed here are the minimum to be applied by the Stewards, or a Tribunal, for the breaches/offences listed. See [Section P.5.3](#) for the Stewards procedure. An Infringement form must be used.

Offence	Rule	Penalty
Actual Physical Contact of a person	P.2.1	Exclusion from the Meeting plus referral to disciplinary Tribunal with a recommended 12 month suspension
Actual Physical Contact of an Official	P.2.1	Exclusion from the Meeting plus referral to disciplinary Tribunal with a recommended 24 month suspension
Intimidation, Abuse and Threats of a person	P.2.13	Exclusion from the Meeting plus referral to disciplinary Tribunal with recommended 3 month suspension
Intimidation, Abuse and Threats of an Official	P.2.13	Exclusion from the Meeting plus referral to disciplinary Tribunal with recommended 6 month suspension
Vilification of any person	P.2.15	Exclusion from the Meeting plus referral to disciplinary Tribunal with recommended 6 month suspension

P.4.14 Recommended Minimum Penalties

The remaining penalties listed below are the KNSW recommended minimum penalties. They should be applied by the Stewards, or a Tribunal, for the breaches/offences listed below, by any Officials at a Meeting. The legend for the forms to use are – (JF) Judge of Fact Penalty, (IN) Infringement, (TC) Technical Complaint & (MI) Minor Ineligibility.

General - Minimum Recommended Penalties:

Offence	Rule	Penalty
Alcohol and prohibited substances	P.2.2	Exclusion from the Meeting plus referral to disciplinary (IN) tribunal with recommended 12 month suspension
Alcohol consumption during an Event	P.2.2	Exclusion from the Meeting (IN)
Baulk Line - Starting Infringement	M.2.16 c)	Exclusion from that Section of the Event (JF)
Bribery	P.2.3	Exclusion from the Meeting plus referral to disciplinary (IN) tribunal with recommended 12 month suspension
Conduct Prejudicial	P.2.4	Referral to KNSW Tribunal (IN)
Damage To Property Of Another Person	P.2.5	Exclusion from the Meeting (IN)
Direction of Racing - Fail to Obey	M.2.1	Exclusion from the Meeting (IN)
Drive Kart on Weigh Scales	M.2.26 c)	Exclusion from that Section of the Event (JF)
Driver of 4 Stroke Kart not Seated Starting on Out-Grid	M.2.16 b)	Exclusion from that Section of the Event (JF)
Drivers briefing – Fail to Attend	M.2.5	\$50.00 fine (JF)
Driving Standard: Careless	M.4.2 a)	+10 Second Time Penalty (IN)
Driving Standard: Reckless	M.4.2 b)	Exclusion from that Section of the Event (IN)
Driving Standard: Dangerous	M.4.2 c)	Exclusion from the Meeting (IN)
Ducking head: No forward vision	M.2.13	\$50.00 fine (IN)
Duty of Care	P.2.6	Exclusion from the Meeting (IN)

Fail To Attend a Hearing	P.2.7	Hearing In Absentia	(IN)
Fail to Give Evidence	P.2.8	At a Meeting: Exclusion from the Meeting Away from Meeting: Suspension until appearance	(IN)
Fail to Pay Monies Owing	P.2.9	Suspension of Licence until payment made	
Failure to obey an Official	P.2.10	Exclusion from that section of the Event	(IN)
False Information	P.2.11	At a Meeting: Exclusion from the Meeting Away from Meeting: 3 Months Suspension	(IN)
Flags- Black- Failure to Observe	M.3.3 l)	Exclusion from that section of the Event plus a Written Warning	(IN)
Flags- Black & Orange Dot- Fail to Obey	M.3.3 m)	Exclusion from that section of the Event	(IN)
Flags- Chequer- Passing Karts after Finish	M.2.26 a)	Written Warning	
Flags- Blue- Fail to Obey	M.3.3 h)	Blue/Red Double Diagonal Flag	
Flags- Blue/Red Diagonal- Fail to Obey	M.3.3 i)	Black Flag	
Flags- Red- Failure to Cease Racing	M.3.3 g)	Exclusion from that section of the Event	(IN)
Flags- Yellow- Failure to Slow and Signal Appropriately	M.3.3 e)	+5 second time penalty	(IN)
Flags- Yellow- Failure to Maintain Position	M.3.3 e)	+2 place penalty per position gained	(IN)
Fraudulent Misrepresentation	P.2.12	Referral to a Disciplinary Tribunal for 12 month suspension	(IN)
Frivolous/Unfounded Complaint	P.2.17	At a Meeting: Exclusion from the Meeting Away from a Meeting: Referral to Disciplinary Tribunal recommending 3 Months Suspension	(IN)
Kart Leaving Track- Positional Advantage	M.4.5 b)	+2 Place Penalty	(IN)
Kart Leaving Track- Distance Advantage	M.4.5 c)	+10 Second Time Penalty	(IN)
Kart stopped on the Track - Fail to remove kart to safety	M.2.21 a)	Exclusion from that Section of the Event plus Written Warning	(IN)
No Hand on Steering Wheel	M.2.12 a)	\$50.00 fine	(IN)
Restart (push start) during racing / qualifying	M.2.22 bc)	Black flag and Exclusion from Section of the Event	(IN)
Shaking hands whilst Driving	M.2.12 b)	\$100.00 fine	(IN)
Social Media Policy and Acceptable Use of Social Media	P.2.2	At a Meeting: Exclusion from the Meeting Away from Meeting: 3 Month Licence Suspension	(IN)
Smoking in Unauthorised Areas	K.3.6	\$50.00 fine	(IN)
Speeding/Dangerous Driving on In-grid	M.2.26 b) M.4.2 c)	Exclusion from that Section of the Event plus Written Warning	(IN)
Start Engine during Drivers Briefing	T.6.7 a)	Written Warning	
Start Procedure Penalty: Rolling	M.2.20 a)	+10 Second Time Penalty	(JF)
Start Procedure Penalty: Standing	M.2.20 b)	+10 Second Time Penalty	(JF)
Start Procedure Penalty: Tram Tracks	M.2.20 a)	2 wheels on/over lane: +3 Second Time Penalty 4 wheels over/outside lane: +10 Second Time Penalty	(JF)
Remove Safety Apparel: Unprotected Area	M.2.6 b)	Written Warning	
Transponder - Failure to Comply	M.2.9	Exclusion from that Section of the Event	(JF)

Technical - Minimum Recommended Penalties:

Offence	Rule	Penalty
Kart Standard Infringement	T.1	Exclusion from that Section of the Event (JF/TC)
Advertising, Signs and Writing	G.4	First Offence: Exclusion from Section of the Event Subsequent Offences: Exclusion from the Meeting (JF)
Airbox infringement (tampering)	T.3.9	Exclusion from that Section of the Event (JF)
Barcoded engine / chassis seals	T.7.5	Exclusion from the Meeting (JF)
Competition Numbers - Failure to Comply	M.2.10	Minor Ineligibility and rectified for next Competition (MI)
Engine fail cc test or cc volume squish	T.7.6	Exclusion from the Meeting (JF)
Non-conforming engine	T.3.1 + Eng. Regs	Exclusion from the Meeting plus referral to disciplinary tribunal with recommended 1 month suspension (TC)
Exhaust infringement	T.3.10	Exclusion from that Section of the Event (JF)
Nose Cone - Not In Correct Position	T.2.9 e)	+ 2 Place Penalty (JF)
Nose Cone - Intentionally Replaced	T.2.9 f)	Exclusion from that Section of the Event (TC)
Fuel Non-conforming	T.4.2	Exclusion from the Meeting plus referral to disciplinary tribunal with recommended 12 month suspension (TC)
Identifying Marks- Scrutineering	T.7.2	Exclusion from that Section of the Event (JF)

Illegally machined part or Tampering of engine ports	T.3.1	Exclusion from the Meeting plus referral to disciplinary (TC) tribunal with recommended minimum 12 month suspension
Restrictor infringement	T.3.13	Exclusion from the Meeting (TC)
Safety Apparel not compliant	M.2.6 a)	Black flag and Exclusion from Section of the Event (JF)
Tyres – Non-approved Tyres used	T.5.1	Exclusion from the Meeting plus referral to disciplinary (TC) tribunal with recommended minimum 12 month suspension
Tyres – Tampering, modification, alterations, treatment	T.5.3	Exclusion from the Meeting plus referral to disciplinary (TC) tribunal with recommended minimum 12 month suspension
Weight Infringement	T.1.5	Exclusion from that Section of the Event (JF)

P.4.15 Penalties from a Tribunal

A Tribunal may impose any penalty or combination of penalties, with the Maximum fine that can be imposed for a single offence being **\$3,000.00**.

The time limit for payment of fines / costs from a Tribunal is **fourteen(14)** days from the date of the decision.

All penalties issued from a Tribunal must be applied from the date of the Tribunal, subject to any Appeals.

P.5 Infringement Notices

P.5.1 Overview

An Infringement form may only be raised by a Clerk of Course or Steward, when they have determined that an alleged breach of the Regulations has occurred, and a penalty needs to be imposed.

The purpose of the Infringement form is to assist in the timely application of penalties where a Licence Holder or Participant (Defendant):

- accepts that they are in breach of the General Regulations; or
- may need to attend a Stewards hearing following notification of a Serious Offence.

P.5.2 General Process

When the penalty to be applied is listed in the General Regulations, an Official will complete the Infringement Notice, noting the matching Penalty as per the minimum recommendation.

- a) If the penalty to be applied is not listed in the General Regulations, the Official will:
 - ✓ Complete the Infringement form, and determine a recommended penalty.
 - ✓ Contact the Stewards to discuss and agree to the recommended penalty.
- b) The Defendant must then be called up and advised of the alleged breach of the Regulations. If required, the Defendant can sign this section and have up to **fifteen (15)** minutes to decide their intentions. Failing to return and advise will result in an automatic admission of the breach.
- c) **If the Defendant "Admits the breach":**
 - They are accepting the penalty, and the Infringement form must be signed & dated in the "Admit Breach" section (**unless it is an automatic admission**).
 - The Stewards must counter-sign the Infringement form so the penalty is duly authorised and applied.
 - In this case the Defendant has waived their right to any appeal.
- d) **If the Defendant "Does not admit the breach":**
 - They must tick the "Breach Not Admitted" section of the Infringement form.
 - A Stewards Hearing will then be convened where they will have the ability to present their case, along with any evidence or witnesses.
 - Note that the Stewards have the authority to vary the penalty, and can double the recommended penalty, if the breach of the Regulations is upheld.
- e) The original signed Infringement form will be retained by the Stewards and a copy will be offered to the Defendant for their records.

P.5.3 Serious Offence Process

This process is to be followed by any Official of the Meeting, when any of the following serious offences have occurred:

- **P.2.1 – Physical contact of another person or Official(s).**
- **P.2.13 – Intimidation, Abuse or Threats towards a person or Official(s).**
- **P.2.15 – Vilification against persons or Officials.**

The Official(s) can be notified verbally, observe any incident in person, or receive completed "Notification of Intimidation/Abuse" forms, noting the person involved.

- a) In all cases the incident details and any completed Notification forms (which must be signed and dated), must be immediately reported to the Stewards. It is recommended that all witnesses to any incident, should fill out a Notification form, whilst the incident is still fresh in their memory.
- b) The Stewards will then call the Defendant to an initial discussion regarding the incident, the Rules breached, and issue an Infringement form:
 - Noting the Penalty of Exclusion from the Meeting;
 - Including the recommendation for the minimum suspension period.
 - If required, the Defendant can sign the advisement section and has **fifteen (15)** minutes to decide their intentions. Failing to return and advise will result in an automatic admission of the breach.
- c) **If the Defendant "Admits the breach":**
 - They are accepting the penalty and the Infringement form must be signed & dated in the "Admit Breach" section (**unless it is an automatic admission**), and the Defendant is waiving their right to any appeal;
 - There can be no other finding or allowance of leniency of the Penalty;
 - The Stewards must counter-sign the Infringement form so the penalty is duly authorised and applied;
 - The Defendant is automatically excluded from the Meeting;
 - The Stewards may consider asking the Defendant to leave the premises given the severity of the Offence. Local law enforcement may be called if needed;
 - In due course, the Defendant will be advised the Disciplinary Tribunal details to attend, regarding the suspension period recommendation.
- d) **If the Defendant "Does not admit the breach";**
 - They must tick the "Breach Not Admitted" section of the Infringement form;
 - A Stewards Hearing must be convened, and the time and place must be advised to both the Defendant and any Complainants;
 - The Stewards will immediately inform the Officials Co-ordinator by phone, that a Serious Offence hearing will be taking place and provide basic details;
 - The Stewards will conduct the hearing as normal, ensuring an audio recording is also taken:
 - If found "Not Guilty", the Infringement and complaints are dismissed, and the hearing proceeds as normal. However, the Stewards findings need to be provided to the Defendant and Complainants;
 - If found "Guilty", then the steps in **Section P.5.3 c) (excluding point 1)** must be followed.
 - Regardless of the Stewards hearing outcome, the Right to Appeal must be delivered and acknowledged by the Defendant.
- e) Only a copy of the completed Infringement form will be offered to the Defendant for their records.
- f) In all cases following the hearing, the Chief Steward must immediately email a copy of the Infringement form, the audio recording and all Complaint forms to the KNSW Officials Co-ordinator, State Tribunal Registrar and the KNSW Board Chairperson. The originals must be included in the Stewards Report to be forwarded to KNSW within **seven (7)** days.

P.6 Stewards Hearings

P.6.1 Overview

The Stewards shall conduct Hearings in accordance with these Regulations and may regulate and determine the format of such Hearing as they see fit, subject only to these Regulations.

The Stewards may commence a Hearing upon referral to them of any dispute under these Regulations, including any matter of their own volition.

A minimum of **two (2)** Stewards shall be present at all Hearings and may hear any matter in their absolute discretion, at any time, in accordance with the Regulations.

The Stewards will conduct all Hearings and make all decisions in good faith and in an unbiased manner.

Stewards shall expedite Hearings and give notice to those that they require to attend.

Failure to attend shall not preclude the Stewards hearing a matter in the absence of any party.

P.6.2 Hearings

Hearings shall be conducted with a minimum of formality and legal technicality.

At any Hearing the person attending:

- Must state their case in person;
- May at the discretion of the Stewards, have the assistance of an Advocate;
- If under **eighteen (18)** years of age, must be accompanied by a parent or guardian who is a KNSW Licence Holder and is over **eighteen (18)** years of age;
- Will not be entitled to be assisted, have present or be represented in any circumstances by a person who is, or was, a legal practitioner.

The Stewards are not bound by the Regulations, of evidence or by practices or procedures applicable to persons exercising a judicial capacity in any court, but may inform themselves as to any matter in any manner as they may see fit in all the circumstances.

Should a party to a Hearing seek permission to produce expert evidence, they must provide to the Stewards a written statement containing the:

- Name and address of the witness;
- Qualifications and experience of the witness;
- Substance of the evidence it is proposed to seek from the witness.

Where possible, all Hearings are to be recorded for proof of accuracy.

All the provisions of Regulations above will also apply in full to any Hearing conducted by a Tribunal.

Subject to the requirements of the Regulations, any procedure or requirement regulating a Hearing will be regarded as a guideline only, and any decision of the Stewards is not invalid by reason of a procedure or requirement not being fulfilled.

Any Licence Holder or Participant who has been involved in any incident that may be subject to an Infringement form or Hearing, may not leave the Track unless that Licence Holder or Participant has first obtained the permission of the Stewards.

P.6.3 Procedures of Hearings

- a) All persons required by the Stewards that are directly involved in a Hearing, will be given reasonable notice to attend the Hearing.
- b) At a Hearing, the Stewards will provide a person, against whom a breach of the Regulations is alleged, with an opportunity to be heard and to give evidence, ask questions and make submissions.
- c) To facilitate the conduct of a Stewards Hearing a person must:
 - Upon receiving any notice (whether written or oral) to attend a Hearing, appear at the time and place notified;
 - Fully co-operate in good faith with the Stewards;
 - Provide a full and truthful account of matters within their knowledge;
 - Fully and truthfully answer any questions;
 - At the request of the Stewards, produce any document, image, video footage or any other thing in their possession or under their control;
 - Not make any false/misleading statement or make a statement either calculated or likely to mislead.
- d) When considering a matter of a technical nature, the Chief Scrutineer or their delegate must be given the opportunity to be present, and be heard at a Hearing, and to make submissions on Penalty.
- e) It is expressly forbidden for any person directly or indirectly to influence any person who is, or ought reasonably to be regarded as, required to appear or give evidence at any Hearing.
- f) No Licence Holder or Participant is permitted to comment to any other person or entity on the proceedings of, or any evidence or information given to, any Hearing until such Hearing is completed and the decision of the Stewards has been released.
- g) If it is not practicable to complete a Hearing, it may be adjourned to another time and place and may be heard by Stewards other than those who commenced the Hearing. Such adjourned Hearing shall be conducted by at least **one (1)** Steward who comprised the original panel of Stewards.
- h) If any person at all fails to attend at the time and place of the Hearing, in their absence the Stewards may conduct the Hearing and make their decision in absentia.

P.6.4 Stewards Decisions

After the Hearing has concluded, the Stewards will present a decision consistent with the information available at the Hearing, and subject to the Regulations will impose such Penalties and make such orders and give such directions as they may think fit.

As far as is practical, at the conclusion of all Hearings, the Stewards will give reasons for their decision.

Should the Stewards decide that the imposition of a suitable penalty is not within their powers, they will refer the matter to a Tribunal for a decision on penalty, including their recommendation on penalty. The Stewards must also advise the parties of their penalty recommendation.

All persons affected by or concerned in a Hearing will be bound by the decision of the Stewards, subject only to rights of Appeal.

KNSW shall at all times have the right to publish a decision following a Hearing, including the names of any person or entity involved. Any person or entity whose name is published pursuant to this Regulation shall have no cause of action against KNSW or against any person publishing such decision.

P.7 Protests

P.7.1 Overview

The right to protest lies only with a Protestor. A Protestor is defined as follows:

- KNSW
- A Club
- A KNSW Licence Holder or Participant directly affected, who must be over eighteen (18) years of age.

P.7.2 Raising a Protest

- a) Every Protest must be in writing on the KNSW "Protest" form addressed to the Stewards and accompanied by the Protest Fee.
- b) A Protestor seeking to protest against more than **one (1)** other Licence Holder or Participant must lodge as many Protests as there are Licence Holders or Participants involved in the matter concerned.
- c) In the case of a Protest against alleged breaches of Technical Regulations, a separate Protest and accompanying fee must be lodged for each single Technical issue/item against which a Protest is made.
- d) The Protest fee may only be refunded by order of the Stewards if the Protest is upheld, otherwise the Protest fee will be forfeited to KNSW.
- e) A Protest Form must be lodged within **thirty (30)** minutes after any Competition completion, the publication of any provisional results or in relation to any other matter occurring at a Meeting, unless there are circumstances which made this physically impossible.
- f) The Stewards shall treat all Protests referred to above as urgent and shall hear them as soon as practicable.
- g) The time limits for lodging a Protest may only be extended by the Stewards, if it can be shown that there were exceptional circumstances.
- h) A Protest not dealt with by the Stewards must be referred to a Disciplinary Tribunal for a Hearing.
- i) A Tribunal shall not have jurisdiction to extend any time limits that have been determined by the Stewards.

P.7.3 Protesting the Actions of an Official

A Protestor may Protest the actions of an Official, **which must only relate to assault and/or intimidation of a person at a Meeting.**

- a) A "Notification of Intimidation or Abuse" form must be forwarded to the KNSW Tribunal Registrar within **forty-eight (48)** hours of the alleged breach of the Regulations taking place. This may be by Registered Mail or Email.
- b) The KNSW Tribunal Registrar upon receipt of the Notification must:
 - Acknowledge receipt of the Notification to the Protestor; and
 - Confirm the Notification was received within the required time frame.
- c) The KNSW Tribunal Registrar, once having reviewed the Notification, will decide if:
 - An alleged breach of the Regulations has occurred; and/or
 - The alleged issue is not in the best interests of Karting generally; and/or
 - The content of the Notification is frivolous and/or vexatious.

- d)** The KNSW Tribunal Registrar may in their absolute discretion, determine if the matter warrants being referred to a Disciplinary Tribunal or reject the Notification form. The Tribunal Registrars actions in this regard are not subject to Protest or Appeal.

P.7.4 No Right of Protest

No right of Protest exists against any decision:

- Made by the Stewards in the course of carrying out their duties pursuant to these Regulations;
- By a Judge of Fact concerning a question which they have been officially appointed to decide;
- To refuse an entry to a Meeting;
- To use the Red flag;
- Regarding injured Driver clearance;
- Regarding the Baulk Line;
- Made regarding Tyres.

P.7.5 Hearing and Judgement

Upon receiving a Protest, the Stewards will conduct a Hearing.

The hearing of a Protestor and all parties concerned by a Protest shall take place as soon as practicable.

The concerned parties shall be given notice to attend the Hearing, which may be accompanied by any witnesses and any video evidence available.

In the absence of any concerned party or of their witnesses, judgement may be made in their absence.

If judgement cannot be given immediately after the hearing of the parties concerned, they must be advised of the time and place at which the decision will be given; subsequent to which all parties concerned will be bound by the decision.

Once the Stewards decision is given, all parties must be advised of their right of Appeal.

P.7.6 Right of Appeal

Only KNSW, or a party directly impacted by the Stewards decision has the right of Appeal.

P.7.7 Vexatious Protests

If, during a Hearing, the Stewards determine the protest is frivolous, malicious or vexatious or consider that the Protestor acted in bad faith, the Protestor shall be deemed to have breached these Regulations.

In such case the Stewards may impose a Penalty on the Protestor.

P.7.8 Forfeiture of Fee

If the Stewards dismiss a Protest, or if a Protest is withdrawn by the Protestor, the Protest Fee will be forfeited.

P.8 Tribunals

P.8.1 Overview

Tribunals are essentially minor courts and are established to deal with cases brought before them, by KNSW by way of charges against a person or groups subject to the Regulations.

The prime function of a Tribunal is to do justice. Justice in this sense means the application of the Regulations to a particular set of circumstances, which is administered fairly and as expeditiously as possible.

P.8.2 Tribunal Registrar

KNSW will appoint a Tribunal Registrar.

The principal role of the Tribunal Registrar is to schedule Tribunals, ensure that any Tribunals function in an efficient and proper manner, and that the Tribunal Regulations are complied with.

The KNSW Tribunal Registrar is an administrative position, not a judicial position.

P.8.3 Tribunal Prosecutor

KNSW may appoint one or more Prosecutors.

The KNSW Prosecutors principal role is to act on the instructions of KNSW and appear on its behalf in Disciplinary Tribunals and Appeal Tribunals, as their Advocate.

Certain basic qualifications are required of any person acting in this judicial capacity.

Prosecutors must:

- not be involved personally or have any interest in the matter at issue;
- not have had any connection, other than as a spectator, with any Meeting where the matters arose;
- not have had no prior contact with, or made any decision affecting the matter at issue;
- be impartial and must take into account, only the evidence brought before them;
- act only in accordance with the body of law under which they are appointed.

The KNSW Board, KNSWC Members and executive, are not permitted to act as judicial Officials.

It is not desirable for administrative Officials to act in a judicial capacity, especially in Tribunals, as frequently they are involved in prosecuting charges and it is undesirable to appoint active Organisers and Licence Holders to such positions primarily because of their potential or actual interests in events or persons.

P.8.4 Disciplinary & Appeal Tribunals

KNSW Tribunals are of **two (2)** distinct types, Disciplinary Tribunals and Appeal Tribunals.

Disciplinary Tribunals

Have **two (2)** primary functions, to determine:

- whether or not, a charge heard by them is proved, and if so, impose the appropriate penalty; or
- consider the appropriate penalty that should be imposed following a Stewards Hearing, where the Stewards have:
 - found the person in breach of the Regulations, and have recommended a penalty be imposed which is outside of their powers; or
 - referred a matter, with recommended penalty, direct to a Disciplinary Tribunal.

Disciplinary Tribunals will always have the right to make any recommendation to KNSW that may seem fitting and relevant following a Tribunal Hearing.

Appeal Tribunals

Are appointed to hear an Appeal arising from a decision by:

- The Stewards following a Hearing; or
- A Disciplinary Tribunal.

Appeal Tribunals are obliged to confine their decisions to the matters appealed, though they are free to make recommendations to KNSW arising out of their deliberations.

P.8.5 Tribunal Hearing Process

- a) All persons that are directly involved in a Tribunal Hearing will be given reasonable notice to attend the Tribunal Hearing.
- b) At any Tribunal Hearing the person attending:
 - Must state their case in person; and
 - May at the discretion of the Tribunes, have the assistance of:
 - Their Advocate; or
 - If under **eighteen (18)** years of age, must be accompanied by a Licence Holder who is over the age of **eighteen (18)** years.
 - Will not be entitled to be assisted, have present or be represented in any circumstances by a person who is, or was, a legal practitioner.
 - Will be provided an opportunity to be heard and to give evidence, ask questions and make submissions.
- c) To facilitate the conduct of a Tribunal Hearing a person must:
 - Upon receiving any notice (whether written or oral) to attend a Hearing, appear at the time and place notified;
 - Fully co-operate in good faith with the Tribunal;
 - Provide a full and truthful account of matters within their knowledge;
 - Fully and truthfully answer any questions;
 - At the request of the Tribunal, produce any document, image, video footage or any other thing in their possession or under their control;
 - Not make any false/misleading statement or make a statement either calculated or likely to mislead.
- d) If any person at all fails to attend at the time and place of the Tribunal Hearing, the Tribunes may conduct the Tribunal Hearing and make their decision in absentia.

- e) At any Appeals Tribunal Hearings:
- An appellant who, in the opinion of the Appeal Tribunal, fails to comply with any of the requirements of this Regulation, may be dealt with by the Appeal Tribunal as it sees fit in its absolute discretion.
 - An appellant's attendance, including that of their witnesses, at an Appeal Tribunal Hearing and associated costs shall be at the Appellant's sole cost.
- f) At any Tribunal Hearing, when considering the application of, and the matters covered within the Regulations, and in consideration of the facts of the matter before them, Tribunes and Stewards will at all times endeavour to apply the principles of what a reasonable person would consider to be a just finding on the intent of the Regulations, irrespective of whether or not they feel that there may be is some defect in the form of the Regulations.

P.8.6 Scheduling of Tribunals

Disciplinary Tribunals will be heard within **twenty one (21)** days after the conclusion of a Meeting, or publication of findings from the Stewards Hearing, whichever is the latter.

Appeals Tribunals will be heard within **twenty one (21)** days after conclusion of a Meeting, or publication of findings from the Stewards or Disciplinary Tribunal Hearing, whichever is the latter.

The Tribunal Registrar may in certain circumstances, reschedule a Tribunal hearing, if done so at least **forty-eight (48)** hours prior to the original date/time scheduled, in consultation with all parties.

A Tribunal Hearing may be organised so as to facilitate either a face to face Hearing, by telephone or by video conference at the discretion of the Chairman of the Tribunal.

A party or a witness may, subject to the prior approval of the Tribunal, take part in the proceedings by telephone or video conference.

All parties will be advised of the Tribunal procedures prior to, or as part of the Hearing opening.

P.8.7 Disciplinary Tribunal Submissions

For any Disciplinary Tribunals arising from Application of a Penalty, or referral from a Stewards Hearing:

- By no later than **5:00pm** on the Wednesday following the meeting end, the defendant will be permitted to make a written submission dealing solely with the matter of the penalty that should be applied as a result of the Stewards Hearing that was conducted at a Meeting.
- The submission on penalty must be sent to the KNSW Tribunal Registrar.

If no submission on penalty is received from the defendant by the time stipulated herein or as may be extended at the absolute discretion of the Tribunal Chairman, the defendant will be considered to have waived their right to make such submission to the Tribunal.

P.8.8 Tribunal Witnesses

Are presumed to be speaking the truth;

May be examined by the party calling them, and shall give evidence directly and/or by answers to questions;

May be re-examined, ie. questioning by the witnesses' own side and is usually confined to clarification of matters raised in cross-examination.

P.8.9 Degree of Proof

In civil cases, the degree of proof is usually required only to be by the preponderance of evidence. They are settled on the balance of probability, ie, what seems most likely from the evidence.

Although some social or sporting stigma may accrue to persons found guilty of a charge under the Regulations of a sporting body, it is not usually sufficient to justify the necessity of proof "beyond reasonable doubt", though such a case could arise.

P.8.10 General Conduct

Though KNSW Tribunals do not have either the status or the authority of Courts of Law, though witnesses can neither be compelled to attend or give evidence, and though many of the parties and the Tribunal members are known to each other more or less well, there can be no justification for informality prevailing at hearings of Tribunals (other than in isolated instances of natural humour).

Formality, the maintenance of form, is a means of ensuring that:

- all the things that ought to be done are in fact done in an orderly manner; and
- that nothing that should not be done is done.

An added effect is that of natural gravity, the ceremony associated with formality always lending to proceedings the appropriate air of seriousness.

Informal proceedings may achieve a just end, but they seldom appear to do so. The Tribunal in such cases loses stature and authority and the law itself becomes, or may become, an object of contempt. The use of first names, the relaxing of basic Regulations of evidence, lapses from decorum, the permissibility granted to interjectors, the acceptance of casual or intemperate behaviours – these add nothing to the Tribunal's stature and take much away from its purposes.

The conduct of any Tribunal is a question for the Chairman, and it is to the advantage of all, if they insist upon the above guidelines being followed.

P.9 Appeals

P.9.1 Types of Appeals

There are **two (2)** kinds of appeals available:

- An appeal from a decision of the Stewards to an Appeal Tribunal;
- An appeal from a decision of a Disciplinary Tribunal to an Appeal Tribunal.

P.9.2 Right of Appeal to an Appeal Tribunal

The right of appeal against a decision made as a result of a Hearing, is available to an appellant following:

- A Stewards Hearing; or
- A Disciplinary Tribunal Hearing.

The right of appeal is available only on the following grounds:

- The severity of the Penalty; and/or
- An error in the application and interpretation of the Regulations; and/or
- Natural justice having been denied at the relevant Hearing.

Neither the appellant nor the respondent may produce any new evidence at the appeal without the prior written permission of the Tribunal. Any such request to produce new evidence must be submitted with the Notice of Appeal. The Tribunal shall not give permission to produce new evidence unless:

- the evidence could not by reasonable diligence have been obtained by the appellant prior to the conclusion of the Hearing; and
- which is of sufficient value that, considered with other evidence which was before the Hearing, the Stewards or Disciplinary Tribunal may have reached a different decision.

KNSW may appeal to an Appeal Tribunal, if they are satisfied that an appeal should be brought in the best interests of Karting. These bodies shall cause notice of an Appeal to be served on the respondent within **thirty (30) days** after the handing down of the decision, setting out the grounds of the Appeal, however they will not be required to pay an Appeal fee.

P.9.3 Procedures, Time Limits and Fees

The form of the Notice of Appeal is available at www.kartingnsw.com.au.

- a) The Notice of Appeal form must be lodged:
 - Within **sixty (60)** minutes of being advised of an outcome from a Stewards Hearing, with the Stewards at the meeting.
 - Within **twenty four (24)** hours of being advised of a Disciplinary Tribunal Hearing outcome in writing, with the Tribunal Registrar.
 - In either case with the accompanying Appeal Fee.
- b) The right to appeal is automatically forfeited, if the appellant does not provide the written Notice of Appeal form and the appeal fee within the specified time, to the Stewards at the meeting or Tribunal Registrar.
- c) The Notice of Appeal from a Tribunal Hearing may be lodged in writing by E-mail to KNSW Tribunal Registrar, as listed in the Regulations.
- d) The Notice of Appeal form must confirm the intention to Appeal, and must contain all matters which the appellant intends to raise before the Appeal Tribunal.
- e) No part of the Appeal Fee will be returned to the appellant if the Appeal is withdrawn at any time or if Appeal Tribunal rejects the Appeal.

- f)** If the Appeal Tribunal finds the Appeal partly founded, the Appeal Tribunal may order a part of the Appeal Fee be returned to the appellant.
- g)** If the Appeal Tribunal upholds the Appeal, the Appeal Tribunal may order all of the Appeal Fee be returned to the appellant.

P.9.4 Appellant Status

- a)** Subject to the provisions of the Regulations, lodgement of the Notice of Appeal to the Stewards or Tribunal Registrar, will not affect the validity or operation of any decision or order of the Stewards or the Disciplinary Tribunal.
- b)** Lodgement of the Notice of Appeal to the Stewards or Tribunal Registrar will only have the effect of suspending the operation of the following types of Penalties:
 - A written warning;
 - A fine;
 - A deduction of series points;
 - A suspension or a disqualification,
 - Until such time as a Penalty or Penalties are either:
 - Confirmed or rejected by the Appeal Tribunal; or
 - The appellant defaults in prosecuting the Appeal.
- c)** An Appeal against any Penalty other than those mentioned in Regulation b) above will not set aside the Penalty pending the outcome of the Appeal.

P.9.5 Appeal Tribunal Powers

An Appeal Tribunal may impose or vary any penalty provided such imposition or variation is within the range of penalties it is empowered to impose pursuant to the provisions of these Regulations.

However, an Appeal Tribunal:

- May not order a Race to be re-run;
- May alter any decision made by an Official or Officials;
- Shall not alter a decision of the KNSW Board.

All parties to the Appeal Tribunal will be bound by the decision, and any consequent orders of the Appeal Tribunal.

P.9.6 Vexatious Appeals

If the Appeal Tribunal comes to the conclusion that the Appeal was frivolous, vexatious or the appellant has acted in bad faith, the Appeal Tribunal may make such a finding and impose on the appellant any Penalty pursuant to these Regulations.

Section R – Race Meets & Officials

R.1 Meeting Requirements

R.1.1 Meeting Permits

It will be the responsibility of the Organiser(s) to ensure that all applicable Track licences & Meeting permits have been applied for and granted, prior to running any Race Meeting.

When applying for a Race Meeting permit, the Organiser(s) must login to the KNSW MyKarting™ Portal and apply/create the specific Meeting(s) Supplementary Regulations.

Once approved, these must be displayed on the Official Noticeboard at the Meeting.

R.1.2 Meeting Types

When applying for a Race Meeting permit, one of the following Meeting Types must be specified:

- **Promotional/Come & Try Meeting**
- **Endurance Meeting**
- **Sprint Race Meeting**
- **Speedway Meeting**
- **RKA Meeting**

R.1.3 Official Noticeboard

Each Track must have an Official Noticeboard at every Meeting.

The Organisers must have a copies of all required documentation on the Official noticeboard, such as:

- Track Map with Track Licence;
- Emergency Contact List;
- Organising Permit;
- Supplementary Regulations;
- Any Addendums and/or Bulletins to the Supplementary Regulations.

R.2 Race Meeting Officials

R.2.1 Overview

It will be the general duty of all Officials, irrespective of the duties assigned to them, and no matter how appointed, to act honestly and in good faith and in accordance with these Regulations, including all Policies and procedures of KNSW and the general interests of the sport of Karting.

In particular, an Official will be bound by the provisions of these Regulations, insofar as the Regulations may relate to offences that may be capable of being committed by an Official.

No Official is to make any comment to, or on any form of electronic media or otherwise, pertaining to any issue arising from a Race Meeting.

R.2.2 List of Officials

The list of Officials whose duty it shall be to direct and control any Meetings may include:

Stewards	Chief Scrutineer	Grid Marshal
Clerk of Course	Scrutineers	Scale Marshal
Assistant Clerks of Course	Fuel Testers	Flag Marshals
Chief Timekeeper	Tyre Testers	Signal Light Operators
Secretary of the Meeting	Refuelling Marshal	Track Marshals
Officials Secretary	Barcoding Official	Pit/Paddock Marshals
Race Director (Titles)	Starter	Noise Control Marshals
Race Prosecutor (Titles)		

R.2.3 Officials Accreditation

All Senior/Regular Officials must be a Minimum of **18 years** of age.

Junior Officials must be a Minimum of **16 years** of age. Their responsibilities will be determined in accordance with the KNSW Junior Officials Policy.

All Officials, except for Stewards, may have assistants to whom any of their duties may be delegated.

All Officials must satisfactorily complete an Officials accreditation course every **two (2)** years, either electronically or in person, in order to retain their Official's accreditation.

KNSW must appoint a State Officials Coordinator. The KNSW Officials Coordinator must be able to officiate as a **Level 2** or higher, Clerk of Course or Steward.

R.2.4 Right of Supervision

In addition to the Officials above, members of the KNSW Officials Committee, have the right to recommend on matters observed at a race meeting (when they are present), especially on matters of safety, for any:

- Person or body of people organising, or taking part in the promotion or organisation of any Competition with a KNSW Permit;
- Person acting as an Official, Competitor or Driver, or any holder of a Licence issued by KNSW in any Competition held under these Regulations.

R.2.5 Essential Officials

The Minimum number of essential Officials at the following Meetings must be:

Meeting Types:

Promotional/Come & Try Meetings, Vintage Events

- An experienced Chief Steward Grade 4 or higher.

Endurance Meetings

- A Chief Steward Grade 3 or higher;
- A Clerk of Course Grade 3 or higher;
- A Chief Scrutineer Grade 4 or higher;
- A Pit Marshal;
- A Refuelling Marshal.

Sprint Race, Speedway & RKA Meetings

- Will be as per the Meeting Level designated.

Meeting Levels:

Social Competition – Level 6

- A Grade 3 or higher Steward or Clerk of Course, or
- **Two (2)** Grade 4 Officials – either Stewards or Clerks of Course.

Club Competition – Level 5

- A Chief Steward Grade 3 or higher;
- A Steward Grade 4 or higher (when more than **fifty(50)** race entries);
- A Clerk of Course Grade 4 or higher;
- A Chief Scrutineer Grade 4 or higher.

Named Events – Level 4

- A Chief Steward Grade 3 or higher;
- A Steward Grade 4 or higher;
- A Clerk of Course Grade 3 or higher;
- A Chief Scrutineer Grade 4 or higher.

Zone Competitions – Level 3

- A Chief Steward Grade 3 or higher;
- A Steward Grade 3 or higher;
- A Clerk of Course Grade 3 or higher;
- An assistant Clerk of Course Grade 3 or higher;
- A Chief Scrutineer Grade 3 or higher.

State Titles – Level 2

- A Chief Steward Grade 2 or higher;
- **Three (3)** Stewards Grade 3 or higher;
- A Clerk of Course Grade 2 or higher;
- **Two (2)** assistant Clerk of Course Grade 3 or higher;
- A Chief Scrutineer Grade 2 or higher.

Australian Titles – Level 1

- A Chief Steward Grade 2 or higher;
- **Three (3)** Stewards Grade 3 or higher;
- A Clerk of Course Grade 2 or higher;
- **Two (2)** assistant Clerk of Course Grade 3 or higher;
- A Chief Scrutineer Grade 2 or higher.

KNSW reserves the right to vary the minimum essential Officials for a Meeting, and for Speedway, Endurance and RKA Meetings, to vary the Minimum gradings required.

Grade 4 experienced officials may be specially approved by the Officials Co-Ordinator, to run Club Competitions, where less than **fifty(50)** karts will be in attendance, at the request of the Organisers.

R.2.6 Appointment of Officials

All Meeting Officials, will normally be nominated by the Organisers.

KNSW will normally review and approve the nominated Officials for a Meeting, however, reserves the right to appoint alternate Stewards, Clerk of Course or Chief Scrutineer.

At any Title Meeting, the Chief Steward, Stewards, Clerk of Course, Chief Scrutineer and other essential Officials may be nominated by the Organiser, but will be appointed and/or approved by KNSW.

At any Meeting the Stewards and the Clerk of Course will be responsible to KNSW.

R.2.7 Plurality of Duties

At Title Meetings, plurality of duties of essential Officials is not permitted. At all other Meetings, it is recommended that plurality of duties is not undertaken by any Official.

At no time may a Steward perform more than one duty.

At Club Competition Meetings, any other Official may act as a Steward for the purpose of the conduct of a Steward's Hearing, provided that the Chief Steward shall perform the duties of Chairman for the Hearing. Such other Official must not be a Competitor who is directly affected by the decision of the Stewards.

R.2.8 Separation of Duties

An Official shall not, at any Meeting, perform any duties other than those which are clearly attached to their appointment(s).

An Official shall not be eligible to compete in any Competition at a Meeting at which they are acting as an Official, except as permitted by these Regulations.

At a Club Competition Meeting:

- A Competitor may act as an Official, except the Clerk of Course, Chief Steward or Chief Scrutineer, provided it is announced at the Driver's briefing and the Competitor is not responsible for any official documentation.
- Where there are less than **fifty(50)** entries, a Competitor may act as any Official, except the Chief Steward or Clerk of Course, providing they possess the appropriate accreditation.

R.2.9 Renumeration of Officials

All Officials, at any Meeting, shall act in an honorary capacity.

All Officials refreshments and meals as required at the Track, are the responsibility of the Organiser(s).

Appointed Meeting Officials:

- Will have any overnight stay accommodation paid by the Organiser(s) and be reimbursed **fifty (\$50)** for evening meal expenses each night of their stay.
- Should be reimbursed for any fuel, toll, or other travel expenses, as determined by receipts or distance travelled.
- Expenses should be paid by the Organiser(s) in cash or EFT (if agreed).

Any other Officials may also be reimbursed for their services by the Organiser(s).

R.3 Officials - Stewards

R.3.1 Powers of the Stewards

The Stewards (in particular the Chief Steward) shall have authority to wholly enforce the Rules and Regulations, including:

- The Supplementary Regulations;
- Any Addendum's issued;
- Any Bulletins issued;
- The Meeting program;
- Additional Drivers Briefing instructions (if any).

They have authority to adjudicate upon any dispute or complaint arising during the Meeting, subject to any rights of appeal, and in particular shall have power in accordance with these Regulations to:

- Keep order in conjunction with the civil authorities, being responsible for public safety and policing of the Meeting;
- Decide what penalty to apply for a breach of these Regulations;
- Recommend that a penalty of suspension of a Competitor and/or Driver be imposed by a Tribunal;
- Amend the Supplementary Regulations in exceptional circumstances;
- Alter the composition of, or consolidate Heats;
- In the event of a dead-heat or tie on points, authorise a resolution in accordance with these Regulations;
- Accept a correction made by a Judge of Fact. (A decision of a Judge of Fact may be altered after consultation between the Chief Steward and the Judge of Fact);
- Amend placing's and awards in accordance with these Regulations;
- Exclude from the Track and its precincts any Competitor or Driver who refuses to obey the order of a responsible Official;
- Prohibit from competing any Driver who, or any Kart which they consider to be dangerous, or is reported as such by the Clerk of Course or a Scrutineer;
- Exclude from one or more Competitions, or for the duration of the Meeting, any Competitor or Driver whom they consider to be, or who is reported to them by the Clerk of Course or Organisers to be, ineligible to take part therein, or whom they consider guilty of misbehaviour or unfair practice;
- Postpone or alter the conditions of a Competition for reasons of safety or Force Majeure;
- Alter the Meeting program at the request of the Clerk of Course or the Organisers;
- Appoint a temporary substitute(s) to replace any Steward(s) not able to perform their duties. Such power shall be exercised by the remaining Steward(s) and shall be used to ensure that there are always at least **two(2)** Stewards of a Meeting;
- Use any video or electronic systems to assist them in reaching a decision;
- Approve the Start of Competition;
- In exceptional circumstances, take the decision to stop or abandon and then re-run that section of an Event, due to Force Majeure;
- Settle any issue which might arise during a Meeting, subject to the 'Right of Appeal' in accordance with these Regulations;
- Appoint and use an Officials secretary to complete paperwork at a Meeting.

The Stewards are not in any way responsible for the Organising of a Meeting, and in carrying out their duties, do not incur any responsibility other than to KNSW that issued the Organising Permit.

R.3.2 The Stewards Report

As soon as practicable, but no later than **five(5)** days after the conclusion of a Meeting, the Stewards shall, with the help of information provided by the Clerk of Course, compile, sign and send a report containing all completed forms, including the results of each Competition together with particulars of all Protests lodged, action taken thereon, Hearings, Penalties imposed, together with any recommendation in respect of such cases.

The report shall also contain the Stewards general comments on the organisation of the Meeting and the exercise of their own powers in relation thereto, and any observations as to the conduct of the Meeting which they consider should be made to KNSW.

Any Appeal fees received in accordance with these Regulations must be submitted as a part of this report.

The Stewards Report must be submitted to KNSW and must not be left in the possession of the Club or the Organisers of the Meeting.

R.3.3 Powers of KNSW Following Stewards Report

If it appears to KNSW from any Stewards Report or otherwise, that a mistake has been made during Competition, or that the results of a Competition have been improperly or incorrectly made out, KNSW shall be entitled to inquire into the matter.

After giving the interested parties an opportunity to be heard, KNSW may make such order as it deems proper, even though no Protest or Appeal may be outstanding.

No inquiry shall be ordered after the expiration of **fourteen (14)** days, after the publication of the results.

R.4 Officials – Clerks & Assistants

R.4.1 Duties of the Secretary of the Meeting

The Secretary of the Meeting shall be responsible for the organisation of the Meeting as regards to Competitors, Officials, material and notices required in connection therewith.

They shall satisfy themselves that the various Officials are acquainted with their duties and are furnished with the necessary equipment and check their Officials identification.

If necessary, they shall assist the Clerk of Course in the preparation of the information required for the Stewards Report.

R.4.2 Duties of the Clerk of Course / Race Director

The Clerk of Course / Race Director is responsible for the general conduct of the Meeting in accordance with the Supplementary Regulations, the Meeting Program and Organising Permit, and in particular, shall:

- Ensure that sufficient appropriately qualified Officials are present for the conduct of the Meeting, and report any deficiencies to the Chief Steward;
- Ensure all Officials are provided with the information & equipment necessary for carrying out their duties;
- Ensure that any Photographers are located in a safe position at all times;
- Before the commencement of practice/Competition, instruct the drivers of the ambulance and pick-up vehicle(s) not to move their vehicles inside the Race Track area whilst Karts are in motion;
- Obtain the approval from the Chief Steward to commence practice or Competition;
- Control all Karts/Drivers and prevent any ineligible Competitor, Driver or Kart from taking part;
- Work in conjunction with (or also be) the Starter regarding all Competition and starting procedures;
- Convey to the Chief Steward any report that deals with the misbehaviour of, or breach of Regulation by, a Competitor or Driver;
- Receive Protests from Competitors and immediately transmit them to the Stewards;
- Provide the information necessary to enable the Chief Steward to compile their report;
- Constantly liaise with the Stewards, in order to ensure the smooth running of all Competitions;
- Discuss with the Chief Steward any proposal to modify the Meeting Program;
- Collect the reports of the Medical Officer for delivery to the Stewards.

Assistant Clerks of Course may be appointed to occupy posts around the Race Track, assigned to them by the Clerk of Course:

- They shall immediately report by any means at their disposal, all incidents and accidents which occur on the section of the Race Track for which they are responsible.
- The Clerk of Course may request a written report of all incidents noticed by the Assistant Clerks of Course.

In the case of a Meeting comprising several differing Events, there may be a different Clerk of Course for each Event type.

R.4.3 Duties of Flag Marshals

Flag Marshals are Officials appointed to give signals by flags and/or lights to the Competitors in accordance with the signals described in these Regulations and consistent with the instructions of the Clerk of Course.

R.4.4 Duties of Signal Light Operators

Signal Light Operators are Officials appointed to operate the master control panel for activating light signals at Race Track Flag points, in lieu of Flag Marshals. The light signals used will be as described in these Regulations and consistent with the instructions of the Clerk of Course.

R.4.5 Duties of the Track Marshals

The Track Marshals shall be responsible for assisting any Karts or Drivers on the Track, if needed.

R.4.6 Duties of a Race Prosecutor

KNSW may appoint one or more Race Prosecutors at Title Meetings.

The Race Prosecutor's principal role is to act on the instructions of the Clerks or other Officials at a Meeting, and appear at a Steward's hearing as an Advocate on behalf of those Officials.

R.5 Officials – Judges of Fact

R.5.1 Duties of Judges of Fact

The Judges of Fact at each Meeting are the Starter, Chief Timekeeper, Chief Scrutineer, Scrutineers, Scale Marshal, Fuel Tester, Tyre Tester, Barcode Official, Noise Control Marshal, Grid Marshal, plus the Pit and Refuelling Marshals for Endurance Meetings.

The above Judges, and any other Judges of Fact will be listed in the Supplementary Regulations and any Addendum's and/or Bulletins issued.

The duty of a Judge of Fact is to decide when or whether a Kart or Driver:

- Has touched or passed a given line; or
- Exceeded a minimum or maximum limit; or
- Not conformed to a given specification; or
- Not complied with some other fact as laid down in these Regulations;

and will raise the appropriate penalty.

A Protest or complaint cannot be made against the decision of a Judge of Fact, and any decision will be accepted as final.

If any Judge considers that they may have made a mistake they may correct it, subject to this correction being accepted by the Stewards of the Meeting. The Stewards may use any video or electronic systems to assist them in reaching a decision.

R.5.2 Duties of the Starter

Depending on each type of Competition, the Starter will:

- Control all Karts/Drivers once they have left the Out-grid, until the time the start signal is given;
- Send the Karts to the start in their correct order and start them;
- Signal the start of Competition in a manner that is fair for all Competitors;
- Signal Competitors with flags, lights and boards as required by these Regulations;
- Fulfill their duties in conjunction with the Clerk of Course;
- Report to the Stewards, any Competitor whose conduct before Start of a Race is not satisfactory, or in breach of the relevant Regulations, and raise an appropriate penalty as required.

R.5.3 Duties of the Chief Timekeeper

Work in conjunction with the Clerk of Course for instructions, after which they are responsible for:

- Setting up and using the timing equipment;
- Starting the timing of Competitions, if so instructed by the Clerk of Course;
- Overseeing the timing of each Competition in accordance with the Regulations;
- Advising on any intermediate times/positions during a Competition;
- Declaration of times taken/positions in order to compile the results of a Competition;
- Preparing and signing timing results and to send them to the Clerk of Course, Stewards or KNSW;
- Communicating any times or results only to the Stewards and the Clerk of Course, or in accordance with their instructions.

R.5.4 Duties of Chief Scrutineer and Scrutineers

The Chief Scrutineer and Scrutineers are generally responsible for ensuring compliance of each Kart and associated equipment (including apparel), with the Regulations, prior to, during or after any practice or Competition.

They must:

- Be fully conversant with all technical requirements that Karts and Drivers must meet prior to any practice or Competition under KNSW Regulations.
- Conduct any inspections in a courteous and professional manner.
- Be proficient and trained in the use of equipment necessary to check compliance commensurate to their Grade.
- Be conversant with the use of all Penalty and Technical paperwork available/required.

Note that the duties of Chief Scrutineer, Scrutineers, Scale Marshal, Fuel Tester, Tyre Tester, Barcode Official, Noise Control Marshal and (Refuelling Marshal) may be combined at the discretion of the Chief Scrutineer.

The responsibilities of the **Chief Scrutineer** shall include:

- At the start of a Meeting report to the Clerk of Course and Chief Steward;
- Make inspections before, during or after a Meeting;
- Use only such measuring instruments and/or procedure as may be specified or approved by KNSW, or as deemed necessary by the Chief Scrutineer to determine compliance;
- Communicate official information only to KNSW, the Organisers, the Stewards and Clerk of Course;
- Prepare the relevant information from their inspections and forward to the Stewards or the Clerk of Course as may be appropriate.

See [Officials Scrutineers - Section R.6](#) for a complete list of KNSW Scrutineer gradings and duties.

R.5.5 Duties of Scale Marshal

The Scale Marshal reports to the Chief Scrutineer and is responsible for weighing and recording the weight of each of the Karts and Drivers, in accordance with these Regulations.

Competitors must weigh to the scales of the day.

Should a Competitor fail their first weigh-in, they may request **one (1)** additional weigh-in in the presence of a Steward. If both weigh-ins fail a penalty will be raised.

R.5.6 Duties of Fuel Tester

The Fuel Tester reports to the Chief Scrutineer and:

- Will be responsible for checking a Competitors Fuel used as per [Technical Regulations - Section T.4](#);
- Can ask for a Fuel receipt to be produced, especially if Control Fuel is used;
- Each Kart being checked will be tagged, before a Fuel sample is taken directly from the Fuel tank;
- The Competitor/pit crew will be asked to provide further details such as the brand of Oil, what ratio to Fuel is used and where the Fuel was purchased from. This must be provided.
- The Fuel tester will perform the various checks required, and if no issues found, remove the tag and release the Kart.
- If any issues are found, these will immediately be reported to the Chief Scrutineer for non-compliance.

R.5.7 Duties of Tyre Tester

The Tyre Tester reports to the Chief Scrutineer and will:

- Be responsible for inspecting any defective/damaged tyres;
- Notify the Chief Scrutineer of any replacements required as per [Technical Regulations - Section T.5](#);
- Notify the Grid Marshal of any Class Starting Grid changes, if any replacements require it.

R.5.8 Duties of the Barcode Official

The Barcode Official reports to the Chief Scrutineer and:

- Is responsible for checking tyre barcodes, plus engine, chassis and exhaust seal barcodes (if used), as Karts enter the In-Grid, Out-Grid or other controlled areas (as required);
- Uses the KNSW barcode scanners and computer system (if available), including pre-loading of data from the KNSW Portal for larger meetings;
- Immediately report any issues, discrepancies or defective barcodes to the Chief Scrutineer.

R.5.9 Duties of Noise Control Marshal

The Noise Control Marshal reports to the Chief Scrutineer and is:

- A Judge of Fact, as to the noise level recorded by any individual Kart as per [Technical Regulations - Section T.6](#);
- Responsible for monitoring and reporting on noise levels of all Karts.

R.5.10 Duties of the Refuelling Marshal (Endurance Only)

The Refuelling Marshal reports to the Chief Scrutineer and is responsible for monitoring and controlling the re-fuelling area.

R.5.11 Duties of the Grid Marshal

The Grid Marshal is responsible for the marshalling of the Karts in their correct grid positions and controlling Karts until such time as they are placed in the hands of the Starter.

They need to co-operate with the other Meeting Officials, such as Clerk of Course, Starter and Scrutineers.

R.5.12 Duties of the Pit Marshal

The Pit Marshals are responsible for the general organisation, layout and control of the pit/paddock area and will normally liaise with the Organiser.

R.6 Officials – Scrutineers

The hierarchy of control for KNSW Technical administration is as follows:

- **KNSW Technical Advisor - Technical Governance of KNSW**
- **Scrutineer Grade 1 – Technical Compliance & Verification**
- **Scrutineer Grade 2 – Kart and Internal Engine Compliance**
- **Scrutineer Grade 3 – Kart & External Engine Compliance**
- **Scrutineer Grade 4 – Kart Compliance**

These positions and checks/duties required are listed below, starting with the minimum grading required.

R.6.1 Scrutineer Grade 4

This is a **Club** Scrutineer tasked with checking Kart compliance to Section T of the KNSW Rule Book. Some of the checks that can be performed and the knowledge required is:

Standard compliance:

- Check restrictors and sizes in the various classes;
- Barcode on tyre check(s);
- The air box tube length (with gauge) and check to see if correct filter is inside;
- Tyre track on Junior and Senior Karts ;
- Carry out general safety checks including:
 - Hydraulic brakes having a safety wire;
 - Brake pad retaining device;
 - Camera positioning and tethering;
 - Exhaust pipe tethering;
 - All fuel lines must be cable tied;
 - Transponder and bracket mounting;
 - Floor tray bolts, no more than 2 threads exposed if facing downwards;
 - Washer sizes between the seat and frame;
 - Steering shaft is secure and has a safety collar.
- Spark plug lengths;
- Checking fuel receipts when control fuel is in use;
- Carry out tyre scanning, engine tagging & chassis tagging;
- Supervise Nose Cone - Drop Down checks;
- Knowing where to find the relevant Rule(s) in the Regulations;
- Prepare the relevant information/paperwork from their inspections and forward to the Stewards or the Clerk of Course as may be appropriate;
- Establish and enforce Parc Fermé when required.

Engine checks are limited to:

- Checking restrictor compliance;
 - Checking Air Box compliance;
 - Checking Spark plug engagement depth.
- (Go – Nogo gauges are provided by KNSW for the above checks.)

Accreditation Requirements:

- Completed KNSW on-line Level 4 Scrutineers accreditation course.

Authority Level:

- Can act as Chief Scrutineer at:
 - Social Competition – Level 6
 - Club Competition – Level 5
 - Named Events – Level 4

R.6.2 Scrutineer Grade 3

This is a higher-level Scrutineer that can carry out all the duties of a Scrutineer Grade 4, as well as more detailed Kart & external engine checking that does not require engines to be disassembled.

They need to be conversant with the following:

- The current Karting manual, addendums and all engine specification/homologation documents;
- Proficient in the use of all tools, equipment and procedures required to carry out the required inspections;
- The use of all Penalty and Technical paperwork;
- Understand the Regulations pertaining to the eligibility of equipment used in all classes.

Duties:

- Carry out all duties of a Scrutineer Grade 4;
- Perform engine field tests for technical compliance:
 - Perform engine squish;
 - Perform CC testing;
 - Check engine ignition timing;
 - Check carburettors for compliance.
- Carry out fuel testing;
- Carry out tyre testing using "Tyre Sniffer or Durometer";
- Carry out testing for Glycol in Kart radiators;
- Assist and train Grade 4 Scrutineers in their duties and help with any concerns that may arise during a Meeting;
- Being able to assist in the organisation and delegation of work for all Scrutineers during a Meeting;

Accreditation Requirements:

- Worked as Scrutineer Grade 4 for a minimum of 1 year (or other approved experience);
- Worked at Zonal level or higher Meetings;
- Trained and Certified competent in technical engine measuring skills by KNSW assessor.

Authority Level:

- Can also act as Chief Scrutineer at:
 - Meetings for a Scrutineer Grade 3;
 - Zone Competitions – Level 3.

R.6.3 Scrutineer Grade 2

This is a higher-level Scrutineer who can carry out all the duties of a Scrutineer Grade 3, but is also capable of comprehensive engine checking that requires engines to be disassembled.

Duties:

- Carry out all duties of a Scrutineer Grade 3;
- Performs full strip down engine inspections.;
- Competent to complete the correct technical paperwork, for any non-compliance or conformance;
- Proficient in presenting a Technical Report to a Tribunal;

Accreditation Requirements:

- Worked as Scrutineer Grade 3 for a minimum of 1 year (or other equivalent experience);
- Worked at Zonal level or higher meetings (or other equivalent experience);
- Trained and Certified competent in technical engine strip and measuring skills by KNSW assessor.

Authority Level:

- Can act as Chief Scrutineer at all Meetings including State and Australian Titles.

R.6.4 Scrutineer Grade 1

This is the highest level Scrutineer and covers all requirements of a Scrutineer Grade 2, as well as being the final adjudicator on all technical issues.

Duties:

- Assist KNSW Prosecutor in technical matters;
- Train Grade 1,2 & 3 Scrutineers;
- Be the reference where all suspected technical Non-Compliance matters are sent for verification;
- Responsible for verification of any technical non-compliance referred by a lower level Scrutineer;
- Attends National Level Meetings;
- Provide technical advice and interpretation to all levels of Scrutineers.

Accreditation Requirements:

- Worked as Scrutineer Grade 2 for a minimum of 3 years (or other equivalent experience);
- Worked at various major Meetings, including State & Australian Titles;
- Appointed by KNSW Board.

Authority Level:

- Can act as Chief Scrutineer at all Meetings including State and Australian Titles

R.6.5 KNSW Technical Advisor

Role:

- Is responsible for Technical Governance of KNSW and is a liaison between the Technical team and the KNSW Board.

Personal Attributes:

- ✓ Reliable and self-motivated.
- ✓ Good communication skills.
- ✓ Superior problem-solving skills.
- ✓ Strong leadership qualities.
- ✓ Strong Technical background.
- ✓ Strategic thinker.
- ✓ Strong people-management skills.
- ✓ Strong organisational skills.
- ✓ High Moral and Ethical standards.

Skills / Knowledge:

- ✓ Qualified as Grade 2 Scrutineer (or other equivalent experience).
- ✓ Thorough knowledge of KNSW Technical Rules.
- ✓ Intimate knowledge of the karting industry .
- ✓ Intimate knowledge of engine builders.
- ✓ Sound Technical background and training.

Duties:

- Responsible for maintenance of Engine Technical regulations.
- Responsible for maintenance of KNSW Rule Book Technical regulations.
- Responsible to make recommendations the KNSW Board on Technical aspects of the sport.
- Responsible to approve all Scrutineer upgrade requests.
- Represent KNSW at Tribunals and Appeals.
- Review all Technical Rule Change requests and make considered recommendations to KNSW Board.
- Maintain a register of all equipment requiring calibration.
- Arrange calibration of all equipment at required frequencies.

Accreditation Requirements:

- Appointed by KNSW Board.

R.7 Officials Licensing

Please refer to the Officials Handbook, which outlines all current procedures and guidelines.

R.7.1 Accreditation & Upgrade Procedure

The Officials Licence accreditation procedures have been implemented to clearly define the prerequisites required to retain or upgrade an Officials Licence.

An Official may hold different licence levels for different disciplines of officiating at any one time (e.g. they could be a **Level 1** Clerk of Course and also a **Level 3** Steward.)

Accreditation only lasts for **24 calendar months** from the date of initial training.

Recognition of Prior Learning / Experience may only be considered if all stated relevant Licence requirements can be proven to have been met, and will be assessed by the KNSW Officials Coordinator.

For Scrutineers:

- All applications are via the KNSW State Technical Officer (or Assistant);
- Re-accreditation can be conducted at major race Meetings when the State Technical team is in attendance or at Club training days.

R.7.2 Downgrade, Suspension or Revocation Procedure

A Licence downgrade, suspension or revocation must only relate to either of the following:

- Failure to adequately and competently perform the duties required for their appointed position and current licence grading at any KNSW Meeting;
- Failure to successfully officiate at the Minimum number of Meetings required to retain their current licence grading, unless approved by the KNSW Officials Coordinator.

Any action to downgrade, suspend or revoke the Licence of an Official must take place within a reasonable period of time.

Officials cannot be represented by an Advocate.

Any appeal from these proceedings disciplining Officials, can only be made in writing to the KNSW Officials Coordinator:

- Such appeal must be received within **fourteen (14) days** of receipt of the written notification of downgrade, suspension or revocation of the Official's Licence;
- Upon receipt it will be referred to the KNSW Tribunal Registrar for determination.

When an Officials Licence is downgraded for more than **two (2) months**, the process to upgrade must begin from the level downgraded to, unless otherwise instructed by the KNSW Officials Coordinator.

Section T - Technical Regulations

T.1 Kart Standard – Overview

The KNSW Kart Standard applies to all Karts whether practicing or competing, in accordance with these Rules and Regulations.

Individual Class Regulations or Rule Sections may specify additional/alternate Technical requirements.

Anything which is not expressly allowed in the Technical, Engine and Class Regulations is forbidden.

T.1.1 New Part Introduction

Any new part that has a perceived performance enhancement capability will only be permitted to be utilised in KNSW sanctioned events - after the KNSW New Product Introduction (NPI) evaluation process has been conducted.

Such process will include a safety evaluation amongst other criteria and then be formally approved for use by the board of KNSW. Contact KNSW for more information.

T.1.2 Responsibility

Each Competitor is responsible for all safety aspects of that Competitors Kart and Driver at all times.

T.1.3 Repairs

Any repairs or replacements must respect the original components and take full account of any engineering integrity and safety.

Where applicable, they must always be approved by the Chief Scrutineer.

T.1.4 Materials

Metallic Materials - Shall mean either steel, aluminium or magnesium only.

Weight Materials – In order to reach minimum Kart Weights, only lead or aluminium material is permitted.

Composite Materials - Are defined as a material consisting of a resin and fibrous material, taking the form of a chopped strand mat, cured to form a rigid shape.

The following components may be constructed of a composite material:

- ✓ **Seat, nassau panel, side pods, floor pan, brake pads, camera mount.**

Only the following components may be constructed of a Carbon Fibre material:

- ✓ **Seat, nassau panel, floor pan, gear shift arm/lever.**

Plastic Materials - Any plastic, and/or plastic component must be splinter and shatter proof.

The following components may be constructed of a plastic material:

- ✓ **Nassau panel, side pods, rear impact protection.**

The following components must be constructed of a plastic material having radiused corners:

- ✓ **Nose cone, number plates, Chassis skid plates.**

Ceramic Materials - No rotating ceramic parts are permitted.

No ceramic bearings, be they full or hybrid, are permitted.

Exotic Materials - The following exotic materials are not permitted, unless allowed by a Regulation:

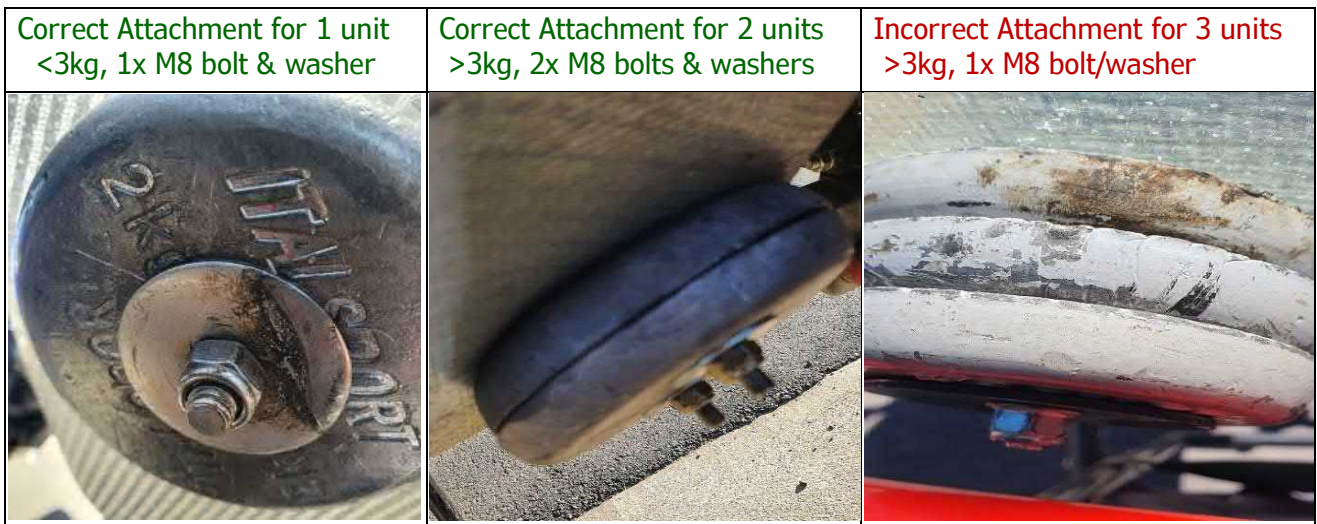
- | | |
|--|------------------|
| ➤ Titanium or any of its alloys | ➤ Rhenium alloys |
| ➤ Metal Matrix Composite Materials | ➤ Tungsten |
| ➤ Inter-metallic materials | ➤ Uranium |
| ➤ Iridium alloys (excluding spark plug electrodes) | ➤ Cadmium |
| ➤ Alloys containing more than 5% Beryllium | ➤ Asbestos |

T.1.5 Weights

The Weights measured on the official scales at each meeting, shall be final with no recourse allowed.

- a) All Karts and their Drivers must run to a minimum Weight, as defined in each Class/Division or the Supplementary Regulations.
- b) In some Classes/Divisions, the Kart weight alone, must also be under a maximum Weight.
- c) For Endurance Karts running under the 4SE Regulations, [Section C.12 4SS \(4 Stroke Sprint\)](#) or [Section C.13 Tillotson](#), see the [4SE Regulations Section 4E.7](#) for additional weight attachment specifications.
- d) For all other classes, the minimum Weight must be attained with one or more blocks of Weight, provided:
 - ✓ No single block (or combination of blocks) may weigh more than **5.0kg**;
 - ✓ Multiple **5.0kg** single blocks (or combination blocks of up to **5.0kg**) are permitted, providing they are each attached separately;
 - ✓ The weight blocks are only permitted to be attached to the frame or the seat, with high tensile M8 bolts using nyloc nuts;
 - ✓ The bolts/nuts must be firmly tightened/fastened at all times (with double nutting recommended);
 - ✓ A minimum **30mm** outside diameter metallic washer must be fitted between the:
 - Bolt head and the seat/frame;
 - Weight block and the nyloc nut;
 - ✓ **One (1)** M8 bolt fixing point is required to hold a maximum **3.0kg** weight block;
 - ✓ **Two (2)** M8 bolt fixing points are required to hold a weight block between **3.01kg** and **5.0kg**.

Examples:



T.1.6 Nuts and Bolts

- a) A minimum of **two (2)** threads of a bolt must be showing past the nyloc nut once fixed.
- b) If more than **two (2)** threads of a bolt are showing, then the exposed thread must have an additional protective cover, such as fuel line.

T.1.7 Specific "Non-Permitted" Items

Suspension- Apart from the steering system, any device, system or item which provides relative movement between a wheel and the Kart frame.

Rear Wheel Steering- Any device, system or item which is deemed as providing a rear wheel steering effect.

Front Wheel Drive- Any device, system or item which provides forward traction to any front wheels.

Communication and Telemetry- Any device, system or item which provides either voice or data transmission to or from the Kart and/or Driver at any time (with the exception of official timing equipment, listen only race control radio or allowed by a Class Regulation).

Chain Oilers- Any device, system or item which provides a chain oiling function whilst the Kart is on Track (unless allowed by a Class Regulation).

Mirrors- Any device, surface or item which is deemed for the purpose of providing rearward vision.

Hazardous item- Any appendage, protrusion, surface, extension, device or item which is deemed hazardous to any other Karts or drivers.

T.1.8 Karts Modified for Special Needs Drivers

Any Kart modified for a special needs Driver must be certified by the State Technical Officer, before it is used at any Track.

- a) Any specific Kart modifications will need a Certification document. This must be presented at scrutineering before all events and/or be available prior to the start of any testing/practice. It must be made available to KNSW Officials on request.
- b) All four number plates must include a bright red triangle in the top right hand corner.

T.2 Kart Standard – Chassis

T.2.1 Frame

- a) The Chassis must:
 - Consist of a single Frame constructed entirely from steel, and be in good condition.
 - Not extend sideways beyond the outside wall of any tyre.
- b) The following items must be mounted with appropriate sized fixings directly to the Frame:
 - **Engine** ➤ **Steering** ➤ **Front and Rear Axles**
 - **Seat** ➤ **Pedals** ➤ **Bodywork**

T.2.2 Frame Replacement

- a) It is permitted to replace a Frame which suffers damage during a Meeting, provided that the damaged Frame has been inspected, and deemed by the Chief Scrutineer to:
 - Be unsafe;
 - Be beyond repair in the time available before the Competitors next session.
- b) Before continuing Competition, the Kart with the replacement Frame must be re-scrutineered, and the Grid Marshal advised.
- c) The Competitor with the replacement Frame, must start their next Competition, at the Rear of the Grid.

T.2.3 Dimensions

- a) With the Kart placed on a flat surface and the tyres inflated to the manufacturers recommended inflation pressure, the entire Kart must fit within a right angled box of the following dimensions:
Length: 2250mm Width: 1400mm Height: 710mm from the ground
- b) **Wheelbase**
 The wheelbase is defined as the dimension between the centre of either the left hand side front and rear wheels, or the right hand side front and rear wheels, with the steering set to straight ahead.
 - ✓ **The standard wheelbase must be between 880mm and 1270mm.**
 - ✓ A wheel base shorter than **880mm** may only be used in the Bambino Class for unofficial practice.
- c) **Track Width**
 The track width is defined as the dimension between the centres of each pair of front and/or rear tyres. The front and/or rear track width must be no less than two thirds (**66.6%**) of the wheelbase measurement taken at the same time.

T.2.4 Seat

- a) Must be fitted and:
 - ✓ Located such that the Drivers hips are in front of the rear axle;
 - ✓ Minimise lateral and rearward movement of the driver;
 - ✓ Be constructed in such a manner to safely cope with all applied loads under all conditions;
 - ✓ Have a plate placed either side between the seat and the frame mounting points which must:
 - be steel or aluminium and be at least **1.0mm** thick;
 - have a single central hole for the mounting bolt to pass through;
 - be at least **35.0mm** diameter.
- b) May only have the following items mounted to it:
 - ✓ **Weights, Ignition module, Overflow bottle, Camera mounts.**
- c) The mounting of any items must not compromise the structural integrity of the seat.

T.2.5 Wheels

A Kart must have **four (4)** wheels and tyres.

- a) All wheels must be made of a metallic material.
- b) Any Wheel Hub bolts, studs and/or nuts must be a minimum of **Grade 8.8**.

c) Front wheels

- ✓ May be mounted via Stub Axles or Wheel Hubs;
- ✓ Shall revolve on ball or roller type bearings on each front stub axle;
- ✓ Wheel Hubs must be retained by a nyloc nut.

d) Rear wheels

- ✓ Will be driven directly by a single axle shaft via a Wheel Hub;
- ✓ Shall be secured to the Wheel Hub by bolts or studs with nuts.

e) Tyre Bead Retention

Where required by a Class Regulation, Wheels must incorporate tyre bead retention on the outer rim and the:

- ✓ Bead retention must be achieved by the use of at least **three (3)** screws of at least M4 size, threaded through the outer wheel rim immediately behind the tyre bead.
- ✓ Angular separation between each screw must be no more than **120 degrees**.
- ✓ Thread of the screws must protrude inside the wheel rim by at least **3.0mm**.

T.2.6 Axles

- a) Must not protrude beyond the outer edge of any tyre.
- b) Each front stub axle must pivot about a single point on the frame.
- c) The rear axle must be Steel, however some Class Regulations also allow the use of Aluminium axles.

Steel Axles	Aluminium Axles
The external diameter of a solid axle must not exceed 30.0mm. If tubular must conform to one of the following sizes: <ul style="list-style-type: none"> • OD 50.0mm / Maximum ID 46.25mm • OD 40.0mm / Maximum ID 36.25mm • OD 35.0mm / Maximum ID 29.0mm • OD 30.0mm / Maximum ID 24.0mm 	Must have: <ul style="list-style-type: none"> • An external diameter of 40.0mm; • A wall thickness of at least 4.85mm – except under a keyway; • A maximum internal taper of 25.0mm from each end of the axle shaft.

- d) The wheel hub is to be keyed as well as clamped to the rear axle.
- e) Where axle keys are not the same length as the keyway, or there is a risk that the key may become dislodged, a hose clamp or other positive method of key retention is required.

T.2.7 Bodywork

Only the following bodywork or aerodynamic aids are permitted:

- **Nose Cone**
- **Nassau Panel**
- **Side Pods**
- **CIK Rear Impact Protection**
- **Floor Pan**
- **Skid Plates/Pads**
- **Rear Crash Bar**

T.2.8 Nose Cone

Must be fitted & attached to the Frame with the manufacturer supplied mounting kit.

- a) No form of strengthening or additional support is permitted.
- b) A single cable-tie (see picture) must be secured around the top of each clamp and the chrome bar, to stop detachment from the kart.
- c) The adjustable hook clamps must be opened and closed by hand only, without the use of any tools. These cannot be cable-tied closed.
- d) Must be of sound construction, unmodified, with a uniform and smooth surface and not incorporate any splits or holes, other than for fixing.
- e) Must not be treated in any way to prevent chemical softening.
- f) Any repairs must be approved by the Chief Scrutineer.
- g) Must comply with the dimensions as illustrated in [Section T.10.1](#):
 - ✓ Must not protrude above the plane (A-A) through the top of the front and rear tyres, with the front tyres in a straight ahead position.
 - ✓ Must have no material (including the mounting system) lower than **15mm** off the ground (B) with the tyres inflated to the manufacturers recommended minimum inflation pressure.
 - ✓ Must not overhang the front axle by more than **650mm** (L).
 - ✓ Must be a minimum width of **500mm** and be no wider than the plane passing through the outer edge of the front tyres in their straight ahead position.



T.2.9 Nose Cone – CIK-FIA Drop Down

This Nose Cone kit must be used for Sprint Racing meetings only when specified in the Supplementary Regulations. If used, then:

- a) The use of the CIK-FIA homologated Nose Cone mounting kit (the “Mounting Kit”) of the bodywork homologation period **2015 – 2021**, is mandatory.
- b) From the start of the first Heat until the conclusion of the Final, each driver must enter the out-grid area with the Nose Cone detached from their Kart.
- c) A pit crew member, or the driver themselves, must mount the Nose Cone in the out-grid area under the supervision of a Scrutineer or an appointed Official.
- d) From the commencement of the first Heat onwards, the Nose Cone must be in the correct position at all times during a Competition ([see Section T.10.8](#)).
- e) If a Judge of Fact reports that the Nose Cone on one or more Karts, was **no longer in the correct position**, as the Karts return to, or arrive at the in-grid, an automatic penalty will be imposed on the Driver(s) concerned.
- f) Should a Driver be found/proved to have **intentionally replaced/adjusted a Nose Cone to the correct position**, any time during a Competition, or as their Kart returned to, or arrived at the in-grid, they will be given a penalty of exclusion.

Any of the above penalties will not be subject to Protest or Appeal.

T.2.10 Side Pods

a) Side Pods - Must:

- ✓ Be fitted and be separate from the floor pan;
- ✓ Not cover any part of the driver when seated normally in the Kart;
- ✓ Not have any part of the Frame, or side pod mounting bars on the outside of its widest surface;
- ✓ Allow the Frame to remain fully visible when viewed from underneath;
- ✓ Consist of **two (2)** side faces, a top and a bottom.

The outer side face must be uniform, smooth and vertical with a tolerance of **+/-5deg**;

The outer side face may have:

- ✓ A groove along its length no larger than **30mm by 30mm**;
- ✓ A passage for an external starter shaft, which must not obscure any racing number;
- ✓ Holes of maximum diameter **8mm** for the sole purpose of mounting bolts;
- ✓ M8 Button Head or smaller shaped protrusions;
- ✓ Additional stickers or paintwork.

a) Dimensions – Must:

- ✓ Comply with the specifications as illustrated in [Section T.10.1](#);
- ✓ Not extend past the outside edge of the rear tyres (dry tyres only);
- ✓ Not protrude outside the plane (E-E) passing through the outer edge of the rear tyres. (This Regulation does not apply when Wet Weather Tyres are fitted);
- ✓ Not protrude above the plane (A-A) through the top of the front and rear tyres, with the front tyres in a straight ahead position;
- ✓ Have no material (including the mounting system) lower than **15mm** off the ground (B) with the tyres inflated to the manufacturers specifications;
- ✓ Be at least **100mm** off the ground (H), along the entire top surface, with the tyres inflated to the manufacturers specifications;
- ✓ Be at least **50mm** wide (G) along their entire length;
- ✓ Form a gap to the rear tyre which is no greater than **80mm** (D) measured at the wheel centre height;
- ✓ Cover at least **70%** of the distance between the front and rear tyres, when measured along the line between the front and rear wheel centres;
- ✓ Have all edges and corners radiused to a minimum of **5mm**.

b) Mounting Bars - Must:

- ✓ Attach to the Side Pods at a minimum of **two (2)** locations;
- ✓ Be less than **30mm** diameter;
- ✓ Not be drilled for lightness and have open ends radiused;
- ✓ Be pinned or bolted to the Frame at each end of the bar, with a bolt facing either upwards, downwards or horizontal;
- ✓ Have a multi-strand wire tether through the spring mounts, if the Chassis uses springs as the primary mounting method.

T.2.11 Nassau Panel

Must be fitted at all times in accordance with the Chassis manufacturers specifications and must:

- a) Be securely fastened with either bolts or split pins, no cable ties may be used.
- b) Not restrict the drivers vision in any way when:
 - ✓ Seated normally in the Kart;
 - ✓ Entering or exiting the normal seated position in the Kart.
- c) Be no wider than:
 - ✓ **300mm** for Competitions on bitumen Tracks;
 - ✓ **500mm** for Competitions on dirt or Speedway Tracks.
- d) Be no higher than the dimensions detailed in [Section T.10.1](#).

T.2.12 Floor Pan

Must be fitted at all times, be in good condition and:

- a) Be a continuous, uniform, non-perforated rigid sheet that does:
 - ✓ Not extend beyond the inside of the Frame rails;
 - ✓ Not allow any void large enough for any part of a driver's body to pass through.
- b) It must be constructed of either:
 - ✓ Steel with a minimum thickness of **0.5mm**;
 - ✓ Aluminium with a minimum thickness of **1.2mm**;
 - ✓ Fibreglass with a minimum thickness of **2.0mm**;
 - ✓ Carbon Fibre with a minimum thickness of **1.2mm**.
- c) All floor plan bolts must be secured with nyloc nuts and if the thread is facing down, there must be no more than **two (2)** threads exposed past the nyloc nut.

T.2.13 Rear Crash Bar (Metallic)

- a) May be used at all Race Meetings, Events, Practice and Come & Try Sessions by:
 - ✓ 4SS Sprint Classes;
 - ✓ All Endurance Classes;
 - ✓ All Speedway Classes;
 - ✓ All RKA Classes;
 - ✓ All Vintage Classes;
 - ✓ All Karts fitted with **two (2)** engines.
- b) May be used only at Practice and Come & Try Sessions (not part of a race meeting) by all Classes.
- c) Rear Crash Bars must:
 - ✓ Be bolted or clamped at all fixing points;
 - ✓ Not extend past the outside edge of the rear tyres (dry or wet weather). See plane E-E in [Section T.10.1](#) diagram for clarification;
 - ✓ Not have any sharp edges;
 - ✓ Not incorporate metal tubes greater than **20.0mm** diameter;
 - ✓ Not have any part or item including the mounting drilled for lightness.
- d) They may incorporate safety rollers which must:
 - ✓ Be no larger than **50.0mm** diameter;
 - ✓ Meet the dimensional requirements above.
- e) It is recommended that a secondary restraint is used in securing the Rear Crash Bar.

T.2.14 CIK Rear Impact Protection

- a) Must be fitted by all Sprint Classes (but optional for 4SS), during Race Meetings and Events.
 - May optionally be used by any other Karts/Classes, and any Kart fitted with **two (2)** engines.
- b) Must be a CIK-FIA (or ASN affiliated) Homologated rear impact protection device, which may also be adjustable.
- c) The rear impact protection device must:
 - ✓ Comply with the CIK-FIA Technical Regulations, and be fitted as per the manufacturers instructions;
 - ✓ Have a uniform and smooth surface; and must not have any holes or cuttings other than those necessary for its attachment and/or present at the homologation;
 - ✓ Be attached to the frame in at least **two (2)** points by supports homologated with the protection and made of plastic, steel or aluminium (possibly by a supple system) on the 2 main tubes of the chassis;
 - ✓ Not extend past the outside edge of the rear tyres (dry or wet weather). See plane E-E in [Section T.10.1](#) diagram for clarification;
 - ✓ Always provide rear impact protection to the satisfaction of the Chief Scrutineer.

- d) It is not permitted to modify the chassis to fit the device (chassis modification only allowed by the Manufacturer of the chassis, in the respect of the Homologation Form and of possible Extensions).
- e) The gap between the front of the device and the rear wheels surface must be:
 - ✓ **15mm** Minimum, **150mm** Maximum.
- f) It is recommended that a secondary restraint is used in securing the device.

T.2.15 Skid Plates/Pads

May be fitted and must not provide any aerodynamic benefit.

- a) Must not pass under the brake disc or drive chain/belt and have no part of their mounting system lower than the bottom of the Frame.

T.2.16 Steering

The steering system must be operated by the drivers hands and consist of the following components:

- a) **Steering Wheel** - Is the Steering control device directly held in the drivers hands:
 - ✓ Handlebar type steering wheels are not permitted;
 - ✓ Must have a continuous outer rim;
 - ✓ Must allow a drivers hands to fully grip the rim;
 - ✓ May take any shape judged as reasonable by the Chief Scrutineer;
 - ✓ Must connect to the Steering Wheel Hub using the manufacturers fitment requirements.
- b) **Steering Wheel Hub** - Connects the Steering Wheel to the Steering Shaft:
 - ✓ Unless otherwise permitted, must be metallic;
 - ✓ Must be secured to the Steering Shaft with at least a **Grade 8.8** bolt of at least **6.0mm** diameter with an appropriate nyloc nut. The bolt must be fitted through the Hub 'top to bottom';
 - ✓ Alternately, may be welded directly to the Steering Shaft.
- c) **Steering Shaft** - Must rotate on its axis converting the driver control input into Steering Arm movement:
 - ✓ If tubular, must be a minimum of **18.0mm** diameter and made of at least **1.5mm** thick steel wall;
 - ✓ If solid metallic have a diameter of at least **16.0mm**;
 - ✓ May have a cross drilled hole for the purposes of attaching the Steering Wheel Hub;
 - ✓ Must be connected to the frame with suitably sized bushes or bearings;
 - ✓ Must include a collar or retaining device, fitted within **5mm** of the lower edge of the upper steering shaft bush, to prevent detachment from the frame.
- d) **Steering Arms** - Connect the Steering Shaft to the Front Stub Axles and:
 - ✓ Must be metallic or Nylon only;
 - ✓ If constructed of:
 - **Steel** - must have a diameter of at least **8.0mm**, unless tubular, in which case the diameter must be at least **10.0mm**, and wall thickness must be at least **2.0mm**;
 - **Aluminium** - must have a diameter of at least **10.0mm**, unless tubular, in which case the diameter must be at least **12.0mm**, and wall thickness must be at least **2.6mm**;
 - **Nylon** - must be of solid construction (cannot be hollow), must have a diameter of at least **16.0mm** and must be attached to the rod ends via a connector of metal construction (rod ends cannot be screwed directly into Nylon);
 - ✓ King Pins and Rod Ends must utilise bolts of at least **8.0mm** diameter;
 - ✓ Bolts must be at least **Grade 8.8** with an appropriate nyloc nut;
 - ✓ Rod ends must have at least **8.0mm** of engaged thread of the steering arm;
 - ✓ Rod ends of the following type are not permitted: Peg, Plastic/Nylon, Pressed Metal.

T.2.17 Throttle

Must be operated by the driver's foot unless otherwise approved by KNSW.

- a) A foot throttle pedal must remain wholly within the limits of the Frame, including the front crash bar.
- b) Must incorporate a spring mechanism which immediately returns the throttle pedal to its non-actuated (idle) position when pedal pressure is removed.

T.2.18 Brakes

Brakes must be fitted and operational at all times and:

- a) Be either hydraulic or mechanically operated Disc Brakes:
 - CIK-FIA homologated brake systems/components are permitted;
 - Duracan brake components are not permitted.
- b) Act simultaneously on the rear wheels only, unless front brakes are allowed in the Class Regulation.
- c) Be operated by the driver's foot, unless otherwise approved by KNSW:
 - Where specifically allowed, front brakes may be operated by either the driver's foot or hand;
 - A foot brake pedal must remain wholly within the limits of the Frame, including the front crash bar.
- d) Use at least Grade 8.8 bolts, studs and nuts exclusively:
 - ✓ All fasteners must be safety wired or fitted with nyloc nuts;
 - ✓ Hollow pins must be safety wired or pinned.
- e) Where a Class Regulation allows **two (2)** engines, if no front brakes are fitted then dual rear brake systems must be fitted and be operational, otherwise a single rear brake system is permitted in combination with operational front brakes. This Rule does not apply to the Endurance Class.
- f) **Brake Pads**
 - Brake pad retaining bolts must be fitted with a sleeve.
 - Shoulder type bolts are not permitted.

Where brake pads are retained by bolts only, the bolts must be:

- ✓ Drilled and safety wired; or
- ✓ Have a locking collar with grub screw fitted to the bolts, to hold the pads in place should the nut become dislodged; or
- ✓ Use a split pin which must be at least **3.0mm** diameter.

g) Brake Actuation

- **By Hydraulic Hose** - Must use metallic fittings.
- **By Cable** - Must be a multi-strand steel wire of at least **2.25mm** diameter.
 - ✓ Must be fastened by a machine swagged fitting; or
 - ✓ By a mechanically positive method which cannot cut or fray the wire.
 - ✓ Electrical type connectors used for this purpose are not permitted.
- **By Rod** - Must be solid steel.
 - ✓ Must have a diameter of at least **6.0mm** with cut threaded ends.
 - ✓ Must have a diameter of at least **5.0mm** with rolled threaded ends.
 - ✓ May include an aluminium joiner with a minimum diameter of **9.0mm**.
- **Redundancy**
Whatever form the brake actuation takes, a secondary safety wire between the pedal and the Master Cylinder must be fitted.

This secondary safety wire must allow emergency brake actuation in case of failure of the primary actuation method.

T.3 Kart Standard – Engines & Electrical

T.3.1 Engines

All engines must be Homologated and/or approved by KNSW.

- a) They must be internal combustion, reciprocating piston engines only, working on either the **two (2)** or **four (4)** stroke principle.
- b) **Modifications** - Any internal/external modifications to engines are not permitted, unless specified in the Engine Specifications or Class Regulations:
 - Any accidental engine damage, either internal or external is not considered a modification if it is judged by the Chief Scrutineer to not offer a performance gain;
 - However, timed port edge damage must pass either the Piston Travel Gauge test or comply with the Port Opening angles in the relevant Engine Specifications.
- c) **Ceramic Materials** – As per [Rule T.1.4 Materials](#) - No rotating ceramic parts/bearings are permitted.
- d) **Number of Engines** - **Two (2)** is the maximum number of Engines permitted for use on a Kart at a Meeting:
 - This limit may only be altered in the Class or Supplementary Regulations;
 - The Engines must be used from the start of Qualifying or the first Competition for the Class;
 - At Title meetings, Engines may not be cross-entered in multiple Classes.
- e) **Spark Plugs** - Engagement length must be no more than:
 - ✓ **18.5mm** with the washer;
 - ✓ **20.0mm** without the washer when using a head temperature sensor;
 - ✓ **12.7mm** without the washer when used in the Comer SW80;

All other aspects related to Spark Plugs are deemed Non-Technical.
- f) **Gaskets** - Cylinder Head Gaskets must be retained, otherwise:
 - ✓ Cylinder Base, Carburettor base and phenolic spacer gaskets are all dimensionally free;
 - ✓ Crankcase half gaskets may be formed from liquid gasket compounds;
 - ✓ Cylinder Base adjusting shims/spacers may be of any material permitted within the Regulations, and must be of uniform thickness;

All other aspects related to Gaskets are deemed Non-Technical.
- g) **Engine Sprocket** - A direct drive sprocket:
 - ✓ Complete, must weigh no more than **0.1kg**.
 - ✓ Retaining nut must be no larger than **19.0mm** 'Across Flats'.
- h) **Non Technical Items** – The items below, generally have no specific technical restrictions, however, always refer to the relevant Engine Homologation document, to check if any items do have any additional restrictions:
 - Seals, Big end roller/cage, Little end spacers, Piston Rings, Washers, Cages
 - Fasteners, Gudgeon Pins, Main Bearings, Coolant sealing "O" rings
 - Fulcrum spring (carburettor meter levering spring)

Non-technical items must always be of the same specification as the original.

Alteration from the original manufacturer's specifications to enable the fitment of a non-technical item is not permitted.

T.3.2 Starting Systems

- a) Engines must have the regulation starting system attached at all times.
 - If the attached starting system fails, the engine may be started using an external starting system.
 - A wiring extension comprising either a Push Button or Key starting system, is allowed to be added to the regulation starting system on all Battery start engines. The Button/Key must be fitted to either the Steering Wheel or Nassau Panel.
 - Starting systems may be manual pull type or electrical.
- b) **Starter and Ignition Batteries** - When fitted must be attached to the Frame either:
 - In accordance with the relevant Homologation; or
 - Securely fastened using a fit for purpose fastening that does not contain any sharp edges and is not mounted under the Frame.
 - Any fastening must be to the satisfaction of the Chief Scrutineer.
 - Must be of one of the following types: Dry Cell, Gel, Valve regulated sealed lead acid, Lithium ion, Lithium polymer.

T.3.3 Transmissions

- a) The transfer of power from the engine to the rear axle must be accomplished by either a single chain or belt drive.
- b) Unless specified by a Class Regulation, any device, system or item which provides more than **one (1)** speed ratio between the engine and the rear axle is not permitted.

T.3.4 Clutches

- a) Clutches are compulsory in all Sprint Classes.
- b) Where defined in other Class Regulations, the fitment of a clutch is optional.
 - ✓ When fitted with a clutch, a Kart must have an ignition kill switch, which when activated, must immediately bring the engine to a complete stop.
- c) Clutches must:
 - ✓ Be of the dry centrifugal type;
 - ✓ Be KNSW regulated, with no modifications permitted;
 - ✓ Have a guard or retention device fitted, for the purpose of preventing the clutch mechanism from leaving the Kart in case of component failure;
 - ✓ Be attached to the engine with at least **two (2) Grade 8.8** bolts;
 - ✓ Pass the Clutch Testing Procedure.
- d) Clutch guards/retention devices may be modified to allow the fitment of a chain guard.

T.3.5 Guards

- a) Chain/Belt and Engine sprocket Guards must be fitted at all times. They:
 - Must provide enough protection to prevent any part of the driver becoming trapped in the Chain/Belt.
 - May be a single guard performing the function of both the Chain/Belt and Engine sprocket guards.
- b) Side plates or discs attached to the sprocket or carrier and are larger than the outside of the chain are not permitted, unless specified by a Class Regulation.
- c) Rear sprockets, carriers and/or brake discs mounted to the rear axle not forming part of the active transmission or brake system are not permitted.

T.3.6 Cooling

- a) Cooling systems additional to, or instead of that specified in the Engine Regulations, are only permitted, if listed in a Class Regulation.
- b) Ducting of air to the engine is not permitted.
- c) For Liquid Cooling Systems:
 - ✓ Radiators further forward than the steering wheel are not permitted.
 - ✓ Glycol or soluble oil coolants are not permitted.
 - ✓ If the cooling system is not sealed, a catch tank of at least **0.1L** must be included in the system.
 - ✓ A catch tank must be empty prior to the Kart entering the out-grid.

T.3.7 Fuel System

- a) The **Fuel Tank** must:
 - ✓ Be securely mounted in front of the driver and between their legs;
 - ✓ Not impede the driver whilst entering or exiting, or operating the Kart;
 - ✓ Be made of a flame retardant, leak and shatter proof material;
 - ✓ Be mounted in a manner which minimises the chance of spillage;
 - ✓ Be fitted with a male fuel line connector, or accept the flexible fuel line;
 - ✓ Have an overflow tank of at least **0.1L** connected at all times.
- b) **Fuel lines:**
 - ✓ Must be securely fixed at all points, including the Fuel Tank, Overflow tank, Frame, Filter, Carburettor, with cable ties or suitable hose clamps;
 - ✓ Must not pass under any part of the Frame;
 - ✓ Must be safely routed to the satisfaction of the Chief Scrutineer;
 - ✓ May incorporate a fuel tap;
 - ✓ Must be made of a flame retardant material.

T.3.8 Carburettor

- a) Only Carburettors in the Engine Regulations are permitted to be used.
- b) All engine air must pass through the carburettor inlet throat.
- c) Carburettor throttles must be fitted with **two (2)** idle return springs.
- d) Adjustment of Carburettor Jet needles must be done by manually turning the Jet needle, or its extension.
- e) A mechanical stop may be fitted to limit the range of Carburettor Jet needle adjustment:
 - Modification of the Carburettor for mounting of the stop is not permitted.
 - Carburettor throttle actuation must be by mechanical means only.

T.3.9 Airbox

- a) An Airbox must be fitted at all times, and unless specified by a Class or Engine Regulation, must be the Regulation AKA43 airbox assembly.
- b) The **AKA43 airbox** assembly must comprise all and only the following components:
 - ✓ Airbox - Identified with 'AKA43' moulded in the top, and 'AKA-KIAA' moulded into the flat side face.
 - ✓ Black Rubber adaptor - For the purpose of sealing the airbox to the Carburettor's airbox adaptor and comprising the integral filter.
 - ✓ **AKA43** marked internal filter, which must be moulded directly to the rubber adaptor, and have no holes, tears or cuts.
 - ✓ For Dirt Track or Speedway, oiling of the filter is permitted.
 - ✓ A total of **two (2)** inlet tubes, no more than **23.0mm** internal diameter and no less than **95.0mm** in length, arranged with parallel centrelines, one behind the other.
 - ✓ All engine air must pass through the AKA43 inlet tubes and internal filter.
- c) For all Karts (excluding those using the IAME 100 Reedjet or X30 engine), it is permitted to:
 - ✓ Fit an external filter and/or external air restrictors.
 - ✓ Fit any external item which prevents water from entering the inlet tubes.
 - ✓ Secure the inlet tubes to the airbox with adhesive.
 - ✓ Drill one extra drainage hole of maximum **5mm** diameter.
 - ✓ Drill up to **two (2)** extra holes in the airbox's side flange for mounting purposes.
 - ✓ Use an internal or external adjustable induction system.
- d) Where allowed by a Class or Engine Regulation, the following Airboxes are permitted:
 - Righetti Rodlfi K560/22 – with an internal AKA43 filter, if a filter is used.
 - Square style socorem of at least **94.5mm** in length must be used with the X30 Engine - with a genuine IAME filter, if a filter is used.
- e) The **Airbox adaptor** must be fitted at all times and must conform to the specifications in [Section T.10.2](#).
 - ✓ The centre hole must be at least **28.8mm** diameter;
 - ✓ The overall length must be no greater than **25.0mm**.

T.3.10 Exhaust System

- a) A complete **Exhaust System** must be fitted at all times and:
 - ✓ Be arranged to carry all exhaust gases away from and to the rear of the driver;
 - ✓ Not have any item, including mountings, or be arranged in such a manner that it may be a hazard;
 - ✓ Have all engine exhaust gases pass through the exhaust header pipe, the muffler (and the Silencer), as required under the Engine Regulations, exiting the system at the tail pipe open end;
 - ✓ Be non-adjustable during Competition.
- b) The Exhaust System may have a single fitting for the mounting of a temperature probe or an oxygen sensor. The fitting may be located anywhere in the Exhaust System, excluding the end cap.
- c) The **Exhaust Header Pipe** must be as per the Engine Regulations.
- d) Where specific freedom is allowed by a Class Regulation, the Exhaust Header Pipe must conform to the original type and shape of the header pipe designated for that Engine and must:
 - ✓ Conform to the diagram in [Section T.10.3](#);
 - ✓ Have a parallel internal diameter;
 - ✓ Be a Minimum of **120mm** in length;
 - ✓ Have an inside diameter greater than **34.0mm** but less than **36.0mm**.
- e) The Exhaust Header Pipe may include stiffening of the flanges at each end:
 - ✓ This stiffening may be no further than **20.0mm** from each end of the pipe;
 - ✓ Any stiffening must not prevent the fitment of exhaust seals.

T.3.11 Muffler

a) Mufflers must:

- Be fitted, and meet the allowable noise levels at all times;
 - Be securely fastened with two sets of springs:
 - One set which clamp the muffler to a mounting cradle on the frame;
 - The second set which clamp the muffler to the exhaust header pipe;
 - Heat proof wrapping may be also used between the exhaust components and the mounting cradle and springs.
 - Have a safety device which prevents the exhaust system from becoming detached from the Kart:
 - This safety device must comprise a multi-strand wire, with one end of the wire securely tethered to the Frame or bearing carrier and the other end secured through a fixing lug on the muffler;
 - The fixing lug may take the form of a hose clamp.
 - Have additional safety devices in the case of multi-part Mufflers, which prevent each component from becoming detached from the Kart. See picture of Rotax muffler with the Stinger end also tethered.
- b) Any accidental damage to a muffler, which does not affect the passing of exhaust gases through the muffler, will not be considered a breach of these Regulations.
- c) Muffler specifications are listed for each individual Class in the corresponding Engine Package Regulations. They must conform dimensionally at all times.
- d) All other Reed and Rotary valve engines may use any CIK-FIA homologated muffler.



T.3.12 Exhaust Connecting Tube

- a) Exhaust spacers are permitted and must conform to the specifications below.
- b) For Classes mandating the use of a Muffler, the Exhaust Header Pipe and Muffler must be joined by an Exhaust Connecting Tube, which may be either a rigid Pipe or Flexible Tube and must have:
- ✓ A parallel bore through which the exhaust gases pass;
 - ✓ A constant wall thickness;
 - ✓ Square, flat and with sealing end faces perpendicular to the centreline of the tube at each end;
 - ✓ An internal diameter of at least **36.0mm**.

T.3.13 Exhaust Restrictor

- a) Where specified by a Class Regulation, must be fitted at all times between the Engine cylinder and Exhaust Header Pipe.
- b) Must be no more than **2.1mm** thick or be a Homologated component for the Engine.
- c) All exhaust gases must pass through the internal hole of the restrictor plate:
 - ✓ The diameter of the internal hole is defined in the Class Regulations;
 - ✓ All exhaust gases must exit the exhaust system at the tail pipe;
 - ✓ Must have **one (1)** gasket on each side of the restrictor plate or must be as per the original Manufacturer's specifications;
 - ✓ The gaskets must be correctly located on both exhaust header studs.
- d) Nuts complying with [Section T.7.5 g](#)) must be fitted to the engine exhaust studs.
- e) Each engine must have its own Exhaust Restrictor and Header Pipe:
 - Changing or swapping Exhaust Restrictors and/or Header Pipes is not permitted.
- f) The Internal Hole in the restrictor plate must be no larger than the diameter listed.
- g) Restrictor plates must be measured and sealed to the engine/exhaust prior to starting Competition.

T.3.14 Timing Transponder

- a) A KNSW authorised Transponder must be fitted and working at all times, during Official Practice and any Competition.
- b) The Transponder must be mounted:
 - Vertically, in an appropriate bracket on the front fairing vertical clamp.
 - Less than **300mm** above the ground.

T.3.15 Data Logging/Dash Displays

Electronic Data Logging equipment and Electronic Dash displays are permitted.

- The units and any cabling must be securely mounted.

T.3.16 Video Recording Systems

- a) The fitting of video recording equipment to a Kart is permitted, with a Maximum of **four (4)** video recording systems allowed.
- b) If a video recording system is fitted, the first unit must record vision in a forward direction only, and must be mounted on the front face of the Nassau Panel. The lens must also be forward of the front face of the Nassau Panel. **This rule will not apply to any Social or Club Competitions, unless requirements are specified in the Supplementary Regulations.**
- c) Each system must consist of:
 - A self-contained (Go-Pro style) camera unit with a Maximum **180 degree** lens; or
 - A camera with a Maximum **180 degree** lens with a separate recorder unit; and
 - No optical flashing function.
- d) **All parts of the system must be securely mounted and must not:**
 - ✓ Impede the Driver during entry, exit or whilst driving;
 - ✓ Pose a hazard;
 - ✓ Interfere with any part of the Control Systems;
 - ✓ Obstruct or interfere with any competition numbers or official timing equipment;
 - ✓ Be mounted in front of the pedals other than on the Nassau Panel;
 - ✓ Be mounted on the Side Pods, Rear Crash Bar or Rear Impact Protection.
- e) Must have a multi-strand tether securely attached to the Camera system and the Frame and/or bodywork and/or support brackets attached to the Kart.
- f) Must weigh less than:
 - **0.3kg** including all mounts and tether if using a self-contained camera unit; or
 - **0.2kg** for the camera including all integrated cabling and less than **1.0kg** for the complete recorder unit including any cabling, batteries and other ancillary components.
- g) Any protruding camera mounts (or parts thereof) not in use, must be removed.
- h) It is recommended to have a video recording system that is mounted and operating for all Meetings.
- i) All cameras and recording media are to be made available to the Race Director, Clerk of Course or Stewards, should they require them for use in any judicial matter.

T.4 Fuel

T.4.1 Permitted Fuels

The only fuels permitted for use are:

- a) **UNLEADED PETROL**
 - An Unleaded Pump Fuel with a Maximum 98 RON (Research Octane Number);
 - A mixture of Pump Fuels with the same hydrocarbon profile is permitted.
- b) **PANTA KART 102**
 - Unleaded race fuel produced by a company to FIA detailed specifications;
 - **Must be approved for use and listed in Supplementary Regulations, for specific performance Classes / Competition only.**
- c) A Driver or Competitor whose Kart contains fuel which does not comply with the prescriptions herein, will be penalised in accordance with the Regulations.

T.4.2 Control Fuel

A Control fuel is defined as a fuel which is made available or stipulated by KNSW, an Organiser or a Club for a particular Meeting, to ensure fuel performance parity.

- a) It must be a KNSW Permitted fuel.
- b) May apply to all Karts or to individual Classes at a Meeting, and be fully detailed on approved Supplementary Regulations.
- c) The Supplementary Regulations must include:
 - Fuel Brand – eg. Caltex/Ampol;
 - Fuel Type – eg. Premium 98 (include Octane rating);
 - Supplier Name & Address;
 - Applicable Classes (if required);
 - Date and Time from which the Fuel must be purchased;
 - Time in the meeting from which the Fuel must be used.

T.4.3 Fuel Oxidants

- a) Only air may be mixed with the fuel as an oxidant.
- b) The use of nitrous oxide is not permitted.
- c) The use of a substance which is capable of exothermic reaction in the absence of external oxygen is not permitted.

T.4.4 Fuel Additives

- a) Only commercially available Motor Oil, that does not contain any performance enhancing additives may be added to Fuel.
- b) The use of a particular Control Oil for a Competition class may be specified in the Supplementary Regulations for a Race Meeting.

T.5 Tyres

T.5.1 Overview

Only Tyres approved by KNSW are permitted to be used:

- Each individual Class Regulation lists the Tyres approved for use.
- **One (1)** set of tyres is defined as a unique group of four Tyres, which conform to the specific Class Regulations in which the Kart competes.
- Dry and Wet Weather Tyres must not be used on a Kart at the same time.
- This Regulation does not apply to Speedway Classes.

T.5.2 Tyre Maintenance

- a) The only medium to be used to pressurise Tyres fitted to a wheel is air.
- b) The use of any form of automatic pressure control device, including bleed off valves, is not permitted.
- c) Apart from normal use of the Tyre, the use of any device, system or item, at any time during a meeting, to artificially control, or vary from ambient, the temperature of a Tyre is not permitted.
- d) When inflated to the manufacturers recommended minimum pressure and with the temperature of the Tyre between **twenty (20) and thirty (30) degC**, the outside circumference measured at the centre of the tyre, must be between **691mm** and **974mm**.
 - These circumferences relate to diameters of between **220mm** and **310mm**.
- e) It is the Driver's responsibility to ensure that at least one barcode per Tyre remains readable/scannable at all times throughout a Meeting:
 - Any damaged or unreadable Tyre barcodes must be reported to the scrutineers prior to leaving the in-grid/impound area.
 - These tyres must specially marked by a scrutineer with the Class/Race number they are running in.
- f) Any Tyres damaged or worn out by way of "Force Majeure", or by way of a manufacturing defect, must be reported to the Chief Scrutineer, prior to the Kart leaving the in-grid/impound area.

T.5.3 Tyre Modifications

- a) Any modifications or alterations to Tyres, other than that which occurs through normal use, are not permitted, this includes:
 - The use of any method, such as a heat gun or oven, chemicals or processes, to alter the hardness, construction, compound or composition of a Tyre;
 - The use of a heat gun, or any other device, to remove build-up on Tyre treads;
 - This Regulation does not apply to specific Speedway Classes.
- b) It is highly recommended solvent based lubricants for the purposes of installing Tyres onto wheels are not used. (Recommend soapy water).
- c) The intentional removal, either completely or partially, of any official/manufacturers marking or label on a tyre, is not permitted.

T.5.4 Tyre Types Allowed

- a) Dry Tyres must be used at all times, unless the Race Track is declared "Wet" by the Officials.
- b) After the Race Track is declared "Wet", Dry or Wet Weather Tyres may be used at any time, for the remainder of the meeting.
- c) This Regulation does not apply to Speedway meetings.

T.5.5 Tyre Usage

- a) Unless otherwise specified in Class Regulations, from the start of the first Qualifying session, or Competition for a Class, at a meeting, a competitor is:
 - ✓ Only permitted to use only **one (1)** set of Dry Tyres and only **one (1)** set of Wet Weather Tyres.
 - ✓ Only allowed **one (1)** replacement Dry Tyre and **one (1)** replacement Wet Tyre.
- b) At any Title meeting prior to the start of Competition, Competitors must have their nominated set of tyres marked and/or recorded.

T.5.6 Replacement Tyres

- a) Any Tyres damaged, or worn out by way of "Force Majeure", or deemed by the Chief Scrutineer or tyre representative to have a manufacturing defect, may be replaced.
- b) Any replacement tyre:
 - Must be at the approval of the Chief Scrutineer;
 - For any reason other than a manufacturing defect, will be at the Competitors cost;
 - Once issued cannot be reversed;
 - Must see the old tyre surrendered to the Chief Scrutineer, who will hold it until the end of the Meeting.
- c) Driver's receiving a new replacement tyre must start at the rear of grid in their next Competition in their Class.
- d) Drivers are only permitted to retain their allocated starting position in the next Competition in their Class, when their replacement tyre is a used tyre as approved by the Chief Scrutineer.

T.6 Noise Control

T.6.1 Overview

KNSW recognises noise is a part of Karting.

To assist, competitors and those involved with Kart preparation must maintain all fittings and fastenings associated with the control of noise on their Kart.

T.6.2 Permitted Noise Level

At all Meetings, Events, Tracks and venues licensed or approved by KNSW, the noise level:

- Must not, at any time, exceed **100dBA**.
- Supplementary Regulations for a meeting may stipulate a lower maximum permitted Noise Level for all or any part of the meeting.

T.6.3 Noise Testing

Any Sound Level Meter tested and approved for the stipulated noise level tests must conform to the minimum requirements of Australian Standards AS1259.2-1990.

Sound Level Measurements are to be made in accordance with the procedures in Australian Standard AS2659.1-1988 "Use of Sound Measuring Equipment".

Karts should be measured when they are under Maximum acceleration and are operating at a Minimum of **75%** of their rev range.

T.6.4 Supplementary Testing

The Stewards or the Clerk of Course, may direct a competitor to submit their Kart to a noise test at any time during a meeting.

If such a test is to be done, the Kart should be impounded and tested before any work can be carried out to the Kart. Competitors must comply with any reasonable directions from the Officials.

T.6.5 Noise Officials

At all meetings an Official must be nominated as Judge of Fact (Noise Level) and their name included in the Supplementary Regulations for the meeting.

- a) The Stewards must ensure that the Organisers have the necessary noise measuring devices in place.
- b) Drivers or Competitors of Karts which record sound levels equal to or between **98dBA** and **100dBA** must be informed of their noise level and the session in which it occurred by the Officials as soon as possible.

T.6.6 Noise Offences

- a) A driver or competitor whose Kart emits noise in excess of the designated noise level at any time will be penalised in accordance with the Regulations.
- b) They may be removed from the Race Track and not permitted to resume practice or racing, until the Officials are satisfied that the problem has been rectified.

T.6.7 Noise Safety

Officials - It highly is recommended every Official or volunteer who is located close to the Race Track be issued with hearing protection. This can be either earmuffs or disposable foam plugs.

Competitors - It is highly recommended that ear plugs are worn at all times when driving a Kart.

Spectators - It is highly recommended all Clubs/Tracks display signage in all areas accessible by the general public, which indicates high noise levels may be experienced in that area and hearing protection is recommended.

Engine Starting

- a) Starting of a Kart engine during the time scheduled for a Drivers Briefing is prohibited.
- b) Starting of Kart engines in the out-grid is only permissible under the instruction of the Grid Marshal.
- c) The starting of Kart engines in the Paddock area is only permitted for a Maximum of **ten (10)** seconds.
- d) A competitor wishing to start a Kart engine for longer than ten **(10) seconds**, must do so in a designated engine starting area. The Organising Club in conjunction with the Track Safety Inspector will designate an engine starting area away from other competitors for the starting of Kart engines.

T.7 Scrutineering/Technical Conformity

T.7.1 Overview

To ensure compliance with all Regulations, KNSW will carry out inspections.

- a) KNSW reserves the right to:
 - Carry out these inspections at any time and on any item;
 - Apply any Seal, identification tag, barcode and/or marking at any time on any item;
 - Alter the inspection procedures at any time.
- b) By entering a KNSW sanctioned meeting the Competitor implicitly states:
 - ✓ They accept the governance of KNSW in regard to all Regulations;
 - ✓ They will comply with all Regulations at all times throughout the Meeting;
 - ✓ Their Kart and apparel conforms to all applicable Regulations;
 - ✓ They make any item, and/or themselves available for inspection at any time;
 - ✓ They will comply with all Official instructions within the time allocated for compliance;
 - ✓ The responsibility for safety with all items is theirs;
 - ✓ They will not use compliance with a prior inspection as defence in relation to non-compliance in a current inspection;
 - ✓ They will not tamper with, and will maintain, the integrity of all Seals, identification tags, barcodes and/or markings at all times;
 - ✓ Prior to leaving the in-grid / scales area after each event, they will check all Seals, identification tags, barcodes and/or markings for loss, damage or illegibility and report any issues immediately to the Chief Scrutineer.
- c) Inspections may take the following **two (2)** forms:

Scrutineering (Safety Compliance and Administrative Checks) to:

 - Ensure a Kart and driver compete on a Race Track in a condition, that provides for both their and other Competitors safety, under all competition situations.
 - Provide officials with administrative information, in regard to all aspects of a Competitors entry in a Class.

Technical Conformity Tests to:

 - Ensure all aspects of the Kart and drivers performance is within the Regulations of KNSW as they specifically relate to the Class entered.
- d) **In the event of a Competitors Exclusion from a Meeting, or part thereof, due to non-compliance on any grounds of safety, they are not permitted to Protest or Appeal the decision.**

T.7.2 Scrutineering

- a) May be carried out by either of the following authorised persons:
 - A Technical Officer appointed by the Chief Scrutineer; or
 - The Competitor.
- b) Prior to participating in Competition, each complete Kart, or replacement component:
 - Must be Scrutineered by an authorised person;
 - The Competitor will confirm their Kart complies by ticking the Scrutineering option(s) with their Online entry, which signifies they have checked all items, and their Kart and Apparel complies with all Regulations relevant to the Class entered.
 - A Kart and/or component may have affixed to it, the correct Scrutineering Sticker and/or Seal, identification tag, barcode and/or marking supplied by the designated Meeting Official after compliance with above.
- c) Any Kart damaged during a Meeting, must be presented to the Chief Scrutineer at the designated Scrutineering area.
 - It will only be released back to the Competitor, upon the direction of the Chief Scrutineer.

T.7.3 Technical Conformity Tests

- a) May be carried out on any item:
 - This may require the removal of the item from the Kart;
 - Should removal be required, it is the Competitor's responsibility to remove and refit the item and to present it in a clean and tidy condition.
- b) Must be conducted by the Chief Scrutineer or their designated representative, or by an authority approved by KNSW.
- c) A competitor or their representative may be present at the time of the Technical Conformity Test.
- d) When nominated for Technical Conformity Testing, an item is therein deemed to be in Parc Fermé conditions:
 - The Chief Scrutineer has control of the item whilst it is in Parc Fermé conditions.
 - Technical Conformity Testing must occur during the Parc Fermé conditions.
 - It must be sealed and identification tagged by the Chief Scrutineer or their representative and the Competitor will be provided with a receipt.
 - Depending on the specifics of the situation, the Competitor may still use the item whilst it is in Parc Fermé conditions.
 - It will remain in Parc Fermé conditions until released by the Chief Scrutineer.
 - Parc Fermé conditions expire after **twenty-one (21)** days, unless:
 - KNSW specifically direct it to continue;
 - A Protest or Appeal is made in respect of the item.
 - If the item has been removed from the possession of the Competitor during application of the Parc Fermé conditions it must be returned to the Competitor no later than the Parc Fermé conditions expiry time.

T.7.4 Minor Ineligibility

- a) The Chief Scrutineer, having noted an item of minor non-compliance, must advise the Competitor regarding rectification of the non-compliance.
- b) After advising the Competitor, before the Competitor is permitted on the Race Track, the Chief Scrutineer must provide the Stewards a notification in the following form:
 - "In my view, the minor non-compliance noted herein and advised to this Competitor, is not a performance enhancing matter to any extent, that the Competitor should be excluded from the meeting, therefore they may compete in this condition for this Meeting only."
- c) Upon receipt of the notification above, the Chief Steward may then permit the Competitor to keep participating in the Meeting.
- d) Once the Chief Steward has approved the participation of a Competitor, then no Protest or Appeal on that ground by any other person will be accepted in respect of that Meeting.
- e) Where a question of eligibility is raised during, or after Competition, and that matter would have been treated as a "minor ineligibility", the Chief Steward may treat the matter post event in the manner as determined above.

T.7.5 Seals

- a) Other than 4 Stroke factory fitted engine seals, only seals supplied by KNSW are permitted to be used. Other seals may be fitted but will have no regulatory value.
- b) Once supplied and instructed to be fitted, Seals must remain in place at all times and must only be removed by the Chief Scrutineer or their designated representative.

Details for KNSW Chassis Seals

- c) Plastic Chassis Seals must be fitted around the Frame near either front King Pin with the barcode facing upwards. Once installed, the Tail on the Chassis Seals must not be cut and left at full length. The remaining tail may be taped or cable tied.



Details for KNSW Engine Seals

- d) All engines must have provision for sealing, and unless specifically stated in Class and/or Engine Regulations, they must be fitted with sealing nuts appropriate for the respective engine type:
- A Solid Sealing Nut has a cross drilled hole of at least **3mm** diameter in one end that allows the fitting of an engine Seal/Tag.
 - Once a nut is fitted with a Seal/Tag it must not be able to turn.
 - Only **one (1)** nut must be used per stud.
- e) Engine Seals must be fitted with the barcode facing outwards on the side or top of the engine, and once secured the remaining tail may be cut off. They are typically fitted through the following nuts:
- Extended Cylinder Head
 - Cylinder
 - Exhaust Nut
- f) Engines with Integral cylinder and cylinder head studs:
- **Two (2)** sealing nuts must be used.
 - They are to be fitted on adjacent studs.
 - The **3mm** cross hole in each nut must be above the cylinder head cooling fins.
 - The cylinder head cooling fins must not be drilled.
- g) Engines with Cylinder head studs independent of Cylinder Studs:
- **Two (2)** sealing nuts must be fitted.
 - They are to be fitted on adjacent studs.
 - The **3mm** cross hole in each nut must be above the cylinder cooling fins.
 - **One (1)** internal hex cylindrical nut must be fitted on a cylinder to crankcase drive side stud. It is not to have a cross drilled hole.
- h) Water Cooled Engines:
- **Two (2)** sealing nuts must be fitted.
 - They are to be fitted on adjacent cylinder head studs.
 - The exception to this are all Rotax engines.



T.7.6 Technical Conformity Tests

General - Unless stated, or requested by the State Technical Officer, Technical Conformity processes are to test and check for compliance, not to record absolute measurements:

- Where the use of a gauge is required, the approved item must be used;
- Approved gauges are available from the State Technical Officer.

Tolerances - When Regulations refer to a Maximum or Minimum measurement, that measurement is absolute with no tolerance applicable, otherwise, the tolerances given in [Section T.10.5](#) shall apply.

Cylinder Head Volume Measurement - To ensure the Cylinder Head Volume is within the specifications allowed in relation to the Class entered.

Measuring Engines Controlled by Exhaust Port Timing - To measure the minimum piston travel to ensure it is within the specifications allowed in relation to the Class entered.

Port timing Check with AKA Piston Travel Rods - To check the exhaust transfer split, and in piston port engines the exhaust to inlet split, to ensure they are within specifications in relation to the Class entered.

Muffler Checks - To ensure Muffler specifications are as per the Technical Regulations.

Clutch Testing - To ensure correct functionality of any clutch fitted to an engine on a Kart.

Fuel Testing - To ensure all fuel conforms to the requirements of a KNSW permitted fuel.

Tyre Testing - To ensure all Tyres are used as supplied and without the use of illegal agents or solvents.

T.8 Apparel

T.8.1 Driver Requirements

- a) Drivers must wear the following protective apparel whilst operating a Kart:
 - ✓ Helmet, Driving Suit, Gloves, Shoes, plus any item mandated in a Class Regulation.
- b) The use of the following items are highly recommended, unless mandated in Class Regulations:
 - ✓ Neck Brace, Kidney Belt, Rib/Chest Protectors, Ear Plugs.
- c) Long hair must always be securely retained. It cannot be retained within the Helmet. Retention within the following is permitted:
 - ✓ Hair Net, Hood, Balaclava, Driving Suit.
- d) Cool suits are permitted. They must be fully sealed and self-contained wholly within the Driving Suit.
- e) The retention of any Weights, or item deemed by the Chief Scrutineer as Weights, within any protective apparel or attached to the driver's body is not permitted.
- f) The use of any type of glass in any apparel or item worn by the driver is not permitted.
- g) It is not permitted to wear any type of garment (other than wet weather protection) over a Driving Suit at any time whilst a Kart (including Vintage Karts) is on a Race Track.

T.8.2 Helmets

- a) **Helmets** must:
 - Be fitted and worn as per the manufacturer's instructions;
 - Be fit for purpose and safe for use in Competition;
 - Be of the 'Full Face' type and not use 'Chin Cups';
 - **Not be used if more than ten (10) years after their date of manufacture;**
 - Bear a label indicating they comply with one of the following (or newer) standards:
 - ✓ AS/ NZS1698
 - ✓ ECE22.05, ECER22.05, ECE22.06, ECER22.06
 - ✓ Snell SA2015, K2015, SA2020, K2020
 - ✓ Snell M2015, M2020D, M2020R
 - ✓ Snell-FIA CMR2016, CMS2016
 - ✓ SFI Specification 24.1
 - ✓ FIA 8859-2015, 8860-2010, 8860-2018, 8860-2018-ABP
- b) Competitors are cautioned against using a helmet which has been damaged, or involved in an accident.
- c) Modification of any helmet from its original specification is not permitted, unless done in compliance with approved instructions from the manufacturer.
- d) Any ducting, spoilers or forced air kits attached to a helmet must be installed as per the manufacturer instructions and must not be permanently fixed in any way.
- e) **Cameras/Go-Pros are not permitted to be attached to helmets.**
- f) It is advised that any use of solvents on helmets could be potentially dangerous. -Decorations or stickers may damage the protective capacity of the helmet and if applied should follow the manufacturer's guidelines.
- g) **Visors** must:
 - Be used, attached and closed at all times;
 - Protect the face and eyes at all times;
 - Protect any prescription glasses or contact lenses;
 - Always be optically clear;
 - Be either non-tinted, transition or a 'Night Visor' for any Competition(s) held after sunset.
- h) In the special case of a Novice, Rookie or Junior Driver where the smallest helmet offering 'Full Face' protection is too big, a motor cross helmet which offers chin protection may be used, in conjunction with a pair of goggles meeting the AS1609-1981 standard.

T.8.3 Driving Suits

- a) A Driving suit must be a one-piece protective item of clothing that has full length sleeves and trousers and is adequately secured at the neck, wrists and ankles.
- b) Driving suits using leather, vinyl or abrasive resistant materials are highly recommended.
- c) Boiler suit type overalls with 'POP' type buttons are not permitted.
- d) Drivers must wear only **one (1)** driving suit.

- e) When the Track has been declared 'Wet' by the Officials, clothing providing wet weather protection may be worn over an approved driving suit. The clothing must be adequately secured at the neck, waist, wrists and ankles, and must not have any protrusions.

T.8.4 Neck Braces

Neck Braces must be commercially produced and must follow the manufacturer fitting and usage instructions when used.

T.8.5 Rib / Chest Protectors

Must be commercially produced and must follow the manufacturer instructions when used.

T.8.6 Gloves

Gloves must be securely fastened at the wrist, provide full finger protection and be resistant to abrasion.

T.8.7 Shoes

Shoes must be securely fastened, cover/provide protection to the ankles and be resistant to abrasion.

T.8.8 Pit Crew Apparel

It is the Competitors responsibility to ensure any pit crew are suitably attired, including closed in shoes.

T.9 Homologation & Testing

T.9.1 Homologation Procedures

The use of any karting equipment, engines, tyres or other components specified in the KNSW Rules and Regulations are required to be homologated/accredited by KNSW.

The KNSW Homologation Policy and Accreditation Procedures will be determined by KNSW from time to time and made available on the KNSW Website.

T.9.2 Testing Procedures

The testing of any new engines/tyres/components/apparel or other equipment, not currently in the Rules, must only take place at a KNSW Track in accordance with a KNSW Testing Permit.

This will normally be organised by contacting the State Technical Officer and/or the State Technical Committee via the KNSW State Office.

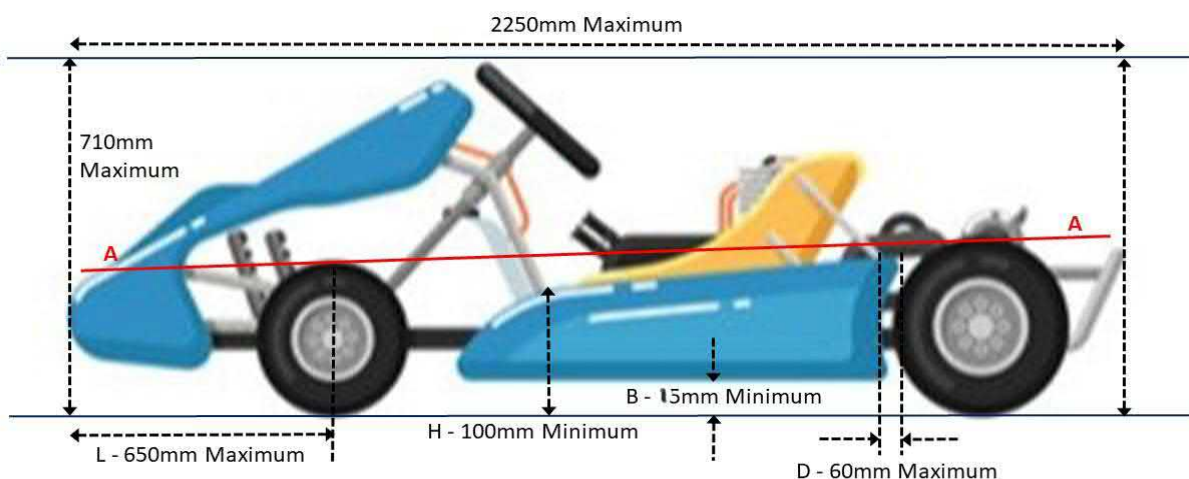
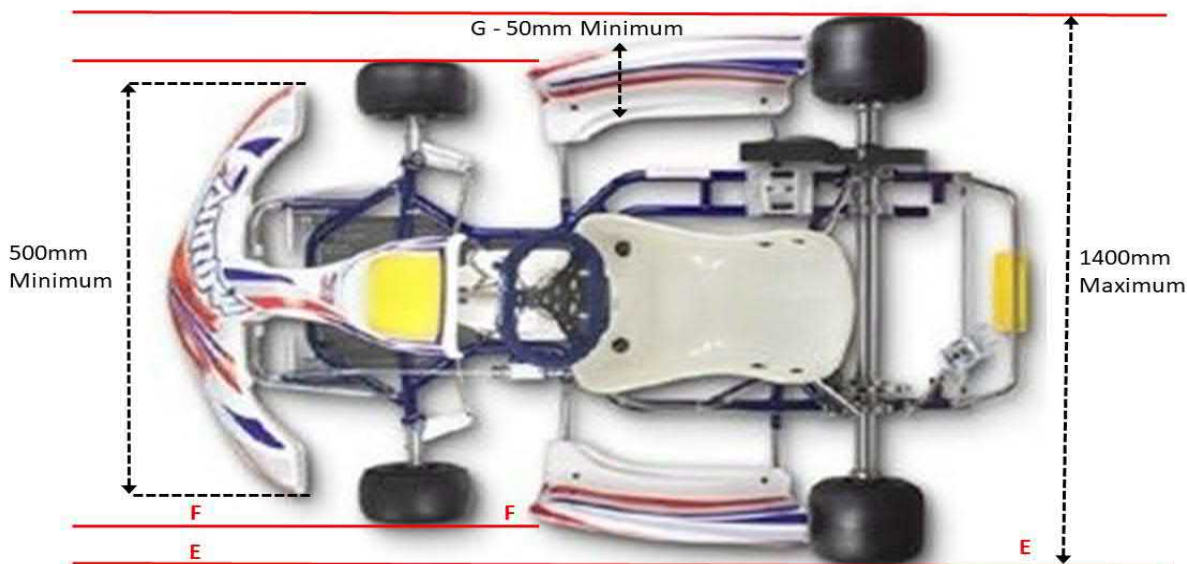
A KNSW Testing Permit may include additional terms and conditions at the sole discretion of KNSW and can be issued as an independent test day/period at specified Tracks/locations, or added to a Meetings Supplementary Regulations.

T.10 Figures

T.10.1 - Kart Standard Dimensions

a) Regulation References:

- [T.2.3](#) – Maximum Dimensions
- [T.2.8 & 9](#) – Nose Cone
- [T.2.10](#) – Side Pods
- [T.2.13 & 14](#) – Rear Crash Bar & Impact Protection



T.10.2 – Airbox Adaptor

a) Regulation References:

- [T.3.9](#) – Maximum Dimensions



T.10.3 – Exhaust Header Pipe

- a) Regulation References:
 - [T.3.10](#) – Dimensions



T.10.4 – Piston Travel Measurements

Engine	Maximum Stroke	TDC to Exhaust Opening	Exhaust Open to Inlet Open	Exhaust Open to Transfer Open (use rod with 5 grooves)	Exhaust Open to Transfer Open (use rod with 4 grooves)
Comer SW80	38.10	31.20 Min / 32.20 Max	21.40 Min	3.70 Min	
Yamaha KT100J	50.05	38.30 Min	26.80 Min	6.00 Min	
Yamaha KT100S	46.13	30.80 Min	14.80 Min	9.50 Min	
Leopard RL 125	54.00	38.40 Min			9.20 Min
PRD Fireball	54.00	38.30 Min / 38.80 Max			9.60 Min
IAME X30	54.00	36.70 Min / 37.00 Max			10.30 Min

T.10.5 – General Tolerances

Dimension/Measurement	<25mm	25mm–60mm	>60mm
Machined Components	+/- 0.05mm	+/- 0.15mm	+/- 1.5mm
Non machined / raw / welded components	+/- 1.0mm	+/- 1.5mm	+/- 3.0mm

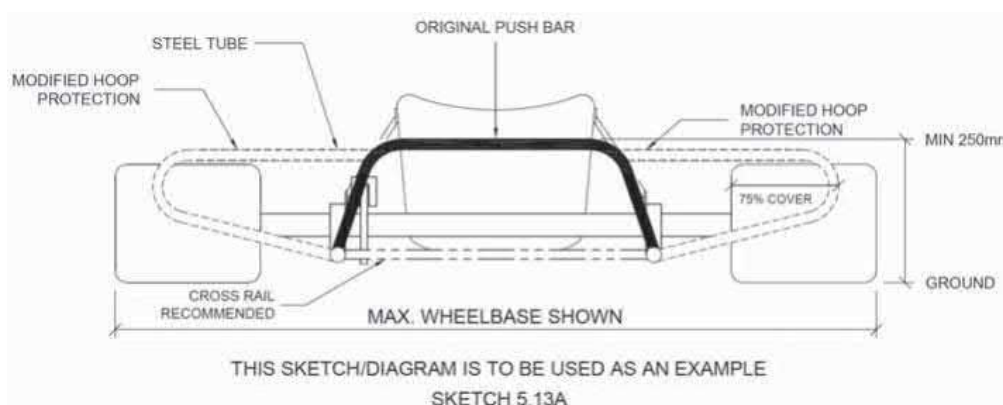
T.10.6 – CIK Rear Impact Protection – Adjustable Version

- a) See [T.2.14](#) – Specifications and Use

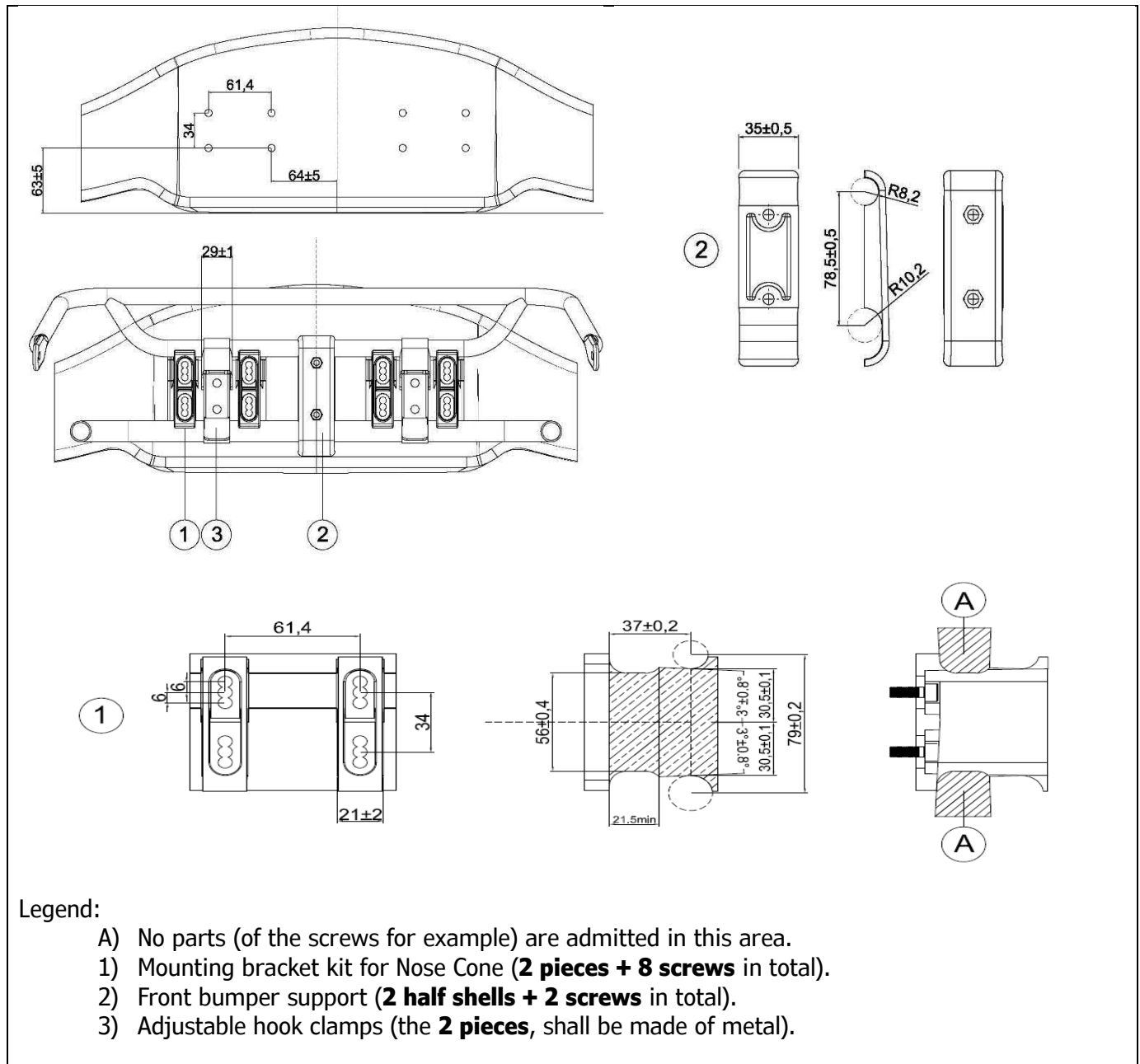


T.10.7 - Metallic Rear Crash Bar - Modified Hoop Version

- a) For Speedway use only – with or without original push bar in place.
- b) See [T.2.13](#) – Specifications and Use

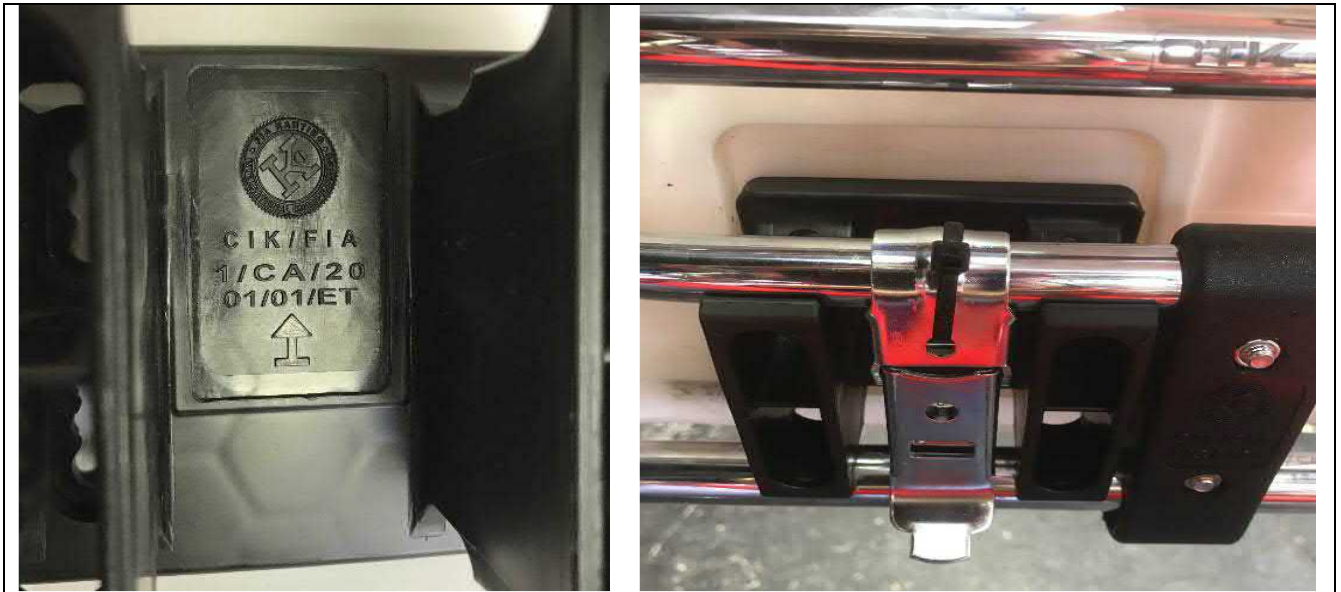


T.10.8 – CIK-FIA Nose Cone Mounting Kit



- a) It is only permitted to fix the Nose Cone onto the Kart using the Mounting Kit. No other device is authorised.
- b) It must be possible for the Nose Cone to move freely back in the direction of the chassis without any obstruction from any part that may restrict movement.
- c) The front bumpers (lower and upper tube) must be rigidly connected with the chassis and must have a smooth surface.
- d) Any mechanical work or other intervention to maximize the friction of the front bumpers is strictly forbidden.
- e) The adjustable hook clamps must be opened and closed by hand only, without the use of any tools. These cannot be cable-tied closed.
- f) The CIK Logo & Homologation number shall be embossed on each Mounting bracket.
- g) The Mounting bracket kit for the Nose Cone (the **two (2)** pieces shall be made of plastic).
- h) The Front bumper support (the **two (2)** half shells shall be made of plastic).

i) Mounting bracket and installed example.



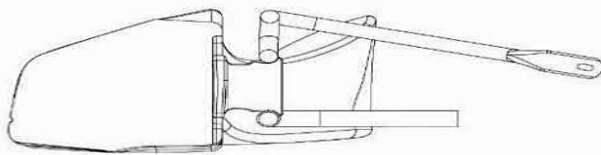
j) Correct and pushed back positions.

DESSINS TECHNIQUES
TECHNICAL DRAWINGS

DESSIN TECHNIQUE N° 2d

Installation correcte du «Carénage Avant»

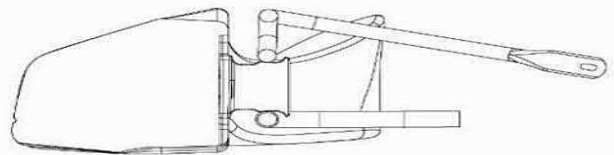
Position correcte / Correct position



TECHNICAL DRAWING No. 2d

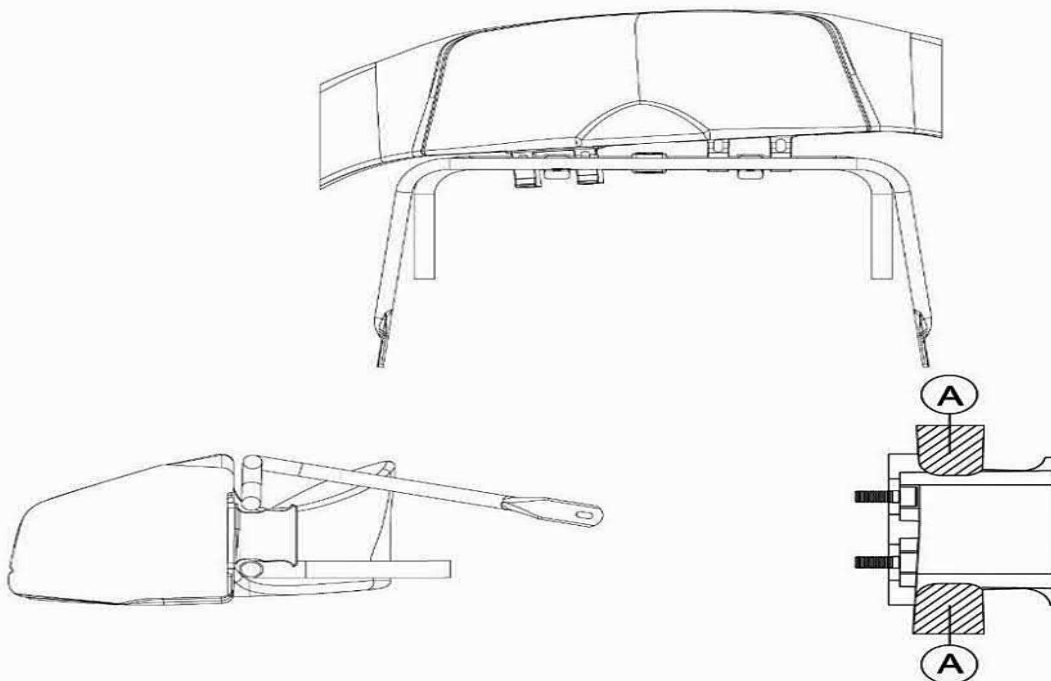
Correct installation of the "Front Fairing"

Position acceptable / Acceptable position



Position non acceptable si une quelconque partie des tubes du pare-chocs avant se trouve dans les zones marquées (A).

Not acceptable position if any part of the tubes of the front bumper are in the marked areas (A).



Section C – Classes-Sprint

C.1 Overview

The following Regulations define the current Sprint Racing Classes available. The Regulations apply at all times, whether just Practicing or Competing at a Meeting.

For the Drivers - each Class Section will specify the Licensing required, Competition eligibility and any additional Safety requirements.

For the Kart specifications, each Class Section:

- Must comply with the standard Technical Regulations;
- Will list the additional, or updated, specifications permitted to that Class, such as the Chassis/ Drivetrain specifications, Engine models, Tyres & minimum Weights etc;
- For the detailed Drivetrain and Engine specifications for each Brand/Model, please see the corresponding Engine Regulations.

Anything which is not expressly allowed in the Class, Technical or Engine Regulations is forbidden.

When only one (1) single Division is competing at an Event, the Class weight may be the average between the Light, Medium, Heavy, Super Heavy Divisions, or as agreed by the Officials. (Note that if an average/agreed weight is applied then no maximum Kart weight will apply.)

See [Competition Groups - Section N.3.3](#), which lists the Classes at a Meeting that may be consolidated.

Note that at all Competitions, the Officials could observe parity issues with different Kart engine packages in the same Class. In this case the details of the disparity should be included in the Stewards report for further review.

C.2 Bambino (Practice Sessions Only)

C.2.1 Driver Requirements

Must hold a **KNSW Novice** Licence (Practice or Competition).

Must be 6-8 years of age.

A **Neck Brace** and **Rib Protector** are **mandatory**.

A Chest protector is **recommended**.

C.2.2 Competition Eligibility

Class is only eligible for unofficial Practice sessions.

Class cannot be combined with other Classes.

Kart wheelbase may be shorter than standard.

C.2.3 Eligible Engines

Honda Bambino GX35 (4 Stroke)

IAME M1 Bambino (2 Stroke)

Vortex ROK Kid (2 Stroke)

Engine specification documents are available from the manufacturers/dealers where purchased.

Engine packages must not be modified in any way from the original specifications.

C.2.4 Tyres

Tyres may be any commercially available race tyres, as used by any class in the Karting NSW Rulebook, or by an alternate State or National Karting organisation in Australia.

C.2.5 Weight

No Minimum weight requirement.

C.2.6 Kart Numbers

Red numbers on White plate/background.

C.3 Novice

C.3.1 Driver Requirements

Must hold a **KNSW Novice** Licence.

Six (6) year old Drivers may Practice only.

A **Neck Brace** and **Rib Protector** are **mandatory**.

A Chest protector is **recommended**.

C.3.2 Competition Eligibility

Social/Club/Zone Competitions: With any eligible engine.

Named Events: With any eligible engine.

State Title: Only eligible engine is **Vortex Mini Rok** with Driver **"A, B or C" Grade** Licence.

Australian Title: Only eligible engine is **Vortex Mini Rok** with Driver **"A or B" Grade** Licence.

C.3.3 Eligible Engines

Comer SW80

Vortex Mini Rok (with **16.05mm** exhaust restrictor)

Yamaha KT100J (with **16mm** exhaust restrictor)

C.3.4 Tyres

Dry: **Dunlop DHH** Front: 10 x 4.50-5 Rear: 10 x 4.50-5

Wet: **Dunlop KT12SLW2** Front: 10 x 4.50-5 Rear: 10 x 4.50-5 (Until 31st Dec 2025)

Dunlop KT14W13 Front: 10 x 4.50-5 Rear: 10 x 4.50-5 (From 1st March 2025)

C.3.5 Weight

Engine	Comer SW80	Vortex Mini Rok	Yamaha KT100J
Minimum Kart weight including Driver	80 kg	100 kg	100 kg

C.3.6 Competition Numbers

Red numbers on White plate/background.

C.3A 4SS Novice

C.3A.1 Driver Requirements

Must hold a **KNSW Novice** Licence.

Six (6) year old Drivers may Practice only.

A **Neck Brace** and **Rib Protector** are **mandatory**.

A Chest protector is **recommended**.

C.3A.2 Competition Eligibility

Social/Club/Zone Competitions: With any eligible engine.

Named Events: With any eligible engine.

C.3A.3 Eligible Engines

Honda GX200

C.3A.4 Tyres

Dry: **Dunlop SL1A** Front: 10 x 4.50-5 Rear: 10 x 4.50-5

Wet: **Dunlop KT12SLW2** Front: 10 x 4.50-5 Rear: 10 x 4.50-5 (Until 31st Dec 2025)

Dunlop KT14W13 Front: 10 x 4.50-5 Rear: 10 x 4.50-5 (From 1st March 2025)

C.3A.5 Weight

Minimum Kart weight including the Driver: **100 kg**

C.3A.6 Competition Numbers

Red numbers on White plate/background.

C.4 Rookies

C.4.1 Driver Requirements

Must hold a **KNSW Rookie** Licence.

A **Neck Brace** and **Rib Protector** are **mandatory**.

A Chest protector is **recommended**.

C.4.2 Competition Eligibility

Social/Club/Zone Competitions: With any eligible engine.

Named Events: With any eligible engine.

State Title: Only eligible engine is **Vortex Mini Rok** with Driver **"A, B or C" Grade** Licence.

Australian Title: Only eligible engine is **Vortex Mini Rok** with Driver **"A or B" Grade** Licence.

C.4.3 Eligible Engines

Vortex Mini Rok

Yamaha KT100J (with **18mm** exhaust restrictor)

C.4.4 Tyres

Dry:	Dunlop DHH	Front: 10 x 4.50-5	Rear: 10 x 4.50-5	
Wet:	Dunlop KT12SLW2	Front: 10 x 4.50-5	Rear: 10 x 4.50-5	(Until 31 st Dec 2025)
	Dunlop KT14W13	Front: 10 x 4.50-5	Rear: 10 x 4.50-5	(From 1 st March 2025)

C.4.5 Weight

Engine	Vortex Mini Rok	Yamaha KT100J
Minimum Kart weight including Driver	115 kg	110 kg

C.4.6 Competition Numbers

Red numbers on White plate/background.

C.4A 4SS Rookies

C.4A.1 Driver Requirements

Must hold a **KNSW Rookie** Licence.

A **Neck Brace** and **Rib Protector** are **mandatory**.

A Chest protector is **recommended**.

C.4A.2 Competition Eligibility

Social/Club/Zone Competitions: With any eligible engine.

Named Events: With any eligible engine.

C.4A.3 Eligible Engines

Honda GX200

C.4A.4 Tyres

Dry:	Dunlop SL1A	Front: 10 x 4.50-5	Rear: 10 x 4.50-5	
Wet:	Dunlop KT12SLW2	Front: 10 x 4.50-5	Rear: 10 x 4.50-5	(Until 31 st Dec 2025)
	Dunlop KT14W13	Front: 10 x 4.50-5	Rear: 10 x 4.50-5	(From 1 st March 2025)

C.4A.5 Weight

Minimum Kart weight including the Driver: **110 kg**

C.4A.6 Competition Numbers

Red numbers on White plate/background.

C.5 Juniors

C.5.1 Driver Requirements

Must hold a **KNSW Junior** Licence.

A **Neck Brace** and **Rib Protector** are **mandatory**.

A Chest protector is **recommended**.

C.5.2 Competition Eligibility

Social/Club/Zone Competitions: With any eligible engine.

Named Events: With any eligible engine.

State Title: Only eligible engine is **IAME 100 Reedjet** with Driver **"A, B or C" Grade** Licence.

Australian Title: Only eligible engine is **IAME 100 Reedjet** with Driver **"A or B" Grade** Licence.

C.5.3 Eligible Engines

Yamaha KT100J

Yamaha KT100S (with **28mm** exhaust restrictor)

IAME 100 Reedjet (with **22mm** exhaust restrictor)

Refer to section [C.12.3-4SS \(4 Stroke Sprint\)](#) for additional engine eligibility for any non-racing sessions.

C.5.4 Tyres

Dry: **Dunlop DHH** Front: 10 x 4.50-5 Rear: 11 x 7.10-5
 Wet: **Dunlop KT12SLW2** Front: 10 x 4.50-5 Rear: 11 x 6.50-5 (Until 31st Dec 2025)
Dunlop KT14W13 Front: 10 x 4.50-5 Rear: 11 x 6.50-5 (From 1st March 2025)

C.5.5 Weight

Minimum weight Divisions, including the Driver:

Division & Engine	Yamaha KT100J	Yamaha KT100S	IAME 100 Reedjet
Junior Light	115 kg	120 kg	130 kg
Junior Mid	125 kg	130 kg	140 kg
Junior Heavy	135 kg (*89kg)	140 kg (*89kg)	150 kg (*96kg)

(*) Denotes Maximum Kart weight for Division & Engine, excluding the Driver.

C.5.6 Competition Numbers

Black number on White plate/background.

C.6 Senior Classic J or S

C.6.1 Driver Requirements

Must hold a **KNSW Senior** Licence.

Senior Classic Masters Division must be Minimum **40 years** of age to compete.

C.6.2 Competition Eligibility

Social/Club Competitions: With any eligible engine.

Named Events: With any eligible engine.

C.6.3 Eligible Engines

Yamaha KT100J in Senior Classic J

Yamaha KT100S in Senior Classic S

C.6.4 Tyres

Dry: **Dunlop DHH** Front: 10 x 4.50-5 Rear: 11 x 7.10-5
 Wet: **Dunlop KT12SLW2** Front: 10 x 4.50-5 Rear: 11 x 6.50-5 (Until 31st Dec 2025)
Dunlop KT14W13 Front: 10 x 4.50-5 Rear: 11 x 6.50-5 (From 1st March 2025)

C.6.5 Weight

Minimum weight Divisions, including the Driver:

Division & Engine	Yamaha KT100J	Yamaha KT100S
Senior Classic Light	135 kg	140 kg
Senior Classic Mid	145 kg	150 kg
Senior Classic Masters	155 kg	160 kg
Senior Classic Heavy	155 kg (*89 kg)	160 kg (*89 kg)
Senior Classic Super Heavy	175 kg (*89 kg)	180 kg (*89 kg)

(*) Denotes Maximum Kart weight for Division & Engine, excluding the Driver.

C.6.6 Competition Numbers

Black numbers on Yellow plate/background.

C.7 Senior Performance

C.7.1 Driver Requirements

Must hold a **KNSW Senior** Licence.

Senior Performance Masters Division must be Minimum **40 years** of age to compete.

C.7.2 Competition Eligibility

Social/Club/Zone Competitions: With any eligible engine.

Named Events: With any eligible engine.

State Title: Only eligible engine is **IAME 100 Reedjet** with Driver **"A, B or C" Grade** Licence.

Australian Title: Only eligible engine is **IAME 100 Reedjet** with Driver **"A or B" Grade** Licence.

C.7.3 Eligible Engines

Yamaha KT100S

IAME 100 Reedjet

C.7.4 Tyres

Dry: **Dunlop DHH**

Front: 10 x 4.50-5

Rear: 11 x 7.10-5

Wet: **Dunlop KT12SLW2**

Front: 10 x 4.50-5

Rear: 11 x 6.50-5

(Until 31st Dec 2025)

Dunlop KT14W13

Front: 10 x 4.50-5

Rear: 11 x 6.50-5

(From 1st March 2025)

C.7.5 Weight

Minimum weight Divisions including the Driver:

Division & Engine	Yamaha KT100S	IAME 100 Reedjet
Senior Performance Light	130 kg	150 kg
Senior Performance Mid	140 kg	160 kg
Senior Performance Masters	150 kg	175 kg
Senior Performance Heavy	150 kg (*89 kg)	175 kg (*97 kg)
Senior Performance Super Heavy	170 kg (*89 kg)	190 kg (*97 kg)

(*) Denotes Maximum Kart weight for Division & Engine, excluding the Driver.

C.7.6 Competition Numbers

Black numbers on Yellow plate/background.

C.8 Tag Restricted

C.8.1 Driver Requirements

Must hold a **KNSW Senior** Licence.

Tag Restricted Masters Division must be Minimum **40 years** of age to compete.

C.8.2 Competition Eligibility

Social/Club Competitions: With any eligible engine plus IAME 100 Reedjet (at Clubs discretion).

Zone Competitions: With any eligible engine.

Named Event: With any eligible engine.

State Title: With any eligible engine and Driver must have **"A, B or C" Grade** Licence.

Australian Title: With any eligible engine and Driver must have **"A or B" Grade** Licence.

The following Rules apply for Club Competition only and are both at the discretion of the Host Club:

- *The IAME 100 Reedjet is eligible to run in this Class for Club Competition only. This will allow Clubs to combine Classes to provide bigger fields, where there are less than the Minimum number of entries in a Senior Performance Class, as specified in the Supplementary Regulations.*
- *Drivers entered in Tag Restricted Heavy/Masters/Super Heavy are permitted to run in a Division 20kg lighter if using a restrictor as per the table below. This only applies if there are less entries than the Minimum specified for the Class/Division in the Supplementary Regulations.*

C.8.3 Drivetrain

Eligible engines

Yamaha KT100S (Unrestricted)

IAME X30

PRD Fireball 125

PRD Galaxy 125

Parilla Leopard 125

Rotax 125 Max (non EVO and EVO)

Rotax 125 Junior Max (non EVO and EVO)

IAME 100 Reedjet – Club Competition only (at Clubs discretion)

Standard Exhaust Restrictor Plates

Each engine listed below must be fitted with an Exhaust Restrictor Plate.
The maximum internal hole size and Restrictor codes are listed:

Engine	Max Hole Size	Restrictor Code
IAME X30 (Plate Type 1)	23.40 mm	AKA X30
IAME X30 (Manifold Type 2)	22.80 mm	D22.7
PRD Fireball 125	27.00 mm	AKA F2
PRD Galaxy 125	25.50 mm	G2
Parilla Leopard 125-Black	23.00 mm	AKA L1
Parilla Leopard 125-Green	23.80 mm	AKA L2
Rotax 125 Max	24.50 mm	AKA SR2
Rotax 125 Junior Max	26.00 mm	AKA JR1

Exhaust Restrictor Plates – Heavier Karts running 20kg Lighter

Each engine listed below must be fitted with an Exhaust Restrictor Plate.
The maximum internal hole size and Restrictor codes are listed:

Engine	Max Hole Size	Restrictor Code
IAME X30	TBA	TBA
PRD Fireball 125	28.65 mm	TBA
PRD Galaxy 125	27.05 mm	TBA
Parilla Leopard 125-Black	24.40 mm	TBA
Parilla Leopard 125-Green	25.25 mm	TBA
Rotax 125 Max	26.00 mm	TBA
Rotax 125 Junior Max	27.60 mm	TBA

Ignition Specifications

Parilla Leopard 125 with Selettra Digital K Ignition may use the black ignition module or the green ignition module AKA20L, all others are as per the specifications in the Engine Regulations.

C.8.4 Tyres

Dry: **Dunlop DHH** Front: 10 x 4.50-5 Rear: 11 x 7.10-5
 Wet: **Dunlop KT12SLW2** Front: 10 x 4.50-5 Rear: 11 x 6.50-5 (Until 31st Dec 2025)
Dunlop KT14W13 Front: 10 x 4.50-5 Rear: 11 x 6.50-5 (From 1st March 2025)

C.8.5 Weight

Minimum weight Divisions including the Driver:

Division & Engine	Yamaha KT100S	Rotax Junior EVO	IAME 100 Reedjet	All Other Engines
Tag Restricted Light	140 kg	155 kg	157 kg	160 kg
Tag Restricted Mid	150 kg	165 kg	167 kg	170 kg
Tag Restricted Masters	160 kg	175 kg	177 kg	180 kg
Tag Restricted Heavy	160 kg (*89 kg)	175 kg (*102 kg)	177 kg (*102 kg)	180 kg (*102 kg)
Tag Restricted Super Heavy	180 kg (*89 kg)	195 kg (*102 kg)	197 kg (*102 kg)	200 kg (*102 kg)

(*) Denotes Maximum Kart weight for Division & Engine, excluding the Driver.

C.8.6 Competition Numbers

Black number on Yellow plate/background.

C.9 Tag 125

C.9.1 Driver Requirements

Must hold a **KNSW "A or B" Grade Senior** Licence.

Tag 125 Masters Division must be Minimum **40 years** of age to compete.

C.9.2 Competition Eligibility

Social/Club/Zone Competitions

Named Event

State/Australian Titles

C.9.3 Eligible Engines

IAME X30

PRD Fireball 125

PRD Galaxy 125

Parilla Leopard 125

Rotax Max 125 (non EVO and EVO)

C.9.4 Tyres

Dry: **Dunlop DHH** Front: 10 x 4.50-5 Rear: 11 x 7.10-5

Wet: **Dunlop KT12SLW2** Front: 10 x 4.50-5 Rear: 11 x 6.50-5

Dunlop KT14W13 Front: 10 x 4.50-5 Rear: 11 x 6.50-5

(Until 31st Dec 2025)
(From 1st March 2025)

C.9.5 Weight

Minimum weight Divisions including the Driver:

Division & Engine	IAME X30 / Rotax EVO	All Other Engines
Tag 125 Light	160 kg	155 kg
Tag 125 Mid	170 kg	165 kg
Tag 125 Masters	180 kg	175 kg
Tag 125 Heavy	180 kg (*102 kg)	175 kg (*102 kg)

(*) Denotes Maximum Kart weight for Division & Engine, excluding the Driver.

C.9.6 Competition Numbers

Black numbers on Yellow plate/background.

C.10 KZ2

C.10.1 Driver Requirements

Must hold a **KNSW "A or B" Grade Senior** Licence.

C.10.2 Competition Eligibility

Social/Club/Zone Competitions

Named Event

State/Australian Titles

C.10.3 Drivetrain

Eligible engines

Any 125cc water cooled, single cylinder, reed valve engine, currently or previously Homologated by CIK-FIA, or approved by KNSW for KZ2 competition.

- ✓ The competitor must at all times have a copy of the Homologation and/or approval documents relating to the engine and exhaust being used.
- ✓ Current homologated silencers must be used.

Gear Shift Arm/Lever

May be made of Steel, Aluminium, Titanium or Carbon Fibre.

Fuel

The KZ2 Class is permitted to use **PANTA KART 102** Fuel, unless otherwise specified in the Supplementary Regulations for a Meeting.

C.10.4 Tyres

Dry: **MG Yellow** Front: 10 x 4.60-5 Rear: 11 x 7.10-5 **Must use bead retention**

Wet: **MG White** Front: 10 x 4.20-5 Rear: 11 x 6.00-5

Tyre Usage: Will be as per the Technical Regulations, if not specified in the Supplementary Regulations for a Meeting.

C.10.5 Weight

Minimum Kart weight Divisions including the Driver:

KZ2 Open 180 kg

KZ2 Medium 188 kg

C.10.6 Competition Numbers

Black numbers on Yellow plate/background

C.11 Open Performance

C.11.1 Driver Requirements

Must hold a **KNSW "A or B" Grade Senior** Licence.

C.11.2 Competition Eligibility

**Social/Club/Zone Competitions
Named Event**

C.11.3 Chassis

Front wheel braking is permitted.

C.11.4 Drivetrain

Eligible engines

Must be CIK-FIA Homologated and/or listed on the KNSW Approved Engine List policy.

Engine Qualifications - May be either Two Stroke or Four Stroke.

If Two Stroke:

- ✓ Must be no more than **255cc** total cylinder volume, when two (2) 125cc engines of the same brand and model are used at the same time.
- ✓ Must be no more than **206cc** total cylinder volume for a single engine.

If Four Stroke:

- ✓ Must be no more than **430cc** total cylinder volume when two (2) Four Stroke engines are used at the same time.
- ✓ Must be a series production engine, that may be either air or water cooled.

No. of engines

A Kart may have no more than two (2) engines fitted at one time.

Maximum Number of engines per meeting:

Single Engine: Two (2)

Twin Engine: Four (4)

Carburettor

Must have one (1) single throat carburettor per cylinder, or the OEM Electronic Fuel Injection system.

Exhaust – Muffler

Twin engine installation exhaust systems may be modified to suit the installation and packaging requirements.

The overall lengths must remain within +/-2mm of the original for each individual cut.

Concave relief of the muffler/silencer is permitted to provide a smaller overall packaging space.

Ignition System

Digital Ignition Systems are only permitted if the same type and style as the OEM system.

Cooling

If the type of cooling system is included in the Engine Model Regulations, then it must be used.

For all other engine types the cooling system is unrestricted.

C.11.5 Tyres

Dry:	MG Yellow	Front: 10 x 4.60-5	Rear: 11 x 7.10-5	Must use bead retention
Wet:	MG White	Front: 10 x 4.20-5	Rear: 11 x 6.00-5	

C.11.6 Weight

Minimum Kart weight including the Driver, will be listed in the Supplementary Regulations.

C.11.7 Competition Numbers

Black numbers on Yellow plate/background.

C.12 4SS (4 Stroke Sprint)

C.12.1 Driver Requirements

Junior:

- Must hold a **KNSW Junior** Licence.
- A **Neck Brace** and **Rib Protector** are **mandatory**.
- A Chest protector is **recommended**.

Senior:

- Must hold a **KNSW Senior** Licence.
- 4SS Masters Division must be Minimum **40 years** of age to compete.

C.12.2 Competition Eligibility

Social/Club/Zone Competitions

Named Event

State Title

C.12.3 Drivetrain

Only Single engine configurations are permitted.

Eligible engines:

Briggs & Stratton L0206 (From: Briggs & Stratton Racing)

Subaru KX21DU (From: Fuji Heavy Industries)

Torini Clubmaxx 210 (From: Austech Industries Pty Ltd)

Engine seals:

You must ensure all engines used are factory sealed by the authorised agents below.

Engine	Seals	Authorised Agents
Briggs & Stratton L0206	Minimum of two (2) factory seals.	AussieSpeed-AHPI Pty Ltd IKD-International Karting Distributors Wildslide Motorsport
Subaru KX21DU	Minimum three (3) approved 4SKANSW seals.	AussieSpeed-AHPI Pty Ltd Four Stroke Karting Association of NSW Inc.
Torini Clubmaxx 210	Minimum four (4) factory "TCSEAL" seals.	Austech Industries Pty Ltd Karting Solutions

Should any seals be missing, tampered with, or broken, the Scrutineer of the meeting may allow an engine to continue to compete, but reserves the right to have the engine fully inspected by an authorised agent listed above, should they wish to do so.

Sprocket Guards

It is permissible to fit side plates or discs (up to 195mm Maximum diameter) to the sprocket or carrier, to assist with chain retention.

C.12.4 Tyres

Dry:	Dunlop DHH	Front: 10 x 4.50-5	Rear: 11 x 7.10-5	
Wet:	Dunlop KT12SLW2	Front: 10 x 4.50-5	Rear: 11 x 6.50-5	(Until 31 st Dec 2025)
	Dunlop KT14W13	Front: 10 x 4.50-5	Rear: 11 x 6.50-5	(From 1 st March 2025)

C.12.5 Weight

Minimum weight Divisions including the Driver:

Division & Engine	Torini Clubmaxx	Briggs L0206	Subaru KX21DU
4SS Junior	135 kg		
4SS Senior Light	150 kg	140 kg	137 kg
4SS Senior Medium/Masters	165 kg	155 kg	152 kg
4SS Senior Heavy	180 kg	170 kg	167 kg

C.12.6 Competition Numbers

Junior: Black numbers on White plate/background.

Senior: Black numbers on Yellow plate/background.

C.13 Tillotson (4 Stroke)

C.13.1 Driver Requirements

Junior:

Must hold a **KNSW Junior** Licence.

A **Neck Brace** and **Rib Protector** are **mandatory**.

A Chest protector is **recommended**.

Senior:

Must hold a **KNSW Senior** Licence.

C.13.2 Competition Eligibility

Social/Club Competitions

C.13.3 Drivetrain

Only Single engine configurations are permitted.

Eligible engines: **Tillotson 225RS**

Engine seals: You must ensure all engines are factory sealed by the authorised agents below.

Engine	Seals	Authorised Agents
Tillotson 225RS	Minimum of one (1) factory seal and two (2) additional importer seals.	Karting HQ Wildslide Motorsport

Should any seals be missing, tampered with, or broken, the Scrutineer of the meeting may allow an engine to continue to compete, but reserves the right to have the engine fully inspected by an authorised agent listed above, should they wish to do so.

C.13.4 Tyres

Dry: **Dunlop DHH** Front: 10 x 4.50-5 Rear: 11 x 7.10-5

Wet: **Dunlop KT12SLW2** Front: 10 x 4.50-5 Rear: 11 x 6.50-5

Dunlop KT14W13 Front: 10 x 4.50-5 Rear: 11 x 6.50-5

(Until 31st Dec 2025)

(From 1st March 2025)

C.13.5 Weight

Minimum Kart weight Divisions including the Driver:

Tillotson Junior **135 kg**

Tillotson Senior Light **165 kg**

Tillotson Senior Heavy **180 kg**

C.13.6 Competition Numbers

Junior: Black numbers on White plate/background.

Senior: Black numbers on Yellow plate/background.

C.14 Rotax Micro Max

C.14.1 Driver Requirements

Must hold a **KNSW "A, B or C" Grade Novice** Licence.

A **Neck Brace** and **Rib Protector** are **mandatory**.

A Chest protector is **recommended**.

C.14.2 Competition Eligibility

Social/Club/Zone Competitions (Meeting regulations to specify use of Standard or **Alternate tyres**)

Named Event (Meeting regulations to specify use of Standard or **Alternate tyres**)

State/Australian Titles (Meeting regulations to specify use of Standard or **Alternate tyres**)

C.14.3 Chassis

Maximum wheelbase of **950 mm**.

Maximum axle diameter of **30 mm**.

C.14.4 Eligible Engines

Rotax 125 Micro Max (non EVO and EVO)

C.14.5 Tyres

Standard Dry: **MOJO C2** Front: 10 x 4.00-5 Rear: 11 x 5.00-5

Standard Wet: **MOJO CW** Front: 10 x 3.60-5 Rear: 11 x 4.50-5

Alternate tyres for Competitions:

Alternate Dry:	Dunlop DHH	Front: 10 x 4.50-5	Rear: 10 x 4.50-5
Alternate Wet:	Dunlop KT12SLW2	Front: 10 x 4.50-5	Rear: 10 x 4.50-5 (Until 31 st Dec 2025)
Alternate Wet:	Dunlop KT14W13	Front: 10 x 4.50-5	Rear: 10 x 4.50-5 (From 1 st March 2025)

C.14.6 Weight

Minimum Kart weight including the Driver: **105 kg**

C.14.7 Competition Numbers

Red numbers on White plate/background.

C.15 Rotax Mini Max

C.15.1 Driver Requirements

Must hold a **KNSW "A, B or C" Grade Rookie** Licence.

A **Neck Brace** and **Rib Protector** are **mandatory**.

A Chest protector is **recommended**.

C.15.2 Competition Eligibility

Social/Club/Zone Competitions (Meeting regulations to specify use of Standard or **Alternate tyres**)

Named Event (Meeting regulations to specify use of Standard or **Alternate tyres**)

State/Australian Titles (Meeting regulations to specify use of Standard or **Alternate tyres**)

C.15.3 Chassis

Maximum wheelbase of **950 mm**.

Maximum axle diameter of **30 mm**.

C.15.4 Eligible Engines

Rotax 125 Mini Max (non EVO and EVO)

C.15.5 Tyres

Standard Dry: **MOJO C2** Front: 10 x 4.00-5 Rear: 11 x 5.00-5

Standard Wet: **MOJO CW** Front: 10 x 3.60-5 Rear: 11 x 4.50-5

Alternate tyres for Competitions:

Alternate Dry: **Dunlop DHH** Front: 10 x 4.50-5 Rear: 10 x 4.50-5

Alternate Wet: **Dunlop KT12SLW2** Front: 10 x 4.50-5 Rear: 10 x 4.50-5 (Until 31st Dec 2025)

Alternate Wet: **Dunlop KT14W13** Front: 10 x 4.50-5 Rear: 10 x 4.50-5 (From 1st March 2025)

C.15.6 Weight

Minimum Kart weight including the Driver: **115 kg**

C.15.7 Competition Numbers

Red numbers on White plate/background

C.16 Rotax Junior Max

C.16.1 Driver Requirements

Must hold a **KNSW "A or B" Grade Junior** Licence.

Minimum age: Must be in the **year of the 13th birthday**.

A **Neck Brace** and **Rib Protector** are **mandatory**.

A Chest protector is **recommended**.

C.16.2 Competition Eligibility

Social/Club/Zone Competitions (Meeting regulations to specify use of Standard or **Alternate tyres**)

Named Event (Meeting regulations to specify use of Standard or **Alternate tyres**)

State/Australian Titles (Meeting regulations to specify use of Standard or **Alternate tyres**)

C.16.3 Eligible Engines

Rotax 125 Junior Max (non EVO and EVO)

(Must be manufactured by BRP Rotax, and have the Official Formula Rotax Australia Stamp on the crankcase and the reed block face of the cylinder.)

C.16.4 Tyres

Standard Dry: **MOJO D2** Front: 10 x 4.50-5 Rear: 11 x 7.10-5 **Must use bead retention**
Standard Wet: **MOJO W3** Front: 10 x 4.50-5 Rear: 11 x 6.00-5

Alternate tyres for Competitions:

Alternate Dry: **Dunlop DHH** Front: 10 x 4.50-5 Rear: 11 x 7.10-5
Alternate Wet: **Dunlop KT12SLW2** Front: 10 x 4.50-5 Rear: 11 x 6.50-5 (Until 31st Dec 2025)
Alternate Wet: **Dunlop KT14W13** Front: 10 x 4.50-5 Rear: 11 x 6.50-5 (From 1st March 2025)

C.16.5 Weight

Minimum Kart weight including the Driver: **145 kg**

C.16.6 Competition Numbers

Black numbers on White plate/background.

C.17 Rotax 125

C.17.1 Driver Requirements

Must hold a **KNSW "A or B" Grade Senior** Licence.

C.17.2 Competition Eligibility

Social/Zone/Club Competitions
Named Event
State/Australian Titles

C.17.3 Eligible Engines

Rotax 125 Max (non-EVO and EVO)

(Must be manufactured by BRP Rotax, and have the Official Formula Rotax Australia Stamp on the crankcase and the reed block face of the cylinder.)

C.17.4 Tyres

Dry: **MOJO D5** Front: 10 x 4.50-5 Rear: 11 x 7.10-5 **Must use bead retention**
Wet: **MOJO W3** Front: 10 x 4.50-5 Rear: 11 x 6.00-5

C.17.5 Weight

Minimum Kart weight Divisions including the Driver:

Rotax 125 Light 162 kg
Rotax 125 Heavy 182 kg (Maximum kart weight excluding driver: **100kg**)

C.17.6 Competition Numbers

Black numbers on Yellow plate/background

C.18 Rotax DD2

C.18.1 Driver Requirements

Must hold a **KNSW "A or B" Grade Senior** Licence.
Masters Division must be Minimum **32 years** of age to compete.

C.18.2 Competition Eligibility

Social/Club/Zone Competitions
Named Event
State/Australian Titles

C.18.3 Chassis

Must use a DD2 specific Chassis with front brakes and rear tyre protection system.

C.18.4 Drivetrain

Eligible engines:

Rotax 125 Max (non-EVO and EVO)

(Must be manufactured by BRP Rotax, and have the Official Formula Rotax Australia Stamp on the crankcase and the reed block face of the cylinder.)

Transmission:

Must have a **two (2)** speed gearbox only, with a chainless drive system.

C.18.5 Tyres

Dry: **MOJO D5** Front: 10 x 4.50-5 Rear: 11 x 7.10-5
Wet: **MOJO W3** Front: 10 x 4.50-5 Rear: 11 x 6.00-5

Must use bead retention

C.18.6 Weight

Minimum Kart weight Divisions including the driver:

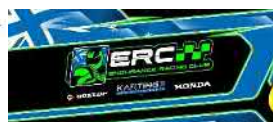
Rotax DD2 Open 175 kg

Rotax DD2 Masters 180 kg

C.18.7 Competition Numbers

Black numbers on Yellow plate/background.

Section 4E - 4 Stroke Endurance (4SE)



4E.1 4SE Class Overview

Welcome to Endurance Karting, be part of a team, incorporate strategy, and race for longer.

Endurance Karting events are team events. Teams compete against each other in Races with a Minimum time period of one (1) hour, including compulsory Pit Stops, and are run at Tracks with a sealed surface.

The Race distances will be defined in the Supplementary Regulations and can be:

- Laps completed;
- Time elapsed;
- Number of laps but with a time certain cut-off.

4E.1.1 Driver Requirements

Junior - Must hold a **KNSW Junior** Licence.

A **Neck Brace** and **Rib Protector** are **mandatory**.

A Chest protector is **recommended**.

Senior - Must hold a **KNSW Senior** Licence.

4E.1.2 Competition Eligibility

- **Endurance Meetings**
- **State Titles**

4E.1.3 4SE Specifications

The Kart specifications below:

- Must comply with the standard Technical and corresponding Engine Regulations.
- Will only list the additional specifications permitted, such as Chassis, Drivetrain, Engine Models, Tyres, Fuel, Minimum Weights etc.

4E.2 4SKA Classes

4E.2.1 Driver Requirements

Must hold a **KNSW Senior** Licence.

4E.2.2 Competition Eligibility

Social/Club/Zone Competitions

Named Events

State/Australian Titles

4E.2.3 Eligible Engines

Briggs & Stratton L0206

4E.2.4 Tyres

Dry: **Dunlop SL1** Front: 10 x 4.50-5 Rear: 11 x 7.10-5

Wet: **Dunlop KT12SLW2** Front: 10 x 4.50-5 Rear: 11 x 6.50-5

4E.2.5 Weight

Minimum weight Divisions including the Driver:

Division & Engine	L0206
4SKA Club	175 kg
4SKA Champ	175 kg
4SKA Pro	175 kg

4E.2.6 Competition Numbers

Black numbers on Yellow plate/background.

4E.3 TEKA Classes

4E.3.1 Driver Requirements

Must hold a **KNSW Senior** Licence.

4E.3.2 Competition Eligibility

Social/Club/Zone Competitions

Named Events

State/Australian Titles

4E.3.3 Eligible Engines

Briggs & Stratton Animal (Single)

Briggs & Stratton Animal (Twin)

4E.3.4 Tyres

Dry: **Dunlop SL1** Front: 10 x 4.50-5 Rear: 11 x 7.10-5

Wet: **Dunlop KT12SLW2** Front: 10 x 4.50-5 Rear: 11 x 6.50-5

4E.3.5 Weight

Minimum weight Divisions including the Driver:

Division & Engine	Animal
TEKA SE (Single)	170 kg
TEKA Heavy (Twin) *	205 kg
TEKA B (Twin)	190 kg
TEKA A (Twin)	190 kg
TEKA PRO (Twin)	190 kg

(*) For TEKA Heavy Class:

- One driver in the team needs to make the Minimum Weight without any additional Weight being added to the Kart.
- The Maximum Weight allowed to be added to the Kart must be in compliance with [Section 4E.7](#).

4E.3.6 Competition Numbers

Black numbers on Yellow plate/background.

4E.4 ERC Classes

4E.4.1 Driver Requirements

Must hold a **KNSW Senior** Licence.

4E.4.2 Competition Eligibility

Social/Club/Zone Competitions

Named Events

State/Australian Titles

4E.4.3 Eligible Engines

Honda GX200

4E.4.4 Tyres

Dry: **Dunlop SL1** Front: 10 x 4.50-5 Rear: 11 x 7.10-5

Wet: **Dunlop KT12SLW2** Front: 10 x 4.50-5 Rear: 11 x 6.50-5

4E.4.5 Weight

Minimum weight Divisions including the Driver:

Division & Engine	GX200
ERC C	185 kg
ERC B	185 kg
ERC A	185 kg

4E.4.6 Competition Numbers

Black numbers on Yellow plate/background.

4E.5 Chassis

4E.5.1 Brakes

- a) **Pads** - Teams must ensure their Kart(s) have adequate brake pad life for the race duration.
- b) **Safety wire and Brake rod**
 - Ensure these are in good condition. A thicker safety wire is recommended.
- c) **Brake Rotor/Calliper**
 - A Maximum of **one (1)** Disc Brake Rotor and **one (1)** Brake Calliper allowed.
 - A Maximum of **four (4)** pistons allowed per Brake Calliper.

4E.5.2 Exhaust Fitment

The chassis must allow for fitment of the control exhaust without any modifications.

4E.5.3 Rear Hubs

The Maximum rear hub length is **140mm**. Plastic sleeves to prevent hub movement are permitted.

4E.5.4 Frame Replacement

Will be as per [Technical Regulations – Section T.2.2](#) but with the following amendments:

- The team will present a completely bare replacement frame to the Chief Scrutineer, who will either take note of the frame number or tag the frame, before the replacement work begins.
- A new Scrutineering form will need to be completed.

4E.5.5 Front Torsion Bar

For TEKA Classes only - The use of a system to change the orientation of the front torsion bar while the kart is being driven is permissible. All components of this system must be affixed to the chassis to prevent any components becoming detached. The operation and affixion of such system must be to the satisfaction of the Chief scrutineer.

4E.5.6 Other Specifications

Chassis Component(s)	Single Engine class	Twin Engine Class
Maximum number of Engines fitted to a Kart at any time	1	2
Engine location	Right hand side of chassis	One each side of chassis
Chain and sprocket location	In-board	N/A
Number of sprockets mounted per engine	1	1
Axle specifications All axles must be metallic in construction	30mm, 40mm & 50mm Max length 1100mm	30mm only Max length 1100mm Solid or hollow (Min wall thickness of 5mm)
Axle collars (must not exceed 35mm width) fitted adjacent to the axle bearings – must be metallic	Maximum of two (2)	Maximum of six (6) – one permitted per each axle bearing and each hub

4E.6 Drivetrains

4E.6.1 Eligible engines

4 Stroke Models:

- **Briggs & Stratton L0206**
- **Briggs Animal Model/Type 124332 8003-01**
- **Honda GX200 Series QXU/QX2/UH2**
- **Tillotson 225RS**

See the Engine Regulations section(s) for full engine and component specifications.

There is no restriction on the number of engines permitted to be used at a Meeting.

Each engine fitted to a Kart, must be as supplied and sealed by the authorised agents, prior to being used in any Competition.

If stated in the Supplementary Regulations, replacement engines must have their engine number and tag information:

- Included on the Karts scrutineering form;
- If not included on the scrutineering form for any reason, the team must supply this information to the Chief Steward once an engine change is affected.

4E.6.2 Carburettor

Honda GX200 Series - Various carburettor jets are allowed, as per the Engine Specifications.

4E.6.3 Transmission

Gearboxes - Are not permitted.

Gearing and Sprockets

- Only **one (1)** sprocket may be fitted to the rear axle for each engine.
- Honda GX200 Series must use a **20 tooth** front sprocket and **66 tooth** rear sprocket.
- Briggs Animal twin engine must use a **20 tooth** front sprocket and **71 tooth** rear sprocket.
- Briggs Animal single engine must use a **17 tooth** front sprocket and any rear sprocket **between 65 and 70 tooth**.

4E.6.4 Exhaust & Muffler

Briggs and Stratton 206 (Single Engine)

- Must use the control RLV 5507 Silencer and exhaust.

Briggs Animal (Twin Engine)

- The control exhaust is the TEKA Power-pipe made and stamped by TEKA.

Briggs Animal (Single Engine)

- Must use the control RLV 5507 Silencer and exhaust.

Honda GX200 Series

- Standard Honda exhaust/muffler including heat shield; or after market exhaust by SEK NSW.

4E.6.5 Clutch

Briggs Animal Single Engine must use standard Hilliard Inferno Flame clutch, Hilliard Part #LD4S-Flame, fitted with four (4) White Hilliard Inferno Flame Springs, Part #8443-35-005-A.

All other Clutch specifications and the Maximum engagement RPM – are as per the Engine Regulations.

4E.6.6 Dynamic Steering

Dynamic Kart steering or any device that has the aim of altering a Karts front steering geometry while a Kart is in motion, is not permitted.

Steering geometry can only be adjusted or altered when the Kart is stationary and must require the use of hand tools. On-board adjustment devices are not permitted.

4E.7 Weights

4E.7.1 Weight Specifications

- a) All weights must be secured to the satisfaction of the Chief Scrutineer.
- b) Weights can only be fixed to a Kart when the Kart is stationary.
- c) Oversized washers must be a Minimum of OD 24mm.
- d) The following table specifies how weights must be installed:

Weight Type	Max Weight	Minimum fixing required
Fixed: bolted to chassis or seat.	5 Kg per block	One (1) high tensile M8 bolt, oversized washer and nyloc nut, per each 2.5Kg of weight is mandatory.
Weight Canister	20 Kg	Canisters must have a Minimum of three (3) fixing points attaching to the seat or chassis. Where possible, all fixing points should use high tensile M8 bolts, oversized washers and nyloc nuts.
Seat Inserts	30 Kg	Motor vehicle seat belt straps and latches are the preferred method of securing the seat insert to the seat or chassis. For seat inserts 10Kg and under, a Minimum of two (2) fixing points are required, otherwise a Minimum of three (3) fixing points are required.

4E.8 Fuel

4E.8.1 Fuel Type and Supply

Fuel will be as per the [Technical Regulations – Section T.4](#).

- a) Unless otherwise stated in the Supplementary Regulations, Fuel for practice sessions will be provided by each team and administered from fuel safe containers in the Paddock area.
- b) Each Competitor must purchase the required quantity of fuel, from the specified brand of Service Station, as listed in the Supplementary Regulations, for each Kart they enter into the Meeting.

- c) The fuel must be delivered by each team to the refuelling bay and the fuel receipt presented at Driver sign on, or to the Fuel Marshal when the fuel is presented:
- All fuel must be in **5L, 10L or 20L** plastic fuel safe containers;
 - Each container must display the teams Kart number for identification purposes;
 - This fuel will be added to the Meetings common fuel and will be dispensed via the Meetings fuel rig, by the Fuelling Marshals, for all Qualifying and Races (and practice if stated in the Supplementary Regulations).
- d) At the completion of practice, prior to Qualifying, all teams must present their Karts for fuelling from the Meetings common fuel and if stated in the Supplementary Regulations, with an empty tank.

4E.8.2 Fuel Tank

A Karts fuel tank can be tested at any time for conformity with the rules, by the Chief Scrutineer.

A Kart may only have **one (1)** fuel tank fitted at any time.

4E.9 Tyres

4E.9.1 Specifications

Dry Tyres: **Dunlop SL1A** Front: 10 x 4.50-5 Rear: 11 x 7.10-5

Wet Tyres: **Dunlop KT12SLW2** Front: 10 x 4.50-5 Rear: 11 x 6.50-5

4E.9.2 Restrictions & Use

Any restrictions on the number of Dry and Wet Weather Tyres permitted to be used during a Meeting, will be specified in the Supplementary Regulations.

- a) Prior to the commencement of the first qualifying session, all tyres permitted to be used during a Meeting may be marked and/or recorded.
- b) The tyres used on a Kart at the start of qualifying, must be used to start the Race, unless:
- The Race Track is deemed open after qualifying, when there has been a change in weather conditions. In this case Karts/teams start in their Qualifying position.
 - Any damaged tyres which are replaced, following the [Technical Regulations – Section T.5.4](#), will result in a rear of grid position for the Kart or team(s) affected.
- c) Any change in weather conditions must be confirmed by the Chief Steward and communicated to all teams.

4E.10 General

4E.10.1 Radio Equipment

A two-way radio communication system between the Driver and their pit crew is permitted.

- a) Two-way radios must be securely attached to the Kart at all times and to the satisfaction of the Chief Scrutineer.
- b) Bluetooth communication systems must be securely attached or incorporated into the Drivers helmet at all times.
- c) A Competitor is not permitted to use radio equipment that is able to access, or interfere with, the Official's radio channel(s).

4E.10.2 Competition Numbers

Junior - Black number on White plate/background.

Senior - Black number on Yellow plate/background.

Endurance State Title - Any colour racing number that is highly visible on Blue plate/background.

Outright Club Championship

- Any colour number that is highly visible (including one (1)) on Green plate/background.
- This number is permitted to be used by the outright championship winner, in the following season, at Meetings organised by the Club, where the Championship victory occurred.

4E.10.3 Endurance Meeting Track Density

As noted in [Section - K.1.5 Track & Safety](#), an Organising committee can apply for up to a 20% increase in a Track's Maximum Density, when applying for an Endurance Meeting Race Permit. Any additional increase in density above this point is solely at KNSW discretion.

4E.11 Meeting Format

4E.11.1 Minimum Drivers

- a) The Minimum number of Drivers required to enter an Event are:

Race Duration	Drivers
Up to and including 6 hours	2
Over 6 hours and up to and including 12 hours	3
Over 12 hours but less than 24 hours	4
24 hour events	5

- b) No Driver is permitted to cross-enter during qualifying or racing at an Event.

4E.11.2 Driving Time Limits

- a) Each Driving stint must not exceed **59 minutes and 59 seconds**.
- b) Each Driver must have a Minimum of **20 minutes** of rest time between stints.
- c) When a Driver enters pit lane for any reason, and the same Driver exits pit lane, this does not reset the stint time.
- This tour of Pit Lane and time spent in the Kart thereafter, is considered a continuation of the one stint, and the Driver must ensure they return to the pits and finish their stint inside of the **59 minute and 59 second** Maximum stint time.
- d) Time spent circulating under a full course Yellow still contributes to stint time.
- e) Should pit lane be closed, or a full course Yellow period results in a Driver exceeding their Maximum driving time limit, no penalty will be applied so long as the Kart pits no later than one (1) full lap after Green flag racing resumes.

4E.11.3 Pit Lane Area

- a) Persons wishing to participate as pit crew for a team who access the pit lane area during periods of practice, qualifying or racing, must be a KNSW Licence holder or hold a KNSW pit crew Licence.
- b) A Maximum of three (3) pit crew per Kart are permitted in the pit lane, for the purposes of signalling their Driver or assisting with a pit stop. At all other times pit crew should remain outside of the pit lane.
- c) The Maximum Pit Lane speed is **15 km/h** at all times during the Meeting.
- d) The Pit Lane is divided into the following sections:
- **Lane:** The area between the entry marker cone indicating the beginning of pit lane and the exit marker cone indicating the end point of pit lane.
 - **The 15 km/h speed limit applies between these two marker cones.**
 - **Break Down Area:** The Supplementary Regulations may specify an area where work on Karts is permitted, otherwise all work is to be completed in the Paddock area.
 - **Driver Change Area:** The area where teams change Drivers, adjust weights, can adjust tyre pressures, swap a faulty or missing transponder and do minor repairs that only require cable ties and/or race tape.
 - **Driver Waiting Bay:** Where timed pit stops are used at an Endurance Race Meeting, this is the area Karts are stationary & waiting for their Minimum pit stop time to elapse before re-entering the Race Track.
 - **Refuelling Area:** The area where refuelling of Karts by the refuelling marshals occurs prior to qualifying and during the Event. Unless stated in the Supplementary Regulations, only the Driver of the Kart being refuelled and the refuelling marshal is permitted in this area.
 - **Weigh Bridge Area:** The area where Karts are weighed. Only the Driver of the Kart being weighed, and the weigh in marshal is permitted in this area.
 - **Chain Lubing Mat:** The Supplementary Regulations may specify an area with a mat, where lubing of chains can occur, which is within the confines of pit lane.
 - **Pit Exit No Mans Land:** When timed pit stops are in operation, the organising committee may elect to mark an area prior to the pit lane exit loop with red tape. Karts waiting for their minimum pit stop time to elapse must remain in the Driver Waiting Bay, any kart that enters the Pit Exit No Mans Land and is stationary or is deemed to block other karts exiting pit lane will be given a stop-go penalty.
- e) **No work what-so-ever can be carried out on Karts in the refuelling or weigh bridge areas.**

4E.11.4 Timing

- a) Competitors are required to provide an operational KNSW authorised transponder for each Kart.
- b) Should a transponder become dislodged or fail during Competition, this is deemed a mechanical failure and no compensation of laps will be considered.
- c) Should the timing system fail the session will be Red flagged.

If less than 75% of the Race has been completed, and there is at least one hour or more racing time remaining before a time certain finish or track curfew, the Karts will be re-gridded for a restart in the order of the last complete lap the timing system has registered. In this circumstance the following procedure shall follow after the Red flag was shown:

- i. Karts will slow, remain in their current running order and stop on the Start/Finish line in single file;
- ii. Drivers may alight but remain with their Karts as they are in Parc Ferme;
- iii. The Timing Officer will establish a grid order;
- iv. As required, Karts will be sorted into a restarting order on the starting grid;
- v. Karts will be given one warm up lap prior to the restart;
- vi. The lead Kart is in control of the restart; the lead Kart cannot accelerate until they are within full sight of the Start/Finish line, and only after the Green flag or light is given to indicate a resumption of racing.
- vii. Should a Kart return to the pit lane under the Red flag it is permitted to do so only if it has a mechanical or safety issue. Karts in this instance cannot be worked on until racing resumes and this will not count as a compulsory pit stop.
- viii. If the stoppage is longer than **twenty (20) minutes** this is considered a rest break and the stint length resets for all drivers.
- ix. (The above restart procedure can be adopted by the Officials of the Meeting to manage other situations of force majeure where a Red flag is shown.)

If more than 75% of the Race has been completed, the event will be declared as at the last completed lap the timing system has registered.

- d) Timing Loops can also be installed in pit lane. The timing loop that registers the pit stop will be located at the pit lane entry.

4E.11.5 Practice

Practice will be in accordance with [Competition Regulations - Section M.2.15.](#)

Any Practice session which is a part of a Meeting, must be included in the Supplementary Regulations.

Only Kart chassis that are scrutineered and entered for the Meeting can participate in any official practice session(s) that are listed in the Supplementary Regulations.

4E.11.6 Endurance Timed Qualifying

Timed qualifying may take place at a Meeting.

The duration and format of any qualifying session(s) will be listed in the Supplementary Regulations.

A Kart that is removed from the out grid following qualifying and prior to the Race start will not be eligible for any Qualifying prizes or awards and must start at the rear of the grid. If multiple karts are removed from the grid, they will start rear of grid in the order they qualified from fastest to slowest.

4E.11.7 Endurance Grid Determination

The starting grid will be based on the results of timed qualifying, in order of fastest to slowest, however, the Supplementary regulations for a Meeting may outline an alternate determiner of grid positions.

D Grade (P Plate) Licenced Drivers will start the Race at the rear of the grid, in their qualifying order.

4E.12 Race Format

4E.12.1 Duration

The duration of a race will be specified in the Supplementary Regulations and will generally be expressed as a set time.

4E.12.2 Start Procedure

This regulation will mainly follow [Competition Regulations - Section M.2.20 b](#)).

- a) The start will begin with any of the following methods which will be advised at the Drivers Briefing:
 - Green flag/lights or
 - An Australian flag or
 - The extinguishing of the Red starting lights.
- b) Any Kart that is in pit lane when the exit gate closes for a Race start, will start from pit lane.

4E.12.3 Compulsory Pit Stops (CPS)

For the purposes of Organisers, the recommended Minimum number of pit stops, per an events Race duration is below. The Organisers may increase this number if required.

- | | |
|-----------------------------|-------------------------------|
| ➤ 1 Hour Race: 1 CPS | ➤ 7 Hour Race: 10 CPS |
| ➤ 2 Hour Race: 3 CPS | ➤ 8 Hour Race: 11 CPS |
| ➤ 3 Hour Race: 4 CPS | ➤ 9 Hour Race: 12 CPS |
| ➤ 4 Hour Race: 6 CPS | ➤ 12 Hour Race: 17 CPS |
| ➤ 6 Hour Race: 8 CPS | ➤ 24 Hour Race: 34 CPS |
- a) The Supplementary Regulations for a Meeting will outline:
 - ✓ The required number of Pit Stops each Kart/team must complete by the time the Race leader receives the Chequered flag;
 - ✓ Any times during a Race where pit stops do not count towards the CPS total;
 - ✓ It is at the discretion of the Organisers whether there is a display of Pit Stop information on timing screens or applications for teams.
 - b) A Kart is not permitted to complete a CPS, until after it has started the Race and completed one lap.
 - c) Any Pit Lane Drive-Thru or Stop Go penalty, as directed by the Clerk of Course, does not count as a CPS.
 - d) A Pit Stop will not count as a CPS, if a Kart enters the pit lane, during a Full Course Yellow period. This is a Judge of Fact ruling.

4E.12.4 Timed Pit Stops

The purpose of a Minimum Pit Stop time is to slow everything down in pit lane. Mistakes and accidents are more likely to occur when teams rush.

Setting of a Minimum time a Kart is permitted to transit the lane is not only sensible in terms of safety, it also means that racing is done out on the Race Track, not in the pit lane.

Only if stated in the Supplementary Regulations, will there will be a Minimum pit stop time at an Event.

- a) The Minimum Pit Stop time(s):
 - Are the Minimum time(s) set by the Organisers between the pit entry and exit loops. These loops will be clearly marked by cones and/or signage;
 - Will be listed prior to qualifying, on the Minimum pit stop time notice board, and be issued in an Event bulletin;
 - Will vary from Track to Track due to the layout and length of each pit lane area;
 - Only apply to racing sessions.
- b) It is the responsibility of each team to be aware of the Minimum Pit Stop time(s) for each type or passing. Passings may include Minimum time(s) for but not exclusive to:
 - Drive-Thru penalty;
 - A stop that includes a Driver change;
 - A stop that does not include a Driver change;
 - A stop that involves being weighed;
 - A stop that involves being refuelled.
- c) All of this detail will be covered in the Drivers Briefing and displayed on the Minimum Pit Stop time notice board, which competitors can view at the pit lane.

Should a team complete all of their compulsory Pit Stops, this does not mean additional stops are not timed. All Pit Stops whether compulsory or not must comply with the minimum pit stop time requirements of the Race Meeting.

It is the sole responsibility of teams to have a system to ensure they are timing their Kart(s) during pit stops. The Organising committee may provide computer screens or clocks to assist teams with Minimum pit stops, however, the final responsibility remains with the team to ensure all Pit Stops conform with the Minimum Pit Stop time rules.

4E.12.5 Refuelling Pit Stop

The Minimum number of refuelling stops required, and any additional refuelling procedures, will be outlined in the Supplementary Regulations.

During racing, all refuelling stops must be administered by the fuel marshal in the refuelling area.

Should an event have implemented timed Pit Stops as per regulation 4E.9.4, timing of the refuelling Pit Stop is at the discretion of the Organising committee. This is because the overall Pit Stop time takes into account the safe time required to refuel a Kart.

- a) If timed Pit Stops **ARE NOT** in place at a meeting, refuelling stops will be timed, and unless stated otherwise, will be one (1) minute in duration from the time the fuel timer is activated.
 - In this situation, Karts must not leave the fuel bay until the timing light indicates they can do so.
 - The electronic fuel timing system will be activated by either the Driver, or the fuel marshal, and only once the engine(s) are off.
 - The Organiser reserves the right to choose whether it is the fuel marshal or Driver that activates the fuel timing lights and this will be listed in the Supplementary Regulations.
- b) For all refuelling stops, it is at the discretion of the Organising committee as to whether it is the responsibility of the fuel marshal or Driver to remove and replace the fuel cap.
- c) It is the responsibility of the Driver to ensure they are happy with the replacement of the fuel cap prior to returning to the Race.
- d) If a Kart enters the Pit Lane under a full course Yellow period, the Kart is not permitted to refuel.
- e) Karts already in the pit lane when a full course Yellow period is called are permitted to complete refuelling.
- f) During refuelling, the Driver must exit the Kart prior to any fuel delivery, and stand by the fire extinguisher and be ready to operate the extinguisher should a fire or major spillage occur.
- g) Queue jumping will result in a Drive-Thru penalty.

4E.12.6 Weighing Pit Stop

During a Race, Karts will be weighed at random.

Where a Club is utilising drive-on / drive-off weigh scales, and is following the Minimum Pit Stop time rules, the weigh stop will not be timed, whereas, Clubs that do not have drive-on / drive-off weigh scales, may include a Minimum time for weigh-ins at their discretion.

- a) When a Kart is directed to the weigh scales, the Driver will drive onto the scales when the scales marshal indicates to do so:
 - The Driver and Kart will then be weighed, and once the scales marshal is satisfied the Kart meets the Minimum required weight, the Kart will be instructed to move from the scales and continue on with their CPS.
 - If stated on the Minimum Pit Stop timing board, an extension to the CPS time will apply to any Kart weighed during the Race.
- b) During the Weighing Pit Stop the Kart and Driver cannot make any contact with anyone else to ensure transparency.
- c) If the reading on the scales indicates a Kart & Driver are underweight, the Kart will be pushed off the weigh scales and given one (1) additional chance to weigh.
- d) Should the Kart & Driver still be deemed underweight, the relevant penalty will be applied post race.

4E.12.7 Endurance Kart Stoppage on Race Track

- a) Working on a Kart during a Race, on the Race Track, is allowed once the Kart is moved to a safe position and under the following conditions:
 - If a Kart is not in a safe position, a full course Yellow period will be established by the Clerk of Course.
 - The removal of any Drivers safety apparel including gloves, driving suit or helmet is prohibited.
 - If the Driver is able to successfully affect minor repairs, the Kart is permitted to re-join the race.
 - No tools are able to be used to affect repairs, nor are any tools able to be handed to a Driver attempting to repair a Kart.
- b) If the Driver cannot fix their Kart:
 - They should indicate to the nearest Official, or the control tower, they need assistance to return to the pits, by moving behind the nearest barrier and crossing both arms above their head.
 - Unauthorized self recovery is not permitted, ie. Drivers are not permitted to push their kart back to the pit lane area unless authorized and directed by an Official.
 - Once a driver indicates they need assistance a full course Yellow period will be established by the Clerk of Course.
- c) Once the Clerk of Course confirms all Karts have slowed and are a compact train, team members in high visibility clothing or vests can retrieve the Kart.
- d) The Organisers may elect to have a vehicle assist in the retrieval of Karts. A recovery vehicle will only be given access to the race track, once racing has been neutralised by a full course Yellow period. The recovery vehicle will have direct communication with the tower and will follow all instructions from the Clerk of Course.

4E.12.8 Endurance Full Course Yellow

A full course Yellow period will be indicated by physical or electronic Virtual Safety Kart board(s) (VSK) or Safety Kart board(s) (SK). This will be accompanied by waved flags or yellow lights depending on the equipment available to the Organisers.

- a) Once a full course Yellow period is underway, the pit lane is closed. Any Kart that enters the lane under these conditions will not have a compulsory pit stop counted, and cannot be worked on until Green flag racing resumes.
- b) At the Start/Finish line a board with the lead Kart number will be shown. The lead Kart must slow to a reduced pace and raise one hand. All other Karts must proceed at a speed that allows them to form a single line of Karts behind the leader, being careful not to put stationary Karts or Drivers at any risk.
- c) Only once the line is formed and all Karts are travelling at a very reduced speed, will Officials or recovery crews be permitted to enter the Race Track.
- d) No overtaking is permitted under these circumstances, unless a Kart suffers a mechanical problem and cannot maintain its position, and indicates Karts behind to pass.
- e) Karts will continue to circulate slowly until the Race Track is clear of the incident that caused the full course Yellow period.
- f) **TEKA Endurance Series Use Only:** Once the track is cleared, if the leading kart is no longer the leader of the line of Karts as per official timing (due to a pitstop etc.), then the board at the Start/Finish line will be changed to indicate the new leader of the Race.
The new lead Kart must slow to create a gap to those Karts in front of it. Any Kart that is in front of the lead Kart on track will be released by the Officials, to unlap themselves and join onto the back of the line/train. There is no passing/overtaking allowed during this process. Once the line/train has been reformed the Officials can begin the Race Re-start Procedure.
- g) The lead Kart is in control of the restart; the lead Kart cannot accelerate until they are within full sight of the Start/Finish line, and only after the Green flag or light is given to indicate a resumption of Racing.
- h) Karts should maintain a distance of no more than one Kart length at all times, and at the restart, Karts must remain in single file formation until they cross the Start/Finish line.
- i) At a restart, if a Kart is deemed to have slowed to give Karts in front an advantage, the Driver will be given a Drive-Thru penalty, and will be required to see the Clerk of Course after the completion of their driving stint. At the discretion of the Clerk of Course, the Driver may face a Stewards hearing.
- j) Laps under full course Yellow periods count towards the Race laps of the Event. Should the **59 minute 59 second** Driver time limit be exceeded because of a full course Yellow period, no penalty will apply so long as the Kart enters the pits no later than the first lap after the resumption of racing.
- k) The Chequered flag can be shown to the lead Kart under full course Yellow conditions, if the Race duration expires.

4E.12.9 Endurance Race Stoppage Procedure

A Race may in certain circumstances, need to be stopped by the Clerk of Course by using the Red flag/lights.

When a **Race is stopped:**

- a) It must be restarted to complete the remaining number of laps or Race time, as determined by the Chief Timekeeper;
- b) However, if **75%** or more of the Race has been completed by the leading Kart, or less than one **(1) Hour** of Race time remains, the Stewards may deem the Race declared.

If a **Race is declared:**

- c) Finishing positions will be awarded according to positions at the last recorded lap of the lead Kart, as determined by the Chief Timekeeper.
- d) Full Championship points will be allocated based on the Finishing positions, so long as **75%** of the Race distance has been covered.
- e) Due to a situation of force majeure, where a race cannot be restarted and **75%** of the race distance is not completed points will be awarded based on the following scale:

% Of original Race Distance Covered	Points Awarded
Less than 50% of race distance covered	25% of points
>50% - <75% of race distance covered	50% of points
75% or more race distance covered	Full points awarded

If a **Race is to be restarted:**

- f) All Karts will be placed under Parc Fermé conditions.
- g) No adjustments or repairs are permitted to a Kart between the time a Race was stopped and prior to the Race restart.
- h) Any Kart with damage that is deemed dangerous, can proceed to pit lane, but cannot be worked on until the Race returns to Green conditions. This stop in pit lane will not count as a CPS.
- i) All drivers must remain with their Karts. The Driver that was in the Kart at time of the stoppage, must take part in the restart.
- j) If the stoppage is longer than **twenty (20)** minutes, this is considered a rest break and the stint length resets for all drivers.

4E.12.10 Endurance Race Restart Procedure

A Race can only be restarted if less than **75%** of the event has been run, or there is a Minimum of one (1) hour remaining before any time certain point listed in the Supplementary Regulations or curfew that the Track must adhere to.

- a) Any Kart involved in an incident that causes a Red flag, and is stationary on the Race Track, or is in the pit paddock at the time of the Red flag, can take part in the restart, but must start rear of grid.
- b) Any Kart within Pit Lane affecting a CPS, is able to take part at the restart.
 - The stop will also count towards their CPS total;
 - Any Kart within the refuelling bay will also have that stop count;
 - Karts in this instance must start rear of field in their pit order, which will be determined by the Chief Timing Officer.
- c) The method of restart will be the same as a restart for a full course Yellow period.

4E.12.11 Endurance Finishing

The Race is deemed finished on the lap that the lead Kart greets the Chequered flag after:

- Completing the prescribed number of laps; or
 - Completing one lap after the official racing time has elapsed; or
 - Completing one lap after a prescribed curfew, cut off time or if the Event has become time certain.
 - Where under exceptional circumstances, the Race duration is altered by a bulletin by the Chief Steward on the day, and this is communicated to all teams.
- a) No CPS can be made by a Kart/team, once the lead Kart greets the Chequered flag.
 - b) To be classified a finisher, a Kart must cross the Finish line within **three (3) minutes** of the winning Kart doing so.
 - c) All Karts must cross the Finish line under their own power.
 - d) Each Kart/team must complete all of its CPS, fuel stops and any penalties incurred.

- e) Any time penalties issued shall be added to the time taken by the relevant Kart(s) to complete the Race distance, before the Race results are compiled. Should a penalty exceed **one (1)** average lap time (as determined by the Timing Officer) then the penalty will be applied as a lap and time penalty. (eg. A **120 second** time penalty, on a **50 second** average lap, will be applied as a **-2 lap** and **+20 second** penalty.)
- f) Final positions will not be official until **all** post-race penalties are applied.
- g) The Organisers will be responsible for choosing a point score and tie-breaking system for their meetings/championship, which will be outlined in the Events Supplementary Regulations.

4E.13 Endurance Specific Penalties

4E.13.1 Overview

The penalties listed below are the KNSW Endurance meeting recommended minimum penalties. They should be applied by any Officials at an Endurance meeting for the breaches/offences listed below.

For any other serious, general or technical penalties not listed here please refer to [Section P.4](#).

4E.13.2 MPT Drive-Thru Penalty

Drive-Thru Penalty means a Pit Lane drive through Penalty imposed by the Stewards, in which a Kart is required to traverse Pit Lane and re-enter the Track without an official requirement to come to a stop in Pit Lane. **It shall not be the subject of any Appeal.**

- a) Once a Drive-Thru Penalty is imposed on a Competitor by the Stewards, a board displaying a Competitors competition number and the words "Drive Thru Penalty" will be displayed by an Official.
- b) The Kart must enter the Pit Lane at the next opportunity without impeding another Competitor.
- c) The shortest (MPT) Minimum Pit Lane Time (or any other time outlined in the Meeting Supplementary Regulations) must be observed when serving this penalty.
- d) At the completion of the driving stint, the Driver who received the Drive-Thru Penalty must report to the Clerk of Course or Stewards immediately (within 15 minutes).
- e) A Competitor who fails to complete a Drive-Thru Penalty will be penalised with a MPT Stop Go Penalty.

4E.13.3 MPT Stop Go Penalty

Stop Go Penalty means a Drive-Thru Penalty with a further requirement for the Kart to be stationary in the Pit Bay for a designated period of time, as determined by the Stewards, and where no work or a Driver change is permitted. **It shall not be the subject of any Appeal.**

- a) A Green Flag with a red diagonal, together with a pit board displaying a Competitors competition number will be displayed by an Official to signify that a Stop Go Penalty has been imposed.
- b) The shortest (MPT) Minimum Pit Lane Time (or any other time outlined in the Meeting Supplementary Regulations) PLUS any additional hold time advised by the Stewards must be observed when serving this penalty.
- c) A Driver change will only be permitted under the direction of the Stewards, where a current Driver is reported with non-compliant Safety Apparel.
- d) At the completion of the driving stint, the Driver who received the Stop Go Penalty must report to the Clerk of Course or Stewards immediately (within 15 minutes).
- e) A Competitor who fails to complete a Stop Go Penalty will be penalised with an additional MPT Stop Go Penalty.

4E.13.4 Computer Lap Penalty

A Computer Lap Penalty means the subtraction of one (1) or more laps to the Competitors lap count as imposed by the Stewards. **It shall not be the subject of any Appeal.**

- a) At the completion of a driving stint, the Driver who received a Computer Lap Penalty must report to the Clerk of Course or Stewards immediately (within **15 minutes** of exiting the Kart).

4E.13.5 Computer Time Penalty

A Computer Time Penalty means the addition of time in seconds/minutes to the Competitors total race time as imposed by the Stewards. **It shall not be the subject of any Appeal.**

- a) At the completion of a driving stint, the Driver who received a Computer Time Penalty must report to the Clerk of Course or Stewards immediately (within **15 minutes** of exiting the Kart).

4E.13.6 Minimum Recommended Penalties

The legend for the forms to use are – (JF) Judge of Fact Penalty, (IN) Infringement, (TC) Technical Complaint & (MI) Minor Ineligibility.

General Endurance Offences	Rule	Penalty
Advertising, Signs and Writing	G.4	First Offence: Written warning (MI/IN) Subsequent Offence: Exclusion from the Meeting
Any refuelling outside of the Regulations	4E.11.3 d)	Exclusion from the event (JF/TC)
Compulsory fuel stops-Fail to complete minimum number	4E.12.11 d)	15 lap penalty per omitted fuel stop (JF)
Compulsory pit stops-Fail to complete minimum number	4E.12.3 a)	5 lap penalty per omitted Pit Stop (JF)
Compulsory pit stop-Fail to meet minimum Pit Stop time	4E.12.4 a)	10 second penalty for every 1 second a kart (JF) under-runs the minimum Pit Stop time
Driver-Exceed 60 minute driving time limit	4E.11.2 a)	5 lap penalty (JF)
Driver-Fail to meet minimum 20 minute rest period	4E.11.2 b)	5 lap penalty (JF)
Driver-Not seated starting on Out-Grid	M.2.16 b)	First Offence: Verbal warning Subsequent Offence: MPT Drive-thru penalty (JF)
Driver-Weights attached to	T.8.1 e)	Team exclusion from the event (TC)
Driving standard-Careless	M.4.2 a)	MPT Drive-Thru penalty or post race 2 lap (IN) computer penalty
Driving standard-Reckless	M.4.2 b)	MPT Stop Go penalty or post race 3 lap (IN) computer penalty
Driving standard-Dangerous	M.4.2 c)	Stewards hearing (IN)
Flags-Black and Orange Dot-Failure to observe in 3 Laps	M.3.3 m)	MPT Stop Go penalty with 30 second (JF) additional hold time or post race 3 lap computer penalty
Flags-Yellow-Failure to maintain position	M.3.3 e)	MPT Drive-Thru penalty (IN)
Flags-Yellow-Failure to Slow and Signal Appropriately	M.3.3 e)	Written warning and 10 second additional (IN) hold time above MPT time
Flags-Red-Failure to cease racing	M.3.3 i)	3 lap computer penalty (IN)
Kart leaving Track-Distance Advantage	M.4.5 c)	Written warning and 10 second additional (IN) hold time above MPT time or post race 30 second computer time penalty
Kart leaving Track-Positional Advantage	M.4.5 b)	MPT Drive-Thru penalty or post race 3 lap (IN) computer penalty
Kart stopped on Track-Fail to remove kart to safety	M.2.21 a)	5 lap computer penalty (JF)
Kart weights-Loose or unsafe	4E.7.1 a)	Black and Orange Dot flag-Return to pits to rectify issue
Pit Lane-Dangerous speeding	4E.11.3 c)	Penalty at the discretion of the Stewards
Pit Lane-Exceed 15 km/h speed limit	4E.11.3 c)	1 st team offence-MPT Drive-Thru penalty (JF) 2 nd team offence-MPT Stop Go 30 second penalty 3 rd team offence-MPT Stop Go 60 second penalty 4 th team offence-MPT Stop Go 60 second penalty plus 2 lap computer penalty
Pit Lane-Fuel bay queue jump	4E.12.5 j)	MPT Drive-Thru penalty (JF)
Pit Lane-Kart within, as exit gate closes for race start	4E.12.2 b)	Kart will start race from Pit Lane
Pit Lane-Lubing of chain outside designated area	4E.11.3 d)	MPT Drive-Thru penalty (JF)
Pit Lane-Tools used in an area outside of Regulations	4E.11.3 d)	5 lap computer penalty (JF)
Pit Lane-Tools/equipment left in	4E.11.3 d)	1 st team offence – verbal warning (JF) Further team breach – MPT Drive-Thru penalty
Pit Lane-Working on Kart outside of the regulations	4E.11.3 d)	MPT Drive-Thru penalty (JF)
Radio communication-access officials radio channel	4E.10.1 c)	10 lap computer penalty (JF)
Radio communication-system not secure	4E.10.1 a)	Black and Orange Dot flag-Return to pits to rectify issue
Safety Apparel not compliant	M.2.6	MPT Stop Go penalty and Driver not allowed back on Track until issue rectified
Start procedure infringement	M.2.20 ab)	MPT Drive-Thru penalty (JF)
Start procedure infringement (Jump start)	M.2.20 b)	MPT Drive-Thru penalty (JF)
Start procedure-Out of position	M.2.20 ab)	MPT Drive-Thru penalty (JF)

Transponder – Failure to Comply	M.2.9	Practice/Qualifying: Exclusion from that Section of the Event (JF)
Transponder – Failure to Comply	M.2.9	Race: Black and Orange Dot flag to return to pits to rectify the issue (JF)
Unauthorized self recovery of Kart during Racing	4E.12.7 e)	10 lap computer penalty (JF)
Weight Infringement	T.1.5	A 3 lap computer penalty for every 1 kilogram (or part thereof), under-weight. (JF)
Weight Infringement-Minor fixing	4E.7.1 d)	5 lap computer penalty (JF)

Technical Endurance Offences	Rule	Penalty
Technical Non-Conformance – Level 1	T.1	Written warning (MI)
Technical Non-Conformance – Level 2	T.1	5 lap computer penalty (JF)
Technical Non-Conformance – Level 3	T.1	10 lap computer penalty (JF)
Technical Non-Conformance – Level 4	T.1	Exclusion from the Meeting (TC)

4E.14 Technical Conformity

4E.14.1 Overview

Technical Conformity checks may be performed at any Meeting by the KNSW appointed Officials who report to the Chief Scrutineer. The following table lists the common issues that may be found and the four Non-Conformance levels in order of severity.

The Chief Scrutineer or approved technical engine inspector, may also be appointed by an Organiser or KNSW to inspect an engine for conformity. Fees can be charged for these checks.

4E.14.2 Technical Non-Conformance

Non-Conformance Level	Issue/Non-Compliance Found
Level 1: A technical issue that: # Does not affect the performance of a Kart in a positive way and/or # Does not affect safety in an adverse way.	<ul style="list-style-type: none"> Ground clearance less than the specified minimum Nose cone not attached properly Nassau panel too high above steering wheel Safety wire not fitted properly to oil plugs Safety wire not fitted properly to exhaust
Level 2: A technical issue that: # Could have a low level positive effect on the performance of a Kart or Engine and/or # Has a low level effect on safety in an adverse way.	<ul style="list-style-type: none"> Any Axle, wheel hub, axle collar, sprocket carrier, sprocket protector related breaches that do not permit the driven wheels to rotate independently Kill switch not compliant with current technical specification Air filter not compliant with the current technical specification Clutch springs incorrect (TEKA ONLY) Second Post Race Level 1 offence at the same event or consecutive events
Level 3: A technical issue that: # Could have a high level positive effect on the performance of a Kart or Engine and/or # Has a medium level effect on safety in an adverse way.	<ul style="list-style-type: none"> Brake disc or brake disc carrier/hub non conforming Spark plug not compliant with the current technical specification Incorrect amount of teeth on front/rear sprocket (TEKA ONLY) Rear crash bar/bumper protruding past the outside of the rear wheel face Second Post Race Level 2 offence at the same event or consecutive events
Level 4: A technical issue that: # Could have a significant positive effect on the performance of a Kart or Engine and/or # Has a serious effect on safety in an adverse way.	<ul style="list-style-type: none"> Driven wheels able to rotate independently Incorrect gasket used on engine (Does not include gasket failure) Engine not compliant with the current technical specifications Clutch not compliant with the current technical specifications (does not include clutch springs for TEKA) Carburettor, fuel pump, manifold, valve train, flywheel, fan, PVL air gap, Ignition System (including timing) not compliant with the current technical specifications Second Post Race Level 3 offence at the same event or consecutive events

If the Technical issue is not found in this Non-Conformance table then refer to [Section T–Kart Standard](#).

4E.14.3 Engine Seals

All engines must be sealed, with seals recognised by the Organisers prior to the start of a Meeting.

- a) The Competitor is responsible for ensuring all seals are intact.
- b) It is at the discretion of the Organisers to refuse entry to a team with an engine with missing or broken seals.
- c) The Organising committee can elect to allow a Competitor/team to Race, upon the agreement that the engine will be bagged and tagged and be sent to an Authorised Agent for inspection, immediately after the Event.
- d) Any engine found to not conform with the Technical & Engine Regulations, will be handed back in pieces and will be required to pay any fees owing, before having a future race entry accepted.

4E.14.4 Engine Sealing - Authorised Agents

An Authorised Agent is an engine sealer/repairer as listed in these Endurance regulations.

To ensure there are no conflict of interests arising from any matter relating to a technical breach, or post race inspection, the following rules apply to Authorised Agents:

With respect to engines that an authorised agent owns, competes with, or is part of a multi-kart team with, the Authorised Agent:

- Must engage the services of an alternate Authorised Agent to undertake any inspection if re-sealing of a motor(s) is required. In this case, the engine can be dismantled and fully inspected by the alternate Authorised Agent.
- Cannot undertake any post race inspections of motor(s) either at the Track or if an engine is impounded at the direction of the Chief Scrutineer.
- For transparency, an Authorised Agent must act in the best interests of the category at all times. An engine builder found to be operating outside of the best interests of the category can have their name removed from the list of approved Authorised Agents immediately.
- For transparency, at any time, the Chief Steward can impound an engine and have it inspected by an alternate Authorised Agent to ensure the engine conforms to the rules.

The agents listed within this Regulation are currently authorised to carry out maintenance, repairs and (re)sealing of engines:

a) Briggs & Stratton L0206 / Briggs Animal

- AHPI Pty Ltd (AussieSpeed)
- Geoff James (Via TEKA)
- WAR Motorsport (4SKA and TEKA)
- International Karting Distributors (IKD) (4SKA)
- Wildslide Motorsport – Cecil Hills NSW (4SKA and TEKA)
- Tim Pierce (TEKA)
- Howard Race Engines (TEKA)

b) Honda GX200 Series

- Goulburn Kart Club (Sportsman Enduro Karting NSW)
- Endurance Racing Club

4E.14.5 Club Specifications

In addition to these Regulations, Four Stroke Clubs can have further regulations regarding engines. Such items may include additional tagging of components, rebuilding of engines, log books, and the way in which engines are purchased from new.

4E.14.6 Additional Information

Please check the following websites for any further information:

a) 4SKANSW Inc.

www.4skansw.com.au/engine_eligibility

Contains the latest Four Stroke Karting Association of NSW Inc. Supplementary Engine Technical Specification document.

This document is listed in the Supplementary Regulations and the technical specifications within it are binding and will be enforced by the Chief Scrutineer. This document may be updated at any time and all updates will be announced on 4SKANSW Inc. social media platforms.

b) Endurance Racing Club (ERC)

[E43 Honda GX200 Specs.pdf](#) (kartingnsw.com.au)

Contains the latest ERC Supplementary Engine Technical Specification document. This document is listed in the Supplementary Regulations and the technical specifications within it are binding and will be enforced by the Chief Scrutineer. This document may be updated at any time and all updates will be announced on ERC social media platforms.

c) The Endurance Karting Association (TEKA)

<http://teka.com.au/wp-content/uploads/2020-TEKA-Animal-Engine-Document.pdf>

Contains the latest TEKA Supplementary Engine Technical Specification document. This document is listed in the Supplementary Regulations and the technical specifications within it are binding and will be enforced by the Chief Scrutineer. This document may be updated at any time and all updates will be announced on TEKA social media platforms.

Section RK - Retro Karting

RK.1 Overview

This chapter describes the Regulations specific to Retro Karting Australia (RKA).

Retro Karting Australia administer both the Pro Clubman and F100 Pre-2000 Historic Kart Racing Series.

The Pro Clubman series will be exclusively running pre-2000 chassis, using **100cc** direct drive air cooled Yamaha KT100S engines.

The RKA F100 race series will be strictly racing Pre-2000 karts and engines, utilising Pre-2000 **100cc** direct drive air cooled reed or rotary valve engines.

Both series are aimed at competitors who wish to race these era's of karts.

The emphasis is on competitive, fair, safe, enjoyable, and affordable kart racing, and to re-live these special periods in kart racing history.

RK.2 Supplementary Regulations

RK.2.1 Club Competitions

The Supplementary Regulations will include the following:

- ✓ The format of Racing, any Qualifying, the number of Heats/Finals and their distance expressed as a number of laps;
- ✓ The format of the grid procedure and the point score system to be used;
- ✓ The manner in which the winner of each Event is determined.

RK.2.2 Named Events

Are for special memorial or annual Meetings.

The Supplementary Regulations will include the following:

- ✓ The format of Racing, any Qualifying, the number of Heats/Finals and their distance expressed as a number of laps;
- ✓ The format of the grid procedure and the point score system to be used;
- ✓ The manner in which the winner of each Event and any special prizes are determined.

RK.3 Method of Racing

RK.3.1 Practice

Will be in accordance with [Competition Regulations - Section M.2.15.](#)

Any Practice session which is a part of a Meeting, must be included in the Supplementary Regulations.

RK.3.2 Timed Qualifying

Will be in accordance with [Competition Regulations - Section M.2.17.](#)

Timed Qualifying may take place at a Meeting, with the details listed in the Supplementary Regulations.

RK.3.3 Race Grid Determination

Will be in accordance with [Competition Regulations - Section M.2.18.](#)

Officials can also place a Driver at the rear of grid for any safety concerns they may have.

A driver may also nominate to start from the rear of grid, but must notify the Grid Marshal.

RK.3.4 RKA Race Grid System

The Grid Marshal shall make an announcement calling all Competitors to the grid and allow **five (5) minutes** for all grid positions to be filled.

Should a grid position not be occupied at the end of this **five (5) minutes**, the vacant position may be filled by the competitor behind.

- a) It is each Driver's responsibility to have a minimum of one pusher with them, whilst on the out-grid (even if they can start themselves).
- b) The Driver on pole position can select which side of the grid they wish to start from. Therefore, the Driver in second will assume the grid position opposite.

- c) Drivers must leave the grid in an orderly manner and merge with any existing Karts on the Race Track safely.
- d) Once the first Kart has crossed the Baulk Line, Drivers will have up to **two (2) minutes** to clear the grid.
- e) A Competitor's pit crew may undertake work on a Kart which is not able to start during this **two (2) minute** period.
- f) Once this **two (2) minute** period has elapsed, the grid gate is considered closed and the Drivers are under the Starters control. Any Karts still on the grid at this time will be deemed non-starters for that Competition.

RK.3.5 RKA Starting Procedure

From the moment the Drivers leave the Grid and come under the Starters control, and until the start signal is given, the Starter shall fulfil all the duties of Clerk of Course.

- a) Drivers will complete **one (1)** rolling lap and **one (1)** formation lap prior to the Start signal being given.
- b) During the rolling lap and formation lap, yellow lights/flags will be displayed.
- c) During the rolling lap:
 - ✓ Weaving to warm Tyres during the rolling lap is permitted.
 - ✓ In the event of a collision, a Kart is permitted to be restarted.
 - ✓ A Kart that has stopped due to Driver error, may be permitted to restart, under direction from the Officials.
 - ✓ A Driver is permitted to receive outside assistance to be restarted. This may include a spark plug change which must be done off the Race Track.
 - ✓ A Kart that has stopped due to any other mechanical defect will not be permitted to restart.
- d) After completing the rolling lap, the Driver on pole position must slow down and maintain a constant speed to allow the whole Field to form up for the Start.
- e) Drivers will proceed around the Race Track lined up in **two (2) lines**, at a reduced and constant speed, with no unnecessary acceleration and/or deceleration, towards the Control line.
- f) A Driver must maintain their grid position, until the Start signal has been given. Failure to do so may incur a penalty.
- g) Any 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 on the formation lap.
- h) From the Red Formation Line, it is forbidden to overtake another Driver, irrespective of the number of formation laps.
- i) It is forbidden to use any course other than the Race Track, during the rolling or formation lap in order to try and regain their position.
- j) The Starter is not required to allow any additional formation laps to allow a Driver who has lost their grid position to regain it.
- k) Each line of Karts shall remain wholly within the Starting Grid "Tram Track" lanes on the Race Track.
 - A Kart driving on or over any part of the lanes before the Start signal is given, may be penalised.
- l) The Starter will give the Start signal as the Drivers approach the Control Line only if they are satisfied with the formation and speed of the Karts.
- m) A Driver is only permitted to accelerate after the **Green Flag/Lights** signal has been given.
- n) If the Clerk of Course considers that a Driver has been significantly impeded as a result of the actions of another Driver, they 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 yellow flashing lights and/or Chevron Flag will be displayed.
- o) Drivers who do not cross the Start Line in their rightful grid position as the Race starts will have the amount of places gained added to their finishing position, and risk further penalties at the discretion of the Starter or Clerk of Course.
- p) If no Start signal is given, each Driver must continue around the Race Track in grid position, maintaining their reduced and constant speed until the Start signal is given.
- q) Any additional formation laps may be deducted from that Classes scheduled Race distance at the discretion of the Clerk of Course and/or the Stewards.
- r) Should a significant number of Drivers not comply with the start procedure outlined above, the Clerk of Course and/or the Stewards may either:
 - Return the Class to the in-grid by displaying the red and white chequered flag prior to the start 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 starting infringement penalty, which will be imposed at the completion of the Race.

RK.3.6 Restarting of Karts

Will be in accordance with [Competition Regulations – Section M.2.22.](#)

Once a Race has started, a Kart which stops or is involved in a collision is not permitted to be restarted and must be moved to a safe position.

RK.3.7 Race Stoppages & Restarts

Will be in accordance with the [Competition Regulations - Sections M.2.23 & M.2.24.](#)

RK.4 Additional Kart Specifications

RK.4.1 Bodywork

CIK 02 and before bodywork is requested to be used.

- a) Side Pods must be fitted to a Kart at all times and be visually correct for the period.
- b) Nassau Panel must be fitted to a Kart at all times and be visually correct for the period.
- c) Nose Cone must be fitted to a Kart at all times and be visually correct for the period.
- d) Rear Crash Bar must be fitted to a Kart at all times.

RK.4.2 Competition Numbers

Competition numbers must comply with the Competition Regulations.

- a) The front and rear facing Competition numbers must be displayed in the correct colour combination that identifies the RKA Class.
- b) Side facing Competition numbers:

This Regulation replaces the [Competition Regulation – Section M.2.10 f\).](#)

 - Are optional, but if fitted:
 - Must be in an easily read colour combination.
 - Must be mounted on either side of the Kart.
- c) Competition numbers must be requested and assigned by RKA.

RK.4.3 RKA Video Recording Systems

The fitting of video recording equipment to a Kart is permitted, with a maximum of **two (2)** video recording systems allowed.

- a) Each system must consist of:
 - ✓ A self-contained (Go-Pro style) camera unit with a Maximum **180 degree** lens; or
 - ✓ A camera with a Maximum **180 degree** lens with a separate recorder unit; and
 - ✓ Must not have any optical flashing function.
- b) All parts of the system must be securely mounted and must not:
 - ✓ Impede the Driver during entry, exit or whilst driving;
 - ✓ Pose a hazard;
 - ✓ Interfere with any part of the Control Systems;
 - ✓ Obstruct or interfere with any Competition numbers or official timing equipment;
 - ✓ Be mounted in front of the pedals other than on the Nassau Panel.
- c) Must have a multi-strand tether securely attached to the Camera system and the Frame and/or bodywork and/or support brackets attached to the Kart.
- d) Must weigh less than:
 - ✓ **0.3kg** including all mounts and tether if using a self-contained camera unit; or
 - ✓ **0.2kg** for the camera including all integrated cabling and less than **1.0 kg** for the complete recorder unit including any cabling, batteries and other ancillary components.
- e) Any protruding camera mounts (or parts thereof) not in use, must be removed.
- f) All cameras and the recording media is to be made available to the Clerk of Course or the Stewards, should they require them for use in any judicial matter.

RK.5 Retro Karting Classes

RK.5.1 Overview

The following Sections define the current RKA Race Classes available, along with the Driver Requirements and corresponding Kart ERA specifications.

Competition Eligibility for all classes is as follows:

Membership: To compete in any RKA class, all drivers must be a current financial member of [Retro Karting Australia](#).

Club Competition: Any Licence Grade.

Named Events: Supplementary Regulations may specify Minimum Licence Grade.

When only **one (1)** single Class Division is competing at an Event, the Class weight may be the average between the Light and Heavy Divisions, or as agreed by the Officials.

Classes may have alternative and/or additional Divisions at the discretion of the Organiser. Any amendments to the Class Divisions must be listed in the Supplementary Regulations.

RK.5.2 Kart ERA

RKA only allow Kart models/chassis that were homologated or first manufactured up until **1999**.

A Kart model/chassis that was homologated or manufactured prior to the year **2000**, is still eligible, even if the manufacturing date is after **1999**.

Competitors are encouraged to use all original Kart chassis and engine components, where possible, in an endeavour to preserve this racing series.

Each Competitor must have their Chassis identified and engine details verified before entering a Race Meeting. Please contact either:

- Aaron Jackson via the Retro Karting Australia Facebook page; or
- Email – kartid@retro-kartingaus.com.au

Kart racing numbers may also be requested and allocated as part of this verification process.

Only the identified chassis is to be used at a Race Meeting. However, if a chassis breaks or is unable to be repaired for any reason during a Meeting, a replacement Kart chassis may only be used after consultation and approval from all other Competitors in the same Class.

RK.5.3 All Classes

All Kart specifications must comply with the standard Technical Regulations and/or the particular Kart model Homologation documents.

Each specific Class will list the additional or updated, specifications required.

Once Qualifying or Competition starts, a Competitor is permitted to use a maximum of **two (2)** engines per Class.

Anything which is not expressly allowed in the Class, Technical or Engine Regulations is forbidden.

RK.5.4 RKA Pro Clubman

a) Driver Requirements

Must hold a **KNSW Senior** Licence.

b) Drivetrain

Eligible Engine: Yamaha KT100S

For the specific Engine/Drivetrain specifications see the Engine Regulations.

Airbox:

An Airbox is compulsory and must be of 90's style.

If the Track is declared wet, then any Airbox may be used.

c) Brakes

Refer to RKA rules at [Retro Karting Australia](#) for specific brake rules and eligibility, in addition to KNSW general rules.

d) Fuel

Must only use Unleaded Petrol with a Maximum 98 RON ([per Permitted Fuels - Section T.4.1](#)).

e) Tyres

Dry: **MG SH (Red)** Front: 10 x 4.60-5 Rear: 11 x 7.10-5
 Wet: **MG SW or SW2 (White)** Front: 10 x 4.20-5 Rear: 11 x 6.00-5

f) Weight

Minimum Kart weight including the Driver:

Division & Engine	Yamaha KT100S
RKA Pro Clubman Light	145 kg
RKA Pro Clubman Heavy	160 kg
RKA Pro Clubman Super Heavy	180 kg (Max Kart weight 83kg)

g) Competition Numbers - Black numbers on Yellow Plate/Background.

RK.5.5 RKA F100**a) Driver Requirements**

Must hold a **KNSW Senior** Licence.

b) Drivetrain**Eligible Engines:**

Any CIK-FIA Homologated 100c air cooled reed or rotary kart engine manufactured 1999 and before.

Engine Displacement:

Maximum displacement is increased to 106cc, allowed by increased bore size (due to age).

Formula used is "bore x bore x .7854 x stroke".

Crankshaft:

A change to the stroke is not permitted.

Exhaust Intake and Transfer Ports:

No modifications allowed to:

- Number of transfer passages and inlet ports in the cylinder and crankcase;
- Number of exhaust ports and passages.

Carburettor:

Must be manufactured before the year 2000 and be:

- **24mm** Maximum width at the venturi;
- Butterfly operated, with 2 or 3 jets.

Airbox:

An Airbox is compulsory and must be of 90's style.

If the Track is declared wet, then any Airbox may be used.

c) Brakes

Refer to RKA rules at [Retro Karting Australia](http://RetroKartingAustralia.com) for specific brake rules and eligibility, in addition to KNSW general rules.

d) Fuel

Must use PANTA KART 102 or a commercially available Unleaded Fuel with a Maximum 102 RON.

No Methanol or special blends are permitted.

e) Tyres

Dry: **MG SM or SM2 Prime (Yellow)** Front: 10 x 4.60-5 Rear: 11 x 7.10-5
 Wet: **MG SW or SW2 (White)** Front: 10 x 4.20-5 Rear: 11 x 6.00-5

f) Weight

Minimum Kart weight including the Driver:

Division & Engine	100cc Engines
RKA F100 Light	148 kg
RKA F100 Heavy	165 kg

g) Competition Numbers

Black numbers on Yellow Plate/Background.

Section S - Speedway Karting

S.1 Overview

This chapter describes the Regulations specific to Speedway Karting & Speedway Tracks.

S.1.1 Track Conditions

The Race Track layout, facilities & conditions of Speedway Tracks, will be as agreed and approved by the State Track Inspector and the relevant Government Departments.

Any new Tracks proposed or major alterations to an existing Track, must be submitted to KNSW for all necessary inspections and approvals.

The Track racing surface must be a Minimum of **eight (8) metres** wide between the Infield Markers/Windrow and the outside Windrow/Fence/Wall, at all times.

The Track racing surface conditions will change throughout a Meeting, and as such the Organiser must have sufficient equipment to grade & water the racing surface between events, to maintain a suitable & safe racing surface, for the duration of a Meeting.

Any damage to the Race Track or surrounding safety barriers, may cause a Race stoppage, and must be repaired before any racing can restart.

S.1.2 Track Markings

The location of the Baulk Line and the Start/Finish (Control) Line will be advised by the Clerk of Course at the Driver's Briefing. These will usually be indicated by special Infield Markers.

There are no other Race Track Lines/Markings used.

S.1.3 Baulk Line

This Regulation replaces the [Track & Safety Regulations – Section K.2.2](#).

The Baulk Line signifies the limit at which a Kart must be operating under its own motive power.

Karts that fail to start before reaching the Baulk Line, must be immediately removed from the Race Track, or can be returned to the starting area/out-grid for **one (1)** additional restart attempt.

S.1.4 Starting Karts with Quad Bikes

A Driver or rider of a Quad Bike at a Meeting must:

- ✓ Be **16 years** of age or over;
- ✓ Have a KNSW Licence or have signed an indemnity form prior to driving or riding;
- ✓ Undertake a briefing by the Clerk of Course regarding Track Regulations and Safety requirements;
- ✓ Wear an open/full faced helmet, high visibility clothing or safety vest and appropriate footwear (e.g. Boots/closed in shoes).

Quad Bikes may be used to start/restart Karts, or help remove Karts from the Race Track.

When not in use, all Quad Bikes on the infield must retreat behind flag points or other safety barriers.

S.2 Supplementary Regulations

S.2.1 Club / Zone Competitions & Named Events

See the standard Regulation formats in [Section N.2](#).

S.2.2 Speedway State Titles

The Speedway State Titles will be promoted annually. They will:

- Generally take place in the second half of the year;
- Be conducted on a rotational basis between all Speedway Clubs in NSW;

The Supplementary Regulations will:

- Generally be submitted at least **two (2)** months prior to the Meeting;
- Include an alternative Meeting date providing for any prevailing weather conditions;
- Nominate the closing date for entries, and advise if late entries will be accepted by the Organiser;
- Specify that each Driver must hold a Minimum of a C Grade Licence;
- State if any Qualifying sessions would take place;
- Advise the Grid procedure and point-score system to be used;
- Advise the Racing Classes format, which will consist of a Minimum of **three (3)** Heats & **one (1)** Final.

The winner of each Class/Division will be presented with a Blue Plate, with a Black number **one (1)**. This may be used any time when racing in the same Class (and Division if applicable), until the completion of the following years Speedway State Titles.

S.3 Method of Racing

S.3.1 Direction of Racing

Speedway racing is always in an Anti-Clockwise direction.

S.3.2 Speedway Timed Qualifying (Optional)

Supplementary Regulations will specify any Classes requiring Timed Qualifying session(s).

For each Timed Qualifying session:

- ✓ It must be a Minimum of **two (2)** minutes in duration;
- ✓ Timing will commence when the first Kart crosses the Start/Finish Line;
- ✓ The chequered flag will signal the end of the session and will be shown after the designated time has elapsed. Drivers will continue to be timed, until the completion of their current lap.

The fastest single lap for each Driver, from all Timed Qualifying sessions, for each Class/Division, will determine their respective grid positions for their Event.

S.3.3 Speedway Race Grid Determination

a) If a Timed Qualifying session has taken place for a Class:

- Grid positions will be determined by Qualifying session times from fastest to slowest; however in the event of a tie, the second fastest lap for each Driver will determine the grid position, and so on until the tie is broken;
- Any Driver who failed to record a time during a Timed Qualifying session, for any reason other than through the fault of an Organiser, will be allocated a starting position at the rear of the grid;
- The Supplementary Regulations will specify the Races which will use this grid order;
- D Grade (P Plate) Licence Holders start from where they qualify in the specified Races, or grid as determined by the Supplementary Regulations, for all remaining Races.

b) If no Timed Qualifying session has taken place for a Class:

- Grid positions will be randomly drawn for the specified number of Races;
- For all remaining Races, grid positions will be determined as per the Supplementary Regulations, however, any D Grade (P Plate) Licence holders must always start at the rear of grid in all Races.

S.3.4 Speedway System of Gridding

A Grid Marshal shall make an announcement calling all Drivers to the grid. Should this time be listed in a Meeting program an announcement will not be required.

- a) A Driver is permitted a maximum of **two (2)** pit crew to assist on the 'in and out-grids'.
- b) The grid sheets will list Drivers grid positions in **two (2)** rows.
- c) The Driver in pole position can select which side of the grid they wish to start from, and may therefore switch grid positions with the Driver in grid position **two (2)**.
- d) Should a grid position be vacant when the Karts are being started, or a Kart withdraws during the Rollup laps, all Karts in that inside or outside row will simply move forward, filling the vacant position.
- e) All Drivers will have **two (2)** minutes to Start & clear the out-grid once the first Kart has crossed the Baulk Line.
- f) Pit crew may undertake work on a Kart, which is not able to start during this period.
- g) Drivers must leave the out-grid in an orderly manner, and merge with any existing Karts on the Race Track safely.
- h) Once the **two (2)** minute period has elapsed, Drivers are under the Starters control. Any Karts still on the out-grid after this time will be deemed non-starters for that Competition.

S.3.5 Rollup Laps

In the event of a collision during the rollup laps, a Kart is permitted to be restarted.

- a) A Kart that stops due to Driver error, may be permitted to restart, under direction from the Officials.
- b) A Driver is permitted to receive outside assistance to be restarted.
- c) A Kart that has stopped due to a mechanical defect will not be permitted to restart.

S.3.6 Speedway Starting Procedure

Yellow Flags/Lights will be displayed whilst Karts are leaving the out-grid and during the rollup laps.

- a) The Kart on Pole will lead the field and will maintain a reduced, reasonable and steady speed.
- b) Once all Karts are in grid formation, they will maintain this steady speed towards the Start Line and the Yellow Flags/Lights will be withdrawn/off.
- c) When approaching the Start Line, Karts may only accelerate once the Green Flag/Lights are displayed to signal the Start.
- d) If no Start signal is given, the Yellow Flag/Lights will be redisplayed, and Karts must continue to maintain their reduced speed for another Start attempt.
- e) Any additional rollup laps may be deducted from the scheduled Race distance at the discretion of the Clerk of Course or Stewards.
- f) Starting infringements and any resultant penalties may be issued through the use of the Black and White Diagonal flag.

S.3.7 Speedway Kart Restarts

- a) The Officials will not allow any Kart to restart if it has a mechanical defect.
- b) In a **Qualifying session**, if a Kart becomes stationary, it is not permitted to be restarted.
- c) **During any racing**, if a Kart becomes stationary and it has a clutch fitted, it may be restarted/resume racing, within one (1) racing lap, only if:
 - ✓ The Driver remains seated in the Kart at all times;
 - ✓ The Driver does not touch the ground with either their hands or feet;
 - ✓ No other person has lifted, pushed or directly moved the Kart to get it mobile;
 - ✓ The Kart proceeds under its own power.
- d) **During Heat racing**, if a Kart becomes stationary and the Yellow Flags/Lights are shown:
 - If there are **less than forty (40) Karts** at the Race Meeting then:
 - ✓ The Kart will be permitted **one (1)** restart, which must be done within **three (3)** Yellow flag laps by the field;
 - ✓ The restart will be at the Rear of Field (ROF), even if the Chevron Flag (Race Restart) is shown;
 - ✓ The Driver is permitted to alight from the Kart safely and/or receive outside assistance to be restarted.
 - If there are **forty (40) Karts or more** at the Race Meeting then:
 - ✓ A Kart which has no clutch fitted is not permitted to be restarted;
 - ✓ A Kart fitted with a clutch may be restarted as per [Rule S.3.7 c\)](#).
- e) **During Finals racing**, if a Kart becomes stationary and the Yellow Flags/Lights are shown:
 - ✓ The Kart will be permitted **one (1)** restart, which must be done within **three (3)** Yellow flag laps by the field;
 - ✓ The restart will be at the Rear of Field (ROF), even if the Chevron Flag (Race Restart) is shown;
 - ✓ The Driver is permitted to alight from the Kart safely and/or receive outside assistance to be restarted.
- f) Officials and any pit crew:
 - May assist in the removal of Karts from the Race Track to a safe location;
 - Must be positioned in a safe location prior to any practice/racing (re)commencing.
- g) The Officials will advise the use of the Kart Heat Restart Rules at each Race Meeting, and also reserve the right to abandon the use of Kart Restarts, due to time constraints or Force Majeure Events. All affected Drivers will be notified, prior to their Events.

S.3.8 Track Limits

The Infield/Outer Markers/Windrow shall delineate the inside/outer Track limits of a Speedway Race Track.

- a) Any Driver who is observed by an Official to be driving on or over any Markers/Windrow, with any part of a Kart, or making contact with the Infield Markers, may be penalised.

S.3.9 Speedway Race Stoppages & Restarts

Will be in accordance with the [Competition Regulations – Sections M.2.23 & M.2.24](#), however Rule [M.2.23 b\)](#) will only apply to Heat Races. The Rule below is added:

When a **Final** Race is stopped, it must be restarted over the remaining number of laps, as determined by the Officials, unless at least **75%** of the Race is completed by the leading Kart, in which case the Race may be declared and finishing positions awarded according to positions at the last recorded lap of the lead Kart as determined by the Chief Timekeeper.

S.3.10 Speedway Finishing

Will be in accordance with [Competition Regulations – Section M.2.25](#).

S.4 Speedway Flag/Light Signals

S.4.1 Signals

It is permitted to use either flag or light signals.







S.4.2 Flag Size





Flag sizes are to be a Minimum of **500mm x 500mm**.

Lights/LED signal sizes are to be a minimum of **120mm** wide.

S.4.3 Flag/Light Signals

The following signals will be obeyed by Drivers during Warmup, Practice or Competition.

	<p>a) Green Flag/Lights: Go / Start A Green Flag/Lights will be used to start (or restart) any Warmup, Practice or Competition.</p>
	<p>b) Green with Yellow V Flag (Chevron): Full Restart / Re-grid on Track To be used by the Starter and/or Clerk of Course in the event of an error of judgement by the Starter, or where a Competitor may have gained an unfair advantage. <i>Can only be used prior to the first lap being completed by the Race leader.</i></p>
	<p>c) Yellow Flag/Lights: Caution / Cease Racing Yellow Flags or Lights at any point indicates caution. Drivers must cease racing and slow down as there also may be a hazard ahead. <i>If it can be done safely, Drivers will raise one arm to indicate that they are slowing.</i> A Driver who fails to slow to a safe speed may be penalised. During racing, Drivers are to reform in single file Race order, as at their last completed lap crossing the Start/Finish Line, before the Yellow Flag/Lights. Passing under the Yellow Flag/Lights is prohibited, unless directed to by a Clerk of Course. The Yellow Flags/Lights will be withdrawn/turned off, in anticipation of a Race (re)start).</p>
	<p>d) Blue Flag: Hold Line / Being Lapped A Blue Flag signifies that you are about to be lapped by one or more Competitors. <i>On receiving this Flag, you may continue with your Race and hold your normal Race line, but allow any faster lapping Karts to pass unimpeded.</i></p>
	<p>e) Red Flag/Lights: Cease Racing / Stop <i>Red Flags or Lights means that all racing must cease immediately.</i> Drivers will raise one arm to indicate they are slowing and are to pull over and stop where they are on the Race Track, close to the inside Windrow. This order shall only be given via the Clerk of Course or a Steward.</p>
	<p>f) Black and White Diagonal Flag: Unsportsmanlike Behaviour This flag will be shown together with a Drivers Kart number, to indicate that the Driver is being observed for unsportsmanlike behaviour. <i>The Competitor must report to the Clerk of Course within fifteen(15) minutes after the Race.</i> If this flag, together with the ROF (Rear of Field) board is shown to a Driver, it indicates that the Driver is receiving an on Track penalty and must (re)start at the Rear of Field. If the Race is a Full Restart, then the Driver should start in front of any "P" Plate Driver.</p>

	<p>g) Black Flag: Cease Racing / Leave Track Should it become necessary for any reason to stop a Driver, this flag shall be ordered via the Clerk of Course, only after receiving prior approval or direction from the Chief Steward. The Black Flag will be shown together with a Drivers Kart number, to indicate the Driver is to cease racing immediately and return to the in-grid or pull off the Race Track into the Infield. The Driver should do so without impeding any other drivers and will be disqualified (DSQ). The flag will not be displayed on the last lap of a Race. The competitor must report to the Clerk of Course within fifteen(15) minutes after the Race.</p>
	<p>h) Black and Orange Dot: Mechanical Issue / Leave Track This flag will be shown together with a Drivers Kart number, to indicate that the Driver is to cease racing immediately, as the Driver and/or Kart may have a mechanical/safety problem or does not comply with the Regulations and the Driver must return to the in-grid safely or pull off the Race Track into the Infield. This order shall only be given via the Clerk of Course or a Steward. The flag will not be displayed on the last lap of a Race. A disqualification (DSQ) will be given to any Driver with a mechanical/safety problem that does not comply with the Regulations.</p>
	<p>i) White Flag or "Last Lap" Board A White Flag or "Last Lap" board may be displayed to the lead Kart, and each subsequent Kart in the field, when the lead Kart starts what the Officials believe to be the Last Lap of a Race.</p>
	<p>j) Black and White Chequered: Finish of Race The display of the Black and White Chequered Flag will determine the end of the Race. The Race finishing order will be as Karts cross the Start/Finish Line. As soon as the Chequered Flag has been shown to a Driver, and the Driver has cleared the Start/Finish Line, the Driver must stop racing, not pass any other Karts and proceed directly to the in-grid, or designated stopping zone, in the order of their finishing position. From the moment the Driver receives the Chequered Flag, the Driver is under Parc Fermé conditions, and must make no alteration or adjustments to their Kart or equipment, until all Scrutineering procedures are complete.</p>

S.5 Speedway Specific Penalties

S.5.1 Minimum Recommended Penalties

The penalties listed below are the KNSW recommended minimum penalties. They should be applied by the Stewards, or a Tribunal, for the breaches/offences listed below, by any Officials at a Meeting. The legends to use are – (JF) Judge of Fact Penalty form, (IN) Infringement form or (RB) Rear of Field Board.

Speedway Offences	Rule	Minimum penalty
Driving Standard: Careless	M.4.2 a)	+5 second time penalty or Start/Restart Rear of Field (IN/RB)
Flags-Yellow: Failure to slow and signal appropriately	S.4.3	Start/Restart Rear of Field (RB)
Race Receiver: Ignore Official directives	S.6.4 e)	Start/Restart Rear of Field (RB)
Start Procedure infringement	S.3.6	+10 second time penalty or Start Rear of Field (IN/RB)

For any other serious, general or technical penalties please refer to [Section P.4.](#)

S.6 Additional Kart Specifications

S.6.1 Bodywork

- a)** Side Pods must be fitted to a Kart at all times.
- Including any attached panels, they must not extend past the outside edge of the rear tyres.
- b)** Side Panels are permitted to be fitted to a Kart, and if used they must:
- Be fitted to either the inside plane or outside plane of the side pod;
 - Not extend past the outside edge of the rear tyres when fitted;
 - Only be made of Coreflute® sheeting;

- Be securely fastened using 'button' or 'countersunk' type fasteners only, with suitable washers to prevent pulling through the Side Panel;
 - Not protrude above the Driver's shoulders whilst sitting in the normal position in the Kart;
 - Not exceed **660mm** from the ground at any point, when measured behind the rear axle centreline;
 - Not have the bottom edge below the bottom of the Frame;
 - Have the rear crash bar visible when looking side on (90 degrees) to the rear of the panels;
 - Have the panel side height not exceed the plane between the front axle centre, and the Drivers shoulder height or **660mm** from the ground (whichever is the lower), when measured at the rear axle centreline;
 - Have all panel edges taped, wrapped or covered so no sharp edges are exposed;
 - Not have any external bars, plates, air ducting or protrusions on the outer surface;
 - Be braced internally using a lightweight material such as aluminium angle or tubing, which must not have any sharp angles and/or sharp bends.
- c)** Side Panel internal air ducting, may be used, however it must remain within the bodyline limitations and must only be manufactured of Coreflute®.
- d)** Either a Rear Crash Bar or a Rear Impact Protection device must be fitted to a Kart at all times.
- e)** A Nose Cone must be fitted to a kart at all times.
- f)** A Nassau Panel must be fitted to a kart at all times, and no part of any Panel/fairing may extend more than 80mm above the top of the steering wheel.
- g)** A kart may also use a one-piece Superkart style fairing combining the Nose Cone and Nassau Panel. For these fairings the following conditions also apply:
- The style is free forward of the steering wheel but still must comply with general kart dimensions Section T.10.1, Nose Cone Section T.2.8 and Nassau Panel Section T.2.11, however, the Nassau Panel may be wider than 500mm.
 - They must not protrude rearward of the steering wheel when seated in the Kart;
 - They must be completely hollow except for strengthening panels, be of sound construction and be securely fastened to the frame;
 - Construction must be of either plastic or composite materials.
 - They must not be adjustable by any means whilst the kart is in motion;
 - They must be easily removable for scrutineering.



S.6.2 Competition Numbers

Competition numbers must comply with the [Competition Regulations – Section M.2.10](#) with the following sections replacing [M.2.10 e\) f\) g\) & i\)](#).

- a)** Front and Rear facing Competition numbers must:

[This Regulation replaces the Competition Regulation – Section M.2.10 e\) & g\)](#).

- Be displayed in the correct colour combination that identifies the Speedway Class as per [Section M.2.10 b\)](#).
- Be on the outside surface of the front Nassau Panel and on the number plate mounted to the bumper at the rear of the Kart.
- Be a Minimum of **125mm** high and Minimum of **20mm** thick.
- Only use a plain or italic font type.
- Be on a plate/background of the correct continuous colour with a Minimum width of **15mm** surrounding the number(s); or
- Have an outline of at least **10mm** thick surrounding each number in a contrasting colour.
- Have spacing between each number, for double digit numbers and they must not overlap.
- Have no other advertising or writing encroaching within the number panel displayed.

- Allow for a Club prefix (single letter) to also be displayed in the upper left corner of the number panel/plate that does not obscure the number(s) displayed. The letter must be a minimum of **50mm** high with a minimum **5mm** white border.
- b)** Side facing Competition numbers must:
- This Regulation replaces the [Competition Regulation – Section M.2.10 f\) & g\)](#).*
- Be in an easily read colour combination.
 - Be mounted on either side of the Kart to a panel or the side pod; or
 - Be displayed on a plastic plate or Coreflute® panel fitted to the inside plane of each side pod.
 - Be a minimum of **100mm** high and a minimum of **15mm** thick and be of a plain or italic font, with a contrasting background colour or outline.
 - Have spacing between each number, for double digit numbers and they must not overlap.
 - Allow for a Club prefix (single letter) to also be displayed in the upper left corner of the number panel/plate that does not obscure the number(s) displayed.
- c)** In the case of **two (2)** Karts with the same Competition number entering in the same Class (or Group) at a Meeting:
- This Regulation replaces the [Competition Regulation – Section M.2.10 i\)](#).*
- The visiting Driver will be issued with a replacement number by the Organisers; or
 - If either driver has a Club prefix (single letter) on their kart, then this may be used as a prefix to the Kart number for Meeting entry and Timing purposes.

S.6.3 Speedway Video Recording Systems

The fitting of video recording equipment to a Kart is permitted, with a maximum of **two (2)** video recording systems allowed.

- a)** Each system must consist of:
- ✓ A self-contained (Go-Pro style) camera unit with a Maximum **180 degree** lens; or
 - ✓ A camera with a Maximum **180 degree** lens and separate recorder unit; and
 - ✓ Must not have any optical flashing function.
- b)** All parts of the system must be securely mounted and must not:
- ✓ Impede the Driver during entry, exit or whilst driving;
 - ✓ Pose a hazard;
 - ✓ Interfere with any part of the Control Systems;
 - ✓ Obstruct or interfere with any Competition numbers or official timing equipment;
 - ✓ Be mounted in front of the pedals other than on the Nassau Panel.
- c)** Must have a multi-strand tether securely attached to the Camera system and the Frame and/or bodywork and/or support brackets attached to the Kart.
- d)** Must weigh less than:
- ✓ **0.3kg** including all mounts and tether if using a self-contained camera unit; or
 - ✓ **0.2kg** for the camera including all integrated cabling and less than **1.0kg** for the complete recorder unit including any cabling, batteries and other ancillary components.
- e)** Any protruding camera mounts (or parts thereof) not in use, must be removed.
- f)** All cameras and the recording media is to be made available to the Clerk of Course or the Stewards, should they require them for use in any judicial matter.

S.6.4 Race Receivers

Race Receivers (One Way Communication devices) will only be used by Drivers & Classes at a Meeting, if listed in the Supplementary Regulations.

- a)** It is the Drivers responsibility to supply/use a compatible Race Receiver, and ensure their Race Receiver is correctly functioning whilst they are Competing.
- b)** The Clerk of Course will undertake a test procedure (including Channel/Frequency selection) with Drivers prior to the start of Competition.
- c)** Race Receivers are not permitted to be attached to a Drivers helmet and any cable must be concealed within the Drivers apparel.
- d)** The Clerk of Course (or their delegated assistant) is the only person permitted to communicate on the Race Receivers **at the appropriate times**.
- e)** All Communications from the Clerk of Course on the Race Receivers are regulatory, and a Driver who disobeys the communication may be penalised.
- f)** Any hearing impaired Drivers need to notify the Clerk of Course if they cannot use a Race Receiver.

S.7 Speedway Classes

S.7.1 Overview

The following Sections define the current Speedway Race Classes available, along with the Driver Requirements and corresponding Kart specifications.

Competition Eligibility for all Classes is as follows:

- Social/Club/Zone Competitions:** Any Licence grade.
- Named Events:** May specify a Minimum Licence Grade.
- State Titles:** Minimum C Licence Grade & only eligible Classes.

When only **one (1)** single Class Division is competing at an Event, the Class weight may be the average between the Light, Heavy or Super Heavy Divisions, or as agreed by the Officials. (Note that if an average/agreed weight is applied then no maximum Kart weight will apply.)

Classes may have alternative and/or additional Divisions at the discretion of the Organiser. Any amendments to Classes/Divisions will be listed in the Supplementary Regulations.

Where a **Maximum Kart weight** applies for a Class, this may also be checked before entering the out-grid prior to a Competition.

S.7.2 All Classes

- a) Drivers must have a device on their helmets to retain tear offs (i.e. rubber grommet).
- b) Once Qualifying or Competition starts, a Competitor is permitted to use:
 - ✓ A maximum of **six (6)** Tyres per Class.
 - ✓ A maximum of **two (2)** Engines per Class.
- c) The following items are permitted to be used in all Speedway Classes:
 - ✓ Aluminium rear axles, but must be as per the [Technical Regulations – T.2.6](#).
 - ✓ Chain oilers.
 - ✓ Oiling of Airbox internal filters.
- d) All Kart specifications must comply with the standard Technical Regulations.
- e) For the specific Drivetrain and Engine specifications please see the Engine Regulations, then each specific Class will list any additional or updated specifications required.

Anything which is not expressly allowed in the Class, Technical or Engine Regulations is forbidden.

S.7.3 Speedway Novice

a) Driver Requirements

Must hold a **KNSW Novice** Licence.

Six (6) year old Drivers may practice only.

A **Neck Brace** and **Rib Protector** are **mandatory**.

A Chest protector is **recommended**.

b) Eligible engines

Comer SW80

Yamaha KT100J using a **16mm** exhaust restrictor.

- Engine Displacement: Maximum bore size diameter is **52.90mm**.
- Clutch: The fitment and use of a clutch is optional.

Vortex Mini Rok using a **16.05mm** exhaust restrictor.

- Clutch Cover: The fitment and use of a clutch cover is optional.

c) Tyre Options

Brands: MG, Dunlop or Hoosier D30 compound in any combination.

The maximum wheel/rim diameter is **5 inch (127mm)**.

Any modification, including any grooving or siping of a tyre **is not permitted**.

d) Weight

Engine	Comer SW80	Yamaha KT100J	Vortex Mini-Rok
Minimum Kart weight including Driver	85 kg	95 kg	100 kg

- e) **Competition Numbers** - Red number on White plate/background.

S.7.4 Speedway Rookie

a) Driver Requirements

Must hold a **KNSW Rookie** Licence.

A **Neck Brace** and **Rib Protector** are **mandatory**.

A Chest protector is **recommended**.

b) Eligible engines

Yamaha KT100J using a **18mm** exhaust restrictor.

➤ Engine Displacement: Maximum bore size diameter is **52.90mm**.

➤ Clutch: The fitment and use of a clutch is optional.

Vortex Mini-Rok

➤ Clutch Cover: The fitment and use of a clutch cover is optional.

c) Tyre Options

Brands: MG, Dunlop or Hoosier D30 compound in any combination.

The maximum wheel/rim diameter is **5 inch (127mm)**.

Any modification, including any grooving or siping of a tyre **is not permitted**.

d) Weight

Engine	Yamaha KT100J	Vortex Mini-Rok
Minimum Kart weight including Driver	100 kg	105 kg

e) **Competition Numbers** - Red number on White Plate/Background.

S.7.5 Speedway Junior

a) Driver Requirements

Must hold a **KNSW Junior** Licence.

A **Neck Brace** and **Rib Protector** are **mandatory**.

A Chest protector is **recommended**.

b) Eligible engines

Yamaha KT100J

➤ Engine Displacement: Maximum bore size diameter is **52.90mm**.

➤ Clutch: The fitment and use of a clutch is optional.

Yamaha KT100S

➤ Engine Displacement: Maximum bore size diameter is standard **53.10mm**.

➤ Clutch: The fitment and use of a clutch is optional.

IAME 100 Reedjet using a **22mm** exhaust restrictor.

c) Tyre Options

Brands: MG, Dunlop or Hoosier D30 compound in any combination.

The maximum wheel/rim diameter is **5 inch (127mm)**.

The hand grooving or siping of a tyre **is permitted**.

d) **Weight** - Minimum weight Divisions, including the Driver:

Division & Engine	Yamaha KT100J	Yamaha KT100S	IAME 100 Reedjet
Speedway Junior Light	110 kg	115 kg	117 kg
Speedway Junior Mid	120 kg	125 kg	127 kg
Speedway Junior Heavy	130 kg (*83 kg)	135 kg (*88 kg)	137 kg (*90 kg)

(* Denotes Maximum Kart weight for Division & Engine, excluding the Driver:

e) **Competition Numbers** - Black number on White Plate/Background

S.7.6 Speedway KT Modified

a) **Driver Requirements** - Must hold a **KNSW Senior** Licence.

b) Eligible Engine - Yamaha KT100S

➤ Apart from the below restrictions, all other internal modifications are allowed.

➤ Interchange of parts is permitted between engines of like dimensions (bore, stroke) provided no removal or addition of material is required to interchange such parts.

➤ Engine Displacement:

• Maximum bore size (not piston/ring size) diameter is **55.10mm**.

• Maximum stroke is **46.13mm**.

➤ Connecting Rod: Must be the same length as the original and be made of magnetic material.

- Crankshaft: A change to the stroke is not permitted.
- Exhaust Intake/Transfer Ports: No additional ports or passages are allowed.
- Clutch: The fitment and use of a clutch is optional.

Exhaust Muffler

- Any commercially available muffler may be used, however the main body section must be parallel and measure the same outside circumference (minimum 278mm) for its entire length. This does not include any heatshield, brackets or attachments e.g.: safety wire or spring retainers.

c) Tyre Options

Brands: Apexis, Bridgestone, Burris, Dunlop, Hoosier, Maxxis, MG, Mojo, Unilli, Vega in any combination.

The maximum wheel/rim diameter is **5 inch (127mm)**.

The hand grooving or siping of a tyre is **permitted**.

d) Weight - Minimum weight Divisions, including the Driver:

Division & Engine	KT100S
Speedway KT Modified Light	130 kg
Speedway KT Modified Heavy	150 kg (*83 kg)
Speedway KT Modified Super Heavy	170 kg (*83 kg)

(*) Denotes Maximum Kart weight for listed Division, excluding the Driver.

e) Competition Numbers - White number on Red Plate/Background.

S.7.7 Speedway Pro Standard

a) Driver Requirements - Must hold a **KNSW Senior** Licence.

b) Eligible Engines

Unrestricted:

IAME KA100 Reedjet

Yamaha KT100S - The fitment and use of a clutch is optional.

Restricted:

IAME X30

PRD Fireball 125

PRD Galaxy 125

Parilla Leopard 125

Rotax 125 Max (non EVO & EVO)

Rotax 125 Junior Max (non EVO & EVO)

Restrictors: All engines must use the [Standard Exhaust Restrictor Plates](#) defined in [Section C.8.3](#).

Radiators: Any commercially available radiator is permitted. Kart fitment location is free.

Airbox: Any commercially available Airbox assembly is permitted. An air filter must be fitted.

c) Tyre Options

Any commercially available Kart tyre is permitted in any combination.

The maximum wheel/rim diameter is **6 inch (152.4mm)**.

The hand grooving or siping of a tyre is permitted.

d) Weight - Minimum weight Divisions, including the Driver:

Division & Engine	Yamaha KT100S	IAME 100 Reedjet	All Other Engines
Speedway Pro Standard Light	130 kg	137 kg	150 kg
Speedway Pro Standard Heavy	150 kg (*83 kg)	157 kg (*90 kg)	170 kg (*100 kg)
Speedway Pro Standard Super Heavy	170 kg (*83 kg)	177 kg (*90 kg)	190 kg (*100 kg)

(*) Denotes Maximum Kart weight for Division & Engine, excluding the Driver.

e) Competition Numbers - Black number on White Plate/Background.

S.7.8 Speedway Pro125 Open

a) Driver Requirements

Must hold a **KNSW "A, B or C" Grade Senior** Licence.

b) Drivetrain

Eligible Engines:

IAME X30

PRD Fireball 125

PRD Galaxy 125

Parilla Leopard 125

Rotax Max 125 (non EVO & EVO)

Radiators: Any commercially available radiator is permitted. Kart fitment location is free.

Airbox: Any commercially available Airbox assembly is permitted. An air filter must be fitted.

c) Tyre Options

Any commercially available Kart tyre is permitted in any combination.

The maximum wheel/rim diameter is **6 inch (152.4mm)**.

The hand grooving or siping of a tyre is permitted.

d) Weight - Minimum weight Divisions, including the Driver:

Division & Engine	Rotax EVO	All Other Engines
Speedway Pro125 Open Light	157 kg	150 kg
Speedway Pro125 Open Heavy	177 kg (*100 kg)	170 kg (*100 kg)
Speedway Pro125 Open Super Heavy	197 kg (*100 kg)	190 kg (*100 kg)

(*) Denotes Maximum Kart weight for listed Division & Engine, excluding the Driver.

e) Competition Numbers - Black number on White Plate/Background.

S.7.9 Speedway Pro125 Modified

a) Driver Requirements

Must hold a **KNSW "A, B or C" Grade Senior** Licence.

b) Drivetrain

Eligible Engines:

➤ Any **commercially available 2-stroke kart engine** of rotary valve, reed valve or piston port configuration up to **125cc + 8%** capacity. Engine must remain in original configuration (i.e. centrifugal clutch and electric starter) using the original style clutch only. Starter motor must remain and be functional/operational as supplied by the manufacturer.

➤ Any **gearbox style 2-stroke kart engine** of rotary valve, reed valve or piston port configuration up to **125cc + 8%** capacity.

➤ Modifications to both types of engines are permitted.

Carburettor: May be any size or type. Must be single throat only.

Clutch: Clutches are compulsory.

Cooling: Engines may be Air or Water cooled.

Exhaust Header and Muffler:

➤ Any commercially available exhaust system is permitted.

➤ Muffler must be secured with a secondary fastening system.

Ignition: Any commercially available ignition (non-programmable) is permitted.

➤ An ignition kill switch is compulsory.

Radiator: Any commercially available radiator is permitted. Kart fitment location is free.

Airbox: Any commercially available Airbox assembly is permitted. An air filter must be fitted.

c) Brakes

Minimum of one (1) rear disc brake must be fitted.

Front wheel disc brakes are optional.

d) Tyre Options

Any commercially available Kart tyre is permitted in any combination.

The maximum wheel/rim diameter is **6 inch (152.4mm)**.

The hand grooving or siping of a tyre is permitted.

Bead locks are optional, but recommended.

e) Weight

Minimum Kart weight including the Driver:

Speedway Pro125 Modified 160 kg

f) Competition Numbers - Black number on White Plate/Background.**S.7.10 Speedway 4 Stroke****a) Driver Requirements** - Must hold a **KNSW Senior** Licence.**b) Drivetrain**

Eligible Engines include **Briggs & Stratton L0206, Subaru KX21DU, Torini Clubmaxx 210.**

All engines and seals must be as per [Section C.12.3 – 4 Stroke Sprint Drivetrain](#) specifications.

c) Tyre Options

Brands: MG, Dunlop, Maxxis or Unilli in any combination.

The maximum wheel/rim diameter is **5 inch (127mm)**.

The hand grooving or siping of a tyre **is permitted**.

d) Weight

Minimum weight Divisions including the Driver:

Division & Engine	Torini Clubmaxx	All Other Engines
Speedway 4 Stroke Light	150 kg	140 kg
Speedway 4 Stroke Heavy	170 kg	160 kg

e) Competition Numbers - Black number on Yellow plate/background.

Section V - Vintage Karting

V.1 Vintage Class

V.1.1 Overview

The Vintage Classes in Karting are used to preserve, promote, monitor, co-ordinate and regulate Vintage and Historic Karting and its related activities.

The definitions of Vintage/Historic Karts are specified within these Regulations.

Racing of Vintage/Historic Karts is not permitted, however Time Trials as defined within these Regulations are allowed.

No other form of Competition is allowed without specific permission from both the VHKA & KNSW.

V.1.2 Driver Requirements

- Must hold a **KNSW Vintage Licence**, a **KNSW Senior Licence** or a **KNSW Practice Licence**.
- **The Minimum age to drive a Vintage Kart is from the Year of the 15th birthday.**

V.2 Kart Registration

V.2.1 Logbook Application

All Vintage/historic karts must be logbooked.

To be eligible for logbooking, a Vintage / Historic Kart and engines must be:

- ✓ An original; or
- ✓ An original restoration; or
- ✓ A faithful replica of an original; or
- ✓ A Kart considered by the Logbook committee to be of historic significance.

The validity of a Kart to be logbooked will be made by the VHKA Logbook committee.

The onus of proof will be always with the applicant, who will complete the required application form (available from VHKA or KNSW) and pay the designated fee when the application is approved.

The application form must be accompanied by at least **four (4)** photographs of the Kart. As a Minimum, one frontal photo, one of each side, and one rear. Photos must be clear enough to identify the features of the Kart. The application is to be forwarded to the VHKA Secretary.

V.2.2 Logbook

Upon acceptance of an application:

- a) A Logbook will be issued:
 - Which will clearly identify the Kart, and contain the **four (4)** photos as described in [Section V.2.1](#), as well as the chassis number (if available), the model, the Year, and the relevant Class or Classes of the Kart.
 - Any alterations to the Kart must be advised to the Logbook committee for approval and recording.
 - Different motors may be used on a logbooked Kart, providing that they are from the same ERA and are acceptable to the Scrutineer.
 - The Logbook should always remain with the Kart, and should be transferred to the new owner via the VHKA Logbook committee.
 - A Kart can only be driven on the track, if specifications and appearance match the issued Log Book.
- b) A Logbook Administration fee will apply and be payable to the VHKA:

V.2.3 Classes

The following are the current Vintage/Historic Class names & specifications:

- **Vintage ERA 1:** **Pre 1964** Karts and Engines of the same ERA
- **Vintage ERA 2:** **1964 – 1969** Karts and Engines of the same ERA
- **Vintage ERA 3:** **1970 – 1980** Karts and Engines of the same ERA
- **Vintage ERA 4:** **1981 – 1991** Karts and Engines of the same ERA
- **Vintage ERA 5:** **1992 – 2000** Karts and Engines of the same ERA
- **A Kart:** **Famous or Important in History or Potentially so.**

V.3 Vintage Events/Meetings

V.3.1 Regulations

All Vintage Events/Meetings will be conducted by the VHKA, or an Organiser, with the approval of KNSW, and be in accordance with the Regulations, any KNSW Policies in force, and the approved Supplementary Regulations for those Events or Meeting.

Vintage Events may be held as:

- A Stand-alone Vintage/Historic Meeting; or
- Part of another Kart Meeting.

Application for an Organising Permit:

- At least **one (1)** month prior to the scheduled Event/Meeting date, the VHKA, or Organiser, must login to the KNSW MyKarting Portal and apply/create the Vintage Event/Meeting Supplementary Regulations.
- The details regarding any of the **four (4)** Event Types to be run must be specified.
- The minimum number of appointed Vintage/Historic Officials must be assigned.
- As part of the approval process, the Event/Meeting Regulations will be distributed to those Vintage/Historic Officials and attendance confirmations sought.
- If part of another Kart Meeting, then the Vintage Event(s) Supplementary Regulations will be a subset of the main Kart Meeting Supplementary Regulations.

Entry to an Event/Meeting:

- Entries for an Event/Meeting will close on the Thursday prior to the start of the Event/Meeting.
- Late entries may be accepted in accordance with provisions in the Supplementary Regulations.
- The Entry Fee for each Kart shall be decided by the VHKA, or the Organiser.

V.3.2 Scrutineering

- a) Logbooks must be made available for inspection by the relevant Official when requested.
- b) All Karts are required to pass scrutineering in accordance with all Regulations, before entering the Race Track. The Scrutineer will affix an Event/Meeting sticker to the rear of the Kart, to identify the Kart is cleared to participate.
- c) Tyres to be used, will be of a similar size, profile, and compound as the Kart was originally raced, otherwise the default tyre shall be of SL type.
- d) **Chain Guards must be fitted.**
- e) All safety apparel must be in good condition.
- f) Approved "Push Kart/Karts" may be used to start the Vintage/Historic Karts. The riders must be persons 16 years of age minimum, have signed an indemnity form, be wearing a suitable helmet, and been briefed on their use. They are not allowed to enter the Race Track, unless directed by the Clerk of Course to pick up a broken down kart.

V.4 Event Types

The details of each Event Type must be specified in the Supplementary Regulations.

V.4.1 Practice Sessions

- Karts of varying Class ERAs may be combined in groups.
- The number of Karts may not exceed **70%** of the Tracks density.
- Overtaking must be done with absolute safety.
- Any dangerous or unsportsmanlike driving is prohibited and may result in Exclusion.
- The Drivers safety apparel must be as per the [Technical Regulations T.8 - Apparel](#).

V.4.2 A Parade

Is simply a display of either a single, or group of Karts, operating at a moderate speed.

- A pace Kart as designated by the Clerk of Course, will lead the Parade.
- Overtaking is strictly forbidden.
- The Drivers safety apparel, such as helmets, overalls and any other clothing, can be in keeping with that worn/used in the ERA of the Kart.

V.4.3 Multi-Kart Demonstration

- Where possible Karts of each Class ERA must be kept as a single group.
- Karts of varying Class ERAs may be combined, preferably with no greater than one Class above, at the discretion of the Clerk of Course.
- The number of Karts may not exceed **70%** of the Tracks density.
- Overtaking must be done with absolute safety.
- Any dangerous or unsportsmanlike driving is prohibited and may result in Exclusion.
- The Drivers safety apparel must be as per the [Technical Regulations T.8 – Apparel](#).

V.4.4 Time Trials

Each competitor will complete one warm up lap, followed by **two (2)** timed laps, then one final cool down lap, a total of **four (4)** laps.

- **Two (2)** will be the Maximum number of Karts on the Race Track at the same time.
- The Karts will leave the out-grid half a lap apart.
- Time trialling may be split into different Classes or groupings.
- The Drivers safety apparel must be as per the [Technical Regulations T.8 - Apparel](#).

Section X – Practice

X.1 Overview

Each Club must obtain a KNSW Practice/Meeting Permit, before allowing any one to practice.

The Permit will specify what days & times practice can occur, if any official(s) are required and any other local requirements or conditions. It must be displayed in the out-grid area or on an official noticeboard.

X.1.1 Additional Guidelines

In exceptional circumstances, KNSW may stipulate additional guidelines that must be adhered to by all participants and attendees at a Club/Track.

X.1.2 Emergencies

No person is permitted to Practice on a Track if they are unaccompanied.

The following must always be available:

- ✓ At least one additional adult, who must be observing all Karts practising, so that if an accident occurs, the appropriate emergency services may be called;
- ✓ A Club First Aid kit;
- ✓ At least **one (1)** working mobile phone or club telephone.

X.2 Driver Requirements

KNSW Regulations must be complied with at all times.

Drivers must:

- **Hold a current KNSW Competition or Non-Competition Licence.**
- **Be driving a Kart/Engine/Tyre combination allowable for their Licence Type or Licence Age Range.**

Club personnel (if present) should be able to validate a Drivers Licence.

At all unofficial Practice Drivers **must** register online with the KNSW MyKarting™ Portal, prior to each day/session they attend a Club/Track for practice. Clubs should also advise participants about their own attendance conditions.

Drivers under the age of **eighteen (18) years** of age, must always be accompanied by a Legal Guardian.

In the event of the Portal access not being available, a hard copy sheet can be filled out instead, but only with the prior permission of Karting NSW.

X.2.1 Kart Groups

All Karts must be driven in the same direction at all times.

The Novice driver Bambino class **must not be** combined on a Race Track with any other Classes/groups apart from **six (6)** year old Novice drivers.

Otherwise, the following groups may be on a Race Track together:

- Novice and Rookie Drivers;
- Junior Drivers;
- Senior Drivers (Tag125, KZ2, Open Performance, Rotax 125/DD2, Speedway 125s);
- Senior Drivers (all other Classes/Divisions).

X.3 Kart Requirements

KNSW Technical Regulations must be complied with at all times, however in regards to the use of Practice tyres and engines, the following rules apply.

X.3.1 Tyres

For any official Practice sessions, the Drivers Class Rules will apply:

- The tyres may be new or used, or must be as specified in the Supplementary Regulations.

For all unofficial Practice (including Training Schools), the use of other commercially available race tyres is allowed:

- The tyres must be currently sanctioned for use in a comparable class, by an alternate State or National Karting organisation in Australia.

X.3.2 Engines

For any official Practice sessions, the Drivers Class Rules will apply.

For all unofficial Practice (including Training Schools), the use of other commercially available race Engines is allowed:

- ✓ The Engines must be currently sanctioned for use in a comparable class, by an alternate State or National Karting organisation in Australia.
- ✓ The Driver must hold the correct KNSW Licence type (age group) and Licence class comparable to what would be required by an alternate State or National Karting organisation in Australia.
- ✓ An Engine must be run in the same specification as required by an alternate State or National Karting organisation in Australia. This includes restricted variations for different Licence class holders.

X.4 Track Configurations

Practice will normally take place on the full Race Track, unless an alternate configuration has been approved and implemented.

Drivers are not to use any cut thru's or shortcuts.

X.4.1 Alternate Configuration

An alternate Race Track configuration can only be used if it has been:

- Established and authorised by the Club and the State Track Inspector;
- Implemented by the use of tyre bundles, marker cones, or other barriers and matching signage in the out-grid.

X.4.2 Direction of Travel

Each Club must designate the normal Race Track direction of travel.

For Clubs where their Track licence allows reverse direction practice/racing, the Race Track setup may be reversed.

Signage must always be in place to indicate which direction is currently being used.

X.4.3 Signage

A sign displaying the Track map that clearly shows the full Track, or the alternate configuration (whichever is in use), must be prominently positioned at the out-grid.

The current direction of travel must always be clearly shown at the out-grid.

X.5 General Conditions

Drivers must not compete, or take part in races, in any Practice sessions.

- Each Practice group should be limited to 10 minute sessions.
- When there are more than 5 karts on the Race Track, an adult must control the session.
- No one may cross the Race Track, sit on tyre walls, or be inside the Race Track area unnecessarily, whilst there are Karts moving.
- If session Start/Finish lights are not in use, a Chequered and Red flag should be available at the out-grid, to enable the sessions to be controlled.
- The Breakdown Lane (if available) may be used during sessions.
- A Driver must not stop on the Race Track for any reason. They should either return to the in-grid, or use the Breakdown Lane, for any adjustments, tyre checks, refuelling, or further instructions.

X.5.1 Safety Apparel

[Technical Regulations - Section T.8](#) lists the standard driver apparel requirements that must be complied with (including helmets, suits, gloves and shoes).

Whilst inside the Race Track area, or Breakdown Lane, any pit crew must wear high visibility clothing/vests.

Section Y – Come & Try

Y.1 Overview

Come & Try Days or Sessions, are arranged by Clubs, or holders of a KNSW Dealer Licence, so that anyone aged **over six(6) years old**, can try out driving a Kart on a Race Track, in a controlled environment.

Karts and equipment needed may be provided by the local Club, a Dealer or others, but must always comply with the current Regulations.

Y.2 Regulations

Y.2.1 Stand-alone Days/Sessions

If a stand-alone Come & Try day or sessions are to be conducted:

a) Clubs must:

- ✓ Request and have the appropriate KNSW Supplementary Regulations approved;
- ✓ Include the names of the Official(s) who will be in attendance, along with the times sessions will be running and other requirements for the participants taking part;
- ✓ Ensure the participant signs the KNSW Disclaimer form.

b) KNSW Dealer Licence Holders must:

- ✓ Arrange & co-ordinate Come & Try day/session access with any KNSW Club or KNSW approved Track;
- ✓ Follow these Rules and the Dealer Licence guidelines at all times;
- ✓ Maintain a Log Book record acceptable to KNSW of all participants that take part;
- ✓ Ensure the participant signs the KNSW Disclaimer form.

Y.2.2 Race Meeting Sessions

If Come & Try sessions are intended to be held during a Race Meeting (such as the lunch break), then the Organisers must include the appropriate details (such as time and duration) in the Supplementary Regulations.

Y.2.3 Additional Guidelines

In exceptional circumstances, KNSW may stipulate additional guidelines that must be adhered to by all participants and attendees at a Club/Track.

Y.2.4 Supervision

For Come & Try sessions during a Race Meeting:

- ✓ The existing Officials will help supervise each session.

For stand-alone Come & Try days/sessions:

- ✓ A Clubs Official(s) listed on the Supplementary Regulations (or Bulletin) must be present and supervise all sessions;
- ✓ A KNSW Dealer must ensure the authorised person(s) on their Licence are in attendance to supervise all participants.

Y.3 Requirements

Y.3.1 Participants

Prior to the start of any Come & Try sessions, all participants must sign the disclaimer form, then be given a briefing on the:

- Kart controls and driving lines;
- Track safety requirements;
- Flag Signals/Lights in use ([Competition Rules – Section M.3.3](#)).

They must wear safety apparel that complies with the [Technical Regulations - Section T.8](#):

- A 'Full Face' Helmet with visor;
- A one piece driving suit with full length sleeves and trousers;
- Neck Braces and Rib Protectors are recommended;
- Abrasive resistant gloves with full finger protection;
- Closed in shoes.

Note that long hair must be securely retained and not just tucked into the helmet.

Y.3.2 Disclaimer Form

All participants must read and acknowledge the terms and conditions of the Disclaimer, by signing the Disclaimer Form, before being allowed to drive a Kart.

If a participant is under **eighteen (18)** years of age, their Legal Guardian must sign the Disclaimer Form. The participant may optionally sign the Disclaimer Form as well.

Y.4 On the Track

Y.4.1 Permitted Karts

Please refer to the KNSW Class Regulations for any Driver/participant age restrictions, noting that:

- Novice/Rookie aged Drivers are also permitted to drive a 4SS-4 Stroke Sprint Kart.
- Junior aged Drivers are not permitted to drive Karts in any Performance Class.
- Drivers/participants over the age of **fifteen (15) years** ie. Seniors, are not permitted to drive a Kart with an engine that is more powerful than Sprint Classes – Tag Restricted or 4SS-4 Stroke Sprint.

The number of Karts allowed on the Race Track at the same time, is limited to **25% of the Track density**.

Y.4.2 Essential Rules

Drivers must leave the out-grid (or starting area) in a controlled manner under the direction of the Official(s).

- ✓ Drivers must spread apart and stay behind the Kart in front of them, unless the Driver in front slows or stops, in which case they may be passed.
- ✓ Any sudden changes of direction, such as weaving across the Race Track, are not permitted.
- ✓ When exiting the Race Track, or if a Driver is slowing and/or has an issue, they should raise their hand so that the Driver behind can clearly see that they are not continuing as normal.

If a Driver spins out, or stops on the Race Track and cannot restart the Kart, they must alight from the Kart when safe to do so, and move to a place of safety. They must keep all safety apparel on, including the helmet, until they return to the in-grid.

Novice and Rookie aged Drivers can be on the Race Track at the same time.

Junior and Senior Drivers, must be grouped on the Race Track separately.

KNSW Licensed Drivers must not be on the Race Track at the same time as non-licensed participants.

Section E – Engine Regulations

E.1 Overview

This section lists the current Homologation and Engine Specifications documents for those Classes specifically listed in the Regulations.

See the Karting NSW website (www.kartingnsw.com.au) Rules & Downloads section to download each individual Specifications document. The website will always have the latest version available.

For the Homologation and Engine Specifications not available on the website or not listed here, please see the Manufacturers Specification documents for the Australian imported or Manufactured variant.

For the KZ2 Class and any other CIK-FIA approved engines, each Driver must have their own Homologation documents for their particular engine package and ensure they are in compliance.

E.2 Two Stroke Engines up to 100cc

- E.2.1 Comer SW80**
- E.2.2 Yamaha KT100J**
- E.2.3 Yamaha KT100S**
- E.2.4 Yamaha KT100SEC**
- E.2.5 RKA Pro Clubman**
- E.2.6 Vortex Mini Rok**
- E.2.7 IAME 100 Reedjet**
- E.2.8 IAME M1 Bambino**
- E.2.9 Vortex ROK Kid**

E.3 Two Stroke Engines 125cc and over

- E.3.1 IAME X30**
- E.3.2 PRD Fireball 125**
- E.3.3 PRD Galaxy 125**
- E.3.4 Parilla Leopard 125**
- E.3.5 Rotax 125 Max (non EVO and EVO)**

E.4 Four Stroke Engines

- E.4.1 Briggs & Stratton 206**
- E.4.2 Briggs Animal**
- E.4.3 Honda GX200 Series**
- E.4.4 Subaru KX21DU**
- E.4.5 Torini Clubmaxx 210**
- E.4.6 Tillotson TPP-225RS**
- E.4.7 Honda Bambino GX35**