

KARTING

NEW SOUTH WALES

EST 1987

OFFICIAL 2023

SPEEDWAY



HANDBOOK

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KARTING (NSW) INC

RULES AND REGULATIONS

Version 5.0

Effective 9th Jan 2023

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All previous karting rules and regulations subscribed to and endorsed by Karting (New South Wales) Inc will be superseded from that date.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

Karting (New South Wales) Incorporated

ABN 80 078 024 223

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Email: info@kartingnsw.com.au

Tribunals & Appeals

Karting NSW Appeals Tribunal

Email: tribunal@kartingnsw.com.au

The Board & Official Contacts

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

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

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 any 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.

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.

Handbook: A subset of relevant Sections of the current Rules & Regulations, produced for specific Kart racing.

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.

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.

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.

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 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 Communications

Official communications should always be in writing to the Karting NSW State Secretary who shall direct correspondence to the most appropriate person/group to respond.

See the Communications Policy/Process on the [Karting NSW Website](#) for further information.

A.3.2 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.3.3 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.3.4 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.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 its ability that all:

- Karting activities are conducted in accordance with KNSW's Constitution, KNSW Rules and Regulations, Policies and Procedures and by appropriately Accredited and Licenced Officials;
- All Club's participants (Competitors, Driver and Officials) are registered on the KNSW MyKarting™ Portal;
- Staff and volunteers (paid or unpaid) undergo Working with Children Checks in accordance with state legislation. A register shall be kept by each Club Secretary which shall be made available upon request by KNSW;
- 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.

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.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.

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 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 signed scrutineering form must be completed for each Kart confirming its compliance, prior to any Competition. **The form can be completed as part of an online entry, or be emailed prior to,** or be completed at the Meeting.
- Each Kart may have a scrutineering sticker or identifying mark affixed for each Meeting.
- A Kart may be inspected, or asked to be presented for inspection, by a Scrutineer any time during a Meeting.
- A Kart involved in an 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).

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.

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.

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.

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.

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.

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 Biennial Track Inspection

A Race Track will be inspected biennially by a KNSW Track Inspector.

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 ~~The following table lists the~~ 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 the Maximum Density may be increased by 20% when applying for a Meeting Permit.~~

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 ~~may~~ 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 No Mans Land (if applicable)~~

~~All sealed/tar Tracks may have a "No Mans Land" marked on the Race Track before the Start Line.~~

~~For Rolling Starts, a Kart is not permitted to cross into the "No Mans Land" section of the Race Track, before the Start signal of Competition is given.~~

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 directions of an Official.

K.3.2 Paddock Area

Meeting Officials will control this area.

All Karts entered for 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 Safety of Officials & Karters

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.

Any Clerks of Course or Stewards may, observe racing from a safe location even though a protective barrier may not be available.

- a)** 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.
- b)** 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.
- c)** 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.3.4 Radio Communications

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

- Stewards
- Starter
- Chief Timekeeper
- Clerk of Course
- Grid Marshal
- 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.3.5 Emergency & Medical Services

Qualified First Aid personnel:

Are to be in attendance at all Race Meetings.

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.

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.

During a Race Meeting:

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

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.3.6 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:

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

K.3.7 Cleaning Fluid

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

K.3.8 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.3.9 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, **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 Drivers Licences

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

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

All new 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.
- New Licence applicants must:
 - Provide a copy of their Birth Certificate or Passport;
 - Satisfactorily complete the Safety Training requirements.
- Must be a member of a KNSW Member Club.
- Satisfactorily complete the Medical Declaration.

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.

Class Eligibility:

- Sprint - Novice.
- Sprint – Rotax Micro Max
- Speedway - Novice.

Competition Eligibility:

- **D Grade** Licence may Compete in:
 - Club Competitions.
 - 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.
- New Licence applicants must:
 - Provide a copy of Birth Certificate or Passport;
 - Satisfactorily complete the Safety Training requirements.
- Must be a member of a KNSW Member Club.
- Satisfactorily complete the Medical Declaration.

Special Provisions:

- Pass a Driving Test, prior to Competing at first Meeting.

Class Eligibility:

- Sprint - Rookie.
- Sprint – Rotax Mini Max
- Speedway - Rookie.

Competition Eligibility:

- **D Grade** Licence may Compete in:
 - Club Competitions.
 - 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.
- New Licence applicants must:
 - Provide a copy of their Birth Certificate or Passport;
 - Satisfactorily complete the Safety Training requirements.
- Must be a member of a KNSW Member Club.
- Satisfactorily complete the Medical Declaration.

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.
- Must be a Minimum age of thirteen (13) years to Compete in some B Grade Classes.

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:
 - Club Competitions.
 - 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 have Minimum age restrictions.

L.2.5 Senior Licence (Annual)

Application Criteria:

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

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.

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:
 - Club Competitions.
 - 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 Event.

Application Criteria:

- Valid Ages: From date of 7th birthday.
- 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.
- Existing KNSW Licence Holders, will have their last known details, including Licence Type & Grading used.
- Satisfactorily complete the Medical Declaration (if required).
- May be asked to provide a Medical Certificate/Report if 65 years of age or over.
- **The applicant may be a financial member of a KNSW Member Club, or will be a Temporary Member of KNSW, during the Licence period.**

Special Provisions:

- New KNSW Licence Holders:
 - Must submit a "Licence Review Application", in order that a higher grading be applied to their Licence. The applicant must supply all details/evidence;
 - Unless a "Licence Review Application" has been approved, must arrange and pass a Driving Test, prior to Competing at their first Meeting.
- Will be valid for one (1) Event/Meeting and up to seven (7) practice day(s) prior.
- Any number of Event Licences can be applied for each Calendar Year.

Eligibility:

- Used to enter any KNSW Competition 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.

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.
- New Licence applicants:
 - Must nominate their annual Licence Type as one of Novice, Rookie, Junior or Senior, commensurate with their age;
 - Must provide a copy of one of the applicants Birth Certificate, Passport, Drivers Licence or Government issued PhotoID;
 - Must satisfactorily complete the Safety Training requirements;
 - Will be automatically issued a D Grade Licence.
- Must be a member of a KNSW Member Club for the duration of the Licence.
- Satisfactorily complete the Medical Declaration.
- May be asked to provide a Medical Certificate/Report if 65 years of age or over.

Special Provisions:

- New KNSW Licence Holders must submit a "Licence Review Application", in order that a higher grading be applied to their Licence. The applicant must supply all details/evidence.
- For existing KNSW Licence Holders, their last recorded Licence Type & Grading will be used.
- 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 participate in Vintage Karting Events/Meetings.

Application Criteria:

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

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 NSW Roads and Maritime Services.
- 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;

- 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 six (6) 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 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; or
 - Warrants downgrading in the interests of safety; or
 - Following comments 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 clicking 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 the 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 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.
- 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.

- 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.
- 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](#).

- When two (2) or more Classes/Divisions are consolidated, the Race results and points allocation will still be based on each individual Class.
- Where Classes are consolidated at a Club Competition, a single/combined weight Division may be authorised via the Officials and a Bulletin produced.
- If the Light weight Class/Division is not competing at a Meeting a Maximum Kart weight will not apply.
- 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

- Each Competitor must have a functioning KNSW authorised transponder fitted to their Kart at all times, during Official Practice and any Competition.
- The Transponder number must be correctly listed on your Entry & Scrutineering form.
- Competitors will be responsible at all times for the correct fitting, maintenance and operation of the transponder.
- At any meeting, during Official Practice and Timed Qualifying sessions, a Mechanical Flag (Black Flag and Orange Dot) will be given to those Karts identified by the Chief Timing Officer as having a missing or non-working transponder.
- 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

- Each Kart must display a Competition number whilst on a Race Track, which must be clearly legible at all times during a Meeting.
- Kart numbers and plate colours will be as per the table below:

| | Number Colour | Plate Colour | Allocated Number | Conditions |
|------------------------|---------------|--------------|------------------|--------------------|
| 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. |
| 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 end of the Meeting awarded until the end of the following years Meeting. • Drivers may use their own number. |
| State Sprint Titles | White | Blue | 1 | |
| 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 end of 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 end of the Meeting awarded until the end of the following years Meeting. • Drivers may use their own number. |
| Over 40's Titles- Winners | White | Grey | 1 | |
| Other Named Event- Winners | White | Black | N/A | |

- c) Kart numbers must be a Maximum of two (2) digits, except RKA Classes which may be up to three (3) digits.
- d) The use of the number 0 or any number preceding with a 0, e.g: 07, is not allowed.
- 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 **to all edges** 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, the visiting Driver will be issued a replacement number.
- 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 Driver must always have one hand on the steering wheel.
- 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

- 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.
- For all 4 Stroke Karts it is mandatory that the Driver be seated in the Kart before attempting to start the engine.
- 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.
- Prior to attempting a Kart restart, a competitor must get permission from the Grid Marshal or Clerk of Course for one (1) additional attempt.
- 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, the Driver will be allocated the slowest qualifying time plus one (1) second, for the relevant Event.
 - In the event that 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

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.

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 the 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, whilst approaching the Starting Grid.
- **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 wheels, or over the lanes with four wheels**, before the Start signal may be penalised.
- **Race Tracks with "No Mans Land" markings:**
 - ~~A Driver who crosses into "No Mans Land" before the Start signal is given 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 encroaches into "No Mans Land";~~
 - 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 Classes 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 3 and 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

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.

- a) 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.
- b) Any Driver who is unable to restart their Kart and drive off safely within 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.
- c) No person may approach a stopped Kart until the remaining Competitors have passed, and it is safe to do so.
- d) Officials may assist a stopped Kart to be removed from the Race Track.
- e) Apart from the Driver and Officials, no one else is allowed to touch a stopped kart, except when in the mechanical breakdown lane.
- f) Replenishment of any kind is prohibited, except when the Kart concerned is in an area specifically provided for this purpose.
- g) Pushing a Kart on or along the Race Track is prohibited during Competition.
- h) Crossing a Race Track during Competition will only be allowed for safety reasons, under direction of Officials.
- i) 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

- 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

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

- 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

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 try to** 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) When a timed qualifying session has been run, 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 faster qualifying time.
- b) When Heat grids are allocated by a random draw:
 - 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 who has scored the highest number of first placings, then the highest number of second placings and so on throughout the relevant Event.
 - Should there still be a tie, the result will be determined by the Competitor with the higher placing in the most recent section of the Event.

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.

M.3.3 Flag Signals

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

- a) **National Flag**
May be used to signal the Start of a Race.
- b) **Green**
All Clear. It can also be used to signal the start of warm up laps or practice sessions.
- c) **Green with Yellow Chevron**
Restart. Reform on Track. To be used by the Starter and/or Clerk of Course in the event of an error of judgement by the Starter. Can only be used prior to the first lap being completed by the Race leader.
- d) **Green with Red Diagonal (Endurance Only)**
This flag will be shown together with a Drivers Kart number. It indicates that the Driver has been issued with a Stop Go Penalty. This order shall be given through the Clerk of Course with the authority of the Chief Steward. The Driver must report to the Clerk of Course or Steward immediately after their driving stint (within 15 minutes).
- e) **Red/White Chequered Flag**
Signifies that it has been a false start or no start, return to the in-grid. This flag is to be used by a Steward or the Clerk of Course, 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.
- f) **Yellow**
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 that is not displaying a yellow flag. To assist following Competitors and if it can be done with safety, a Competitor should raise one arm to indicate that the Driver is slowing for the yellow flag. Failure to slow to a safe speed for a yellow flag will be considered a serious breach of these Regulations.

g) Blue

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 overlapping Kart/s to pass unimpeded.

h) Red

A Red Flag means that all racing must cease. No overtaking is permitted. Drivers will indicate by raising their arm and return to the grid at a greatly reduced speed and in a safe manner being prepared to stop on the Race Track if necessary. This order shall be given only through the Clerk of Course or Steward.

i) Yellow with Red Stripes (vertical)

Inform 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 that oil has been dropped on the Race Track, but it can also be used to inform Drivers of either a pool of water 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 displayed 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.

j) 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 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.

k) Black and White with Diagonal join

If this flag, together with Drivers Kart number is displayed to the Driver concerned, it indicates that the Competitor is being observed for unsportsmanlike behaviour. The Competitor must report to the Clerk of Course immediately after the Race (within 15 minutes).

l) Black Flag

Should it become necessary for any reason to stop a Driver, this order shall be given through the Clerk of Course with the authority of the Chief Steward. The black flag shall be displayed to the Driver concerned, together with their Kart number. Such signal indicates that once a Driver receives the black flag they are to return to the in-grid safely, prior to or immediately following completion of the next lap. The Driver may not re-enter the Race. The flag shall not be displayed on the last lap of a Race. The Competitor must report to the Clerk of Course immediately after the Race (within 15 minutes).

m) Black and Orange Dot

This flag displayed together with a Drivers Kart number, is shown to inform the Driver concerned that the Kart/Driver may have a mechanical/safety problem or does not comply with the Regulations. The Driver must return to the mechanical breakdown lane/in-grid safely, prior to or immediately following completion of the next lap. This order shall be given only through the Clerk of Course and/or Steward. The flag shall not be displayed on the last lap of a Race. At events where the Supplementary Regulations permit the use of an approved 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.

n) White Flag or Last Lap Board

Either a white flag, or last lap board, may be displayed to the leading Kart, and each Kart subsequently, when the leading Kart commences the last lap of the Race.

o) Black and White Chequered

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 Finishing Line on the lap when 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 Fermé. From the moment the Driver receives the flag, until the Driver is released from Parc Fermé, the Driver is under Parc Fermé conditions, and must make no alteration or adjustments to their Kart, equipment or other material.

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 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 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.3.4 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.3.5 Multiple Penalties

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

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 Notice 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 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 Drive-Thru Penalty (Endurance Meetings only)

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 stopping. **It shall not be the subject of Appeal.**

- a) Once a Drive-Thru Penalty is imposed on a Competitor by the Stewards, the Kart must enter the Pit Lane at the next opportunity without impeding another Competitor.
- b) A board displaying a Competitors competition number and the words "Drive Thru Penalty" will be displayed by an Official, signifying a Drive-Thru Penalty has been imposed.
- c) 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).
- d) A Competitor who fails to complete a Drive-Thru Penalty will be penalised with a Stop Go Penalty.

P.4.9 Stop Go Penalty (Endurance Meetings only)

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 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) 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).
- c) A Competitor who fails to complete a Stop Go Penalty will be penalised with an additional Stop Go Penalty.

P.4.10 Computer Lap Penalty (Endurance Meetings only)

- a) 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 Appeal.**
- b) 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).

P.4.11 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.4.12 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.4.13 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.4.14 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.4.15 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.4.16 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 / Protest 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.4.17 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, (IP) Infringement/Protest, (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 (IP) tribunal with recommended 12 month suspension |
| Alcohol consumption during an Event | P.2.2 | Exclusion from the Meeting (IP) |
| Baulk Line/Starting Infringement | M.2.20 a) | Exclusion from that Section of the Event (JF) |

| | | |
|---|-----------------------|--|
| Bribery | P.2.3 | Exclusion from the Meeting plus referral to disciplinary tribunal with recommended 12 month suspension (IP) |
| Conduct Prejudicial | P.2.4 | Referral to KNSW Tribunal (IP) |
| Damage To Property Of Another Person | P.2.5 | Exclusion from the Meeting (IP) |
| Direction of Racing - Fail to Obey | M.2.1 | Exclusion from the Meeting (IP) |
| 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 (IP) |
| Driving Standard: Reckless | M.4.2 b) | Exclusion from that Section of the Event (IP) |
| Driving Standard: Dangerous | M.4.2 c) | Exclusion from the Meeting (IP) |
| Ducking head: No forward vision | M.2.13 | \$50.00 fine (IP) |
| Duty of Care | P.2.6 | Exclusion from the Meeting (IP) |
| Fail To Attend a Hearing | P.2.7 | Hearing In Absentia (IP) |
| Fail to Give Evidence | P.2.8 | At a Meeting: Exclusion from the Meeting Away from Meeting: Suspension until appearance (IP) |
| Fail to Pay Monies Owning | P.2.9 | Suspension of Licence until payment made |
| Failure to obey an Official | P.2.10 | Exclusion from that section of the Event (IP) |
| False Information | P.2.11 | At a Meeting: Exclusion from the Meeting Away from Meeting: 3 Months Suspension (IP) |
| Flags- Black– Failure to Observe | M.3.3 l) | Exclusion from that section of the Event plus a Written Warning (IP) |
| Flags- Black & Orange Dot– Fail to Obey | M.3.3 m) | Exclusion from that section of the Event (IP) |
| Flags- Chequer– Passing Karts after Finish | M.2.26 a) | Written Warning |
| Flags- Blue– Fail to Obey | M.3.3 g) | Blue and Red Double Diagonal Flag |
| Flags- Blue and Red Double Diagonal– Fail to Obey | M.3.3 j) | Black Flag |
| Flags- Red– Failure to Cease Racing | M.3.3 h) | Exclusion from that section of the Event (IP) |
| Flags- Yellow– Failure to Slow and Signal Appropriately | M.3.3 f) | +5 second time penalty (IP) |
| Flags- Yellow– Failure to Maintain Position | M.3.3 f) | +2 place penalty per position gained (IP) |
| Fraudulent Misrepresentation | P.2.12 | Referral to a Disciplinary Tribunal for 12 month suspension (IP) |
| Frivolous/Unfounded Complaint | P.2.17 | At a Meeting: Exclusion from the Meeting (IP) Away from a Meeting: Referral to Disciplinary Tribunal recommending 3 Months Suspension |
| Kart Leaving Track– Positional Advantage | M.4.5 b) | +2 Place Penalty (IP) |
| Kart Leaving Track– Distance Advantage | M.4.5 c) | +10 Second Time Penalty (IP) |
| 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 (IP) |
| No Hand on Steering Wheel | M.2.12 a) | \$50.00 fine (IP) |
| Restart (push start) during racing / qualifying | M.2.22 e) | Black flag and Exclusion from Section of the Event (IP) |
| Shaking hands whilst Driving | M.2.12 b) | \$100.00 fine (IP) |
| 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 (IP) |
| Smoking in Unauthorised Areas | K.3.6 | \$50.00 fine (IP) |
| Speeding/Dangerous Driving on In-grid | M.2.26 b) M.4.2 c) | Exclusion from that Section of the Event plus Written Warning (IP) |
| Start Engine during Drivers Briefing | T.6.7 | Written Warning |
| Start Procedure Infringement | M.2.20 ab) | +10 Second Time Penalty (JF) |
| Start Procedure Infringement – “Tram Tracks” | M.2.20 a) | 2 wheels on/over lane: +3 Second Time Penalty (JF) 4 wheels over/outside lane: +10 Second Time Penalty |
| Remove Safety Apparel in 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 (JF) Subsequent Offences: Exclusion from the Meeting |
| 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 + Engine 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) |
| Exhaust length (Novice/Rookie) | T.3.11 e) | Exclusion from that Section of the Event (JF) |
| Nose Cone – Not In Correct Position | T.2.9 f) | + 2 Place Penalty (JF) |
| Nose Cone – Intentionally Replaced | T.2.9 g) | 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 tribunal with recommended minimum 12 month suspension (TC) |
| 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 tribunal with recommended minimum 12 month suspension (TC) |
| Tyres – Tampering, modification alterations, treatment | T.5.3 | Exclusion from the Meeting plus referral to disciplinary tribunal with recommended minimum 12 month suspension (TC) |
| Weight Infringement | T.1.5 | Exclusion from that Section of the Event (JF) |

Endurance Section - Minimum Recommended Penalties:

| Endurance Offences | Rule | Penalty |
|--|------------|---|
| Any refuelling outside of the Regulations | 4E.8.3 d) | Exclusion from the event |
| Compulsory fuel stops - Fail to complete minimum number | 4E.9.11 d) | 15 lap penalty per omitted fuel stop |
| Compulsory pit stops – Fail to complete minimum number | 4E.9.3 a) | 5 lap penalty per omitted pit stop |
| Compulsory pit stop – Fail to meet minimum pit stop time | 4E.9.4 a) | 10 second penalty for every 1 second that a kart under-runs the minimum pit stop time in force |
| Driver - Exceed sixty (60) minute driving time limit | 4E.8.2 a) | 5 lap penalty |
| Driver - Fail to have minimum twenty (20) minute rest time | 4E.8.2 b) | 5 lap penalty |
| Driver - Weights attached to | T.8.1 e) | Team exclusion from the event |
| Driving standard – Careless | M.4.2 a) | Drive-Thru penalty |
| Driving standard - Dangerous | M.4.2 c) | Stewards hearing |
| Flags - Black and Orange Dot – Failure to observe in 2 Laps | M.3.3 m) | Stop Go 30 second penalty |
| Flags - Yellow - Failure to maintain position | M.3.3 f) | Drive-Thru penalty |
| Kart stopped on the Track – Fail to remove kart to safety | M.2.21 a) | 5 lap penalty |
| Kart weights - loose or unsafe | 4E.6.2 a) | Mechanical flag – return to pits to rectify issue |
| Pit Lane - Dangerous speeding | 4E.8.3 c) | Penalty at the discretion of the Stewards |
| Pit Lane - Exceed 15 km/h speed limit | 4E.8.3 c) | 1 st team offence – Drive-Thru penalty 2 nd team offence – Stop Go 30 second penalty 3 rd team offence – Stop Go 60 second penalty 4 th team offence – Stop Go 60 second penalty plus two (2) lap computer penalty |
| Pit Lane - Fuel bay queue jump | 4E.9.5 j) | Drive-Thru penalty |
| Pit Lane – Kart within, when exit gate closes for race start | 4E.9.2 b) | Kart will start race from Pit Lane |

| | | |
|---|-----------|---|
| Pit Lane - Lubing of chain outside designated area | 4E.8.3 d) | Drive-Thru penalty |
| Pit Lane - Tools used in an area outside of Regulations | 4E.8.3 d) | 5 lap penalty |
| Pit Lane - Tools/equipment left in | 4E.8.3 d) | 1 st team offence – warning Further team breach – Drive-Thru penalty |
| Pit Lane - Working on Kart outside of the regulations | 4E.8.3 d) | Drive-Thru penalty |
| Radio communication – access officials radio channel(s) | 4E.7.1 c) | 10 lap penalty |
| Radio communication - system not secure | 4E.7.1 a) | Mechanical flag – return to pits to rectify issue |
| Start procedure infringement (Jump start) | M.2.20 c) | 15 seconds added to the first pit stop |
| Unauthorized self recovery of Kart during Racing | 4E.9.7 e) | 10 lap penalty |
| Weight Infringement | T.1.5 | A three (3) lap computer penalty for every one (1) kilogram, or part thereof, under-weight. |

P.4.18 Penalties from a Tribunal

A Tribunal may impose any penalty or combination of penalties.

The Maximum fine which can be imposed by a Tribunal for a single offence is \$3,000.00.

The time limit for payment of fines / costs from a Tribunal is 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 Notice 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 Notice 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.

- If the penalty to be applied is not listed in the General Regulations, the Official will:
 - Complete the Infringement Notice, and determine a recommended penalty.
 - Contact the Stewards to discuss and agree to the recommended penalty.
- The Defendant must then be called up and advised of the alleged breach of the Regulations.
- If the Defendant "Admits the breach":**
 - They are accepting the penalty, and the Infringement Notice must be signed & dated in the "Admit Breach" section.
 - The Stewards must counter-sign the Infringement Notice so the penalty is duly authorised and applied.
 - In this case the Defendant has waived their right to any appeal.
- If the Defendant "Does not admit the breach":**
 - They must tick the "Breach Not Admitted" section of the Infringement Notice.
 - 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.
- The original signed Infringement Notice 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/Protest Notice:
 - Noting the Penalty of Exclusion from the Meeting;
 - Including the recommendation for the minimum suspension period.
- c) If the Defendant "Admits the breach":**
 - They are accepting the penalty, and the Infringement/Protest Notice must be signed & dated in the "Admit Breach" section, 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/Protest Notice 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/Protest Notice;
 - 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 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/Protest Notice 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 Notice 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 Protester is defined as follows:

- KNSW
- ~~The KNSWC~~
- 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 "Infringement/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 the Technical Regulations, a separate Protest and accompanying fee must be lodged for each single Technical issue or 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) An Infringement/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 Infringement/Protest 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 Protest must:
 - Acknowledge receipt of the Protest to the Protestor; and
 - Confirm the Protest was received within the required time frame.
- c) The KNSW Tribunal Registrar, once having reviewed the Infringement/Protest, 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 Protest 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 rejecting the Protest. 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 an Infringement/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 and may be accompanied by witnesses.

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 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 ~~or by the KNSWC~~;
- 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 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 high visibility clothing or safety vest;
- Wear an open or full faced helmet;
- Wear 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;
- 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 Race format for each Class, 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

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.

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 Driver is permitted a maximum of two (2) pit crew to assist on the 'in and out-grids'.
- The grid sheets will list Drivers grid positions in two (2) rows.
- 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).
- 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.
- All Drivers will have two (2) minutes to Start & clear the out-grid once the first Kart has crossed the Baulk Line.
- Pit crew may undertake work on a Kart, which is not able to start during this period.
- Drivers must leave the out-grid in an orderly manner, and merge with any existing Karts on the Race Track safely.
- 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 Kart that stops 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.
- 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) A Kart fitted with a clutch may be restarted, 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.
- b) A Kart which is not fitted with a clutch and becomes stationary, is not permitted to be restarted.
- c) The Officials will not allow any Kart to restart if it has a mechanical defect.

S.3.8 Speedway Kart Restarts during Finals

For any Kart which has become stationary on the Race Track during a Final Race:

- If the Race continues under Green Flag conditions, then **Section S.3.7** applies.
 - If the Yellow Flags/Lights are shown:
 - The Kart will be permitted one (1) restart.
 - 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.
- a) The Officials will not allow any Kart to restart if it has a mechanical defect.
 - b) The Officials reserve the right to only use **Section S.3.7**, due to time constraints or Force Majeure Events. All affected Drivers will be notified, prior to their Finals.

S.3.9 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.3.10 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.3.11 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.

S.4.3 Signal Colours

The following signals will be obeyed by Drivers during Warmup, Practice or Competition.

- a) **Green Flag/Lights: Go / Start**

A Green Flag/Lights will be used to start (or restart) any Warmup, Practice or Competition.

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.

- Can only be used prior to the first lap being completed by the Race leader.

c) Yellow Flag/Lights: Caution / Cease Racing

Yellow Flags/Lights at any point indicates caution. Drivers must cease racing and slow down as there also may be a hazard ahead.

- If it can be done safely, Drivers will raise one arm to indicate that they are slowing.
- 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 start (or restart).

d) Blue Flag: Hold Line / Being Lapped

A Blue Flag/Light signifies that you are about to be lapped by one or more Competitors.

- On receiving this Flag/light, you may continue with your Race and hold your normal Race line, but allow any faster lapping Karts to pass unimpeded.

e) Red Flag/Lights: Cease Racing / Stop

Red Flags/Lights means that all racing must cease.

- Drivers will raise one arm to indicate they are slowing and stopping.
- Drivers are to pull over and stop where they are on the Race Track, close to the inside Windrow.
- This order shall only be given by the Clerk of Course or a Steward.

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.

- The Competitor must report to the Clerk of Course immediately (within 15 minutes) after the Race.
- 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 for an infringement, and must start/restart at the Rear of Field. If the Race is a Full Restart, then the Driver should start in front of any "P" Plate Driver.

g) Black Flag: Cease Racing / Leave Track

Should it become necessary for any reason to stop a Driver, this flag shall be ordered through the Clerk of Course, with approval of a Steward.

- The Black Flag will be shown together with a Drivers Kart number, to indicate that the Driver is to cease racing immediately and return to the in-grid, or pull off the Race Track into the Infield area.
- The Driver should do so without impeding any other competitors.
- The flag should not be displayed on the last lap of a Race.
- The competitor must report to the Clerk of Course immediately (within 15 minutes) after the Race.

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.

- The Driver must return to the in-grid safely or pull off the Race Track into the Infield area.
- This order shall be given only through the Clerk of Course and/or Steward.
- The flag should not be displayed on the last lap of a Race.

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.

j) Black and White Chequered: Finish of Race / Slow

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.

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, (IP) Infringement/Protest 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 (IP/RB) |
| Flags-Yellow: Failure to slow and signal appropriately | S.4.1 c) | Start/Restart Rear of Field (RB) |
| Race Receiver: Ignore Official directives | S.5.4 f) | Start/Restart Rear of Field (RB) |
| Start Procedure infringement | S.3.6 | +10 second time penalty or Start Rear of Field (IP/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;
 - Not have any protrusions on the outer surface;
 - 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 and/or plates;
 - Not have any external air ducting;
 - 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) A Nassau Panel must be fitted to a Kart at all times.
 - It may extend a Maximum of 50mm above the top of the steering wheel.
- e) Either a Rear Crash Bar or a Rear Impact Protection device must be fitted to a Kart at all times.
- f) A Nose Cone must be fitted to a Kart at all times.

S.6.2 Competition Numbers

Competition numbers must comply with the Competition Regulations – [Section M.2.10](#).

- a) The front and rear facing Competition numbers must be displayed in the correct colour combination that identifies the Speedway Class.
- b) Side facing Competition numbers must be:
 - [This Regulation replaces the Competition Regulation – Section M.2.10 g\).](#)
 - In an easily read colour combination.
 - Mounted on either side of the Kart.
 - A minimum of 100mm high and a minimum of 15mm thick and be of a plain or italic font, with a contrasting background colour. For double digit numbers there must be a minimum of 15mm spacing between each number.

- c) Karts without Side Panels may have a side facing Competition number displayed on a number panel. The number panel may be either a plastic number plate or constructed of Coreflute® and must have a 15mm border. The number panel must be fitted to the inside plane of each side pod.
- d) In the case of two (2) Karts with the same Competition number entering in the same Class (or Group) at a Meeting, the visiting Driver will be issued with a replacement number by the Organisers.

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; or
 - A camera 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 1.0kg 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:

- Club Competition: Any Licence grade.
- Zone Competition: 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.

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 in-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) Each specific Class will list any additional or updated specifications required.
- f) For the specific Drivetrain and Engine specifications please see the Engine Regulations.

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.**
- Rib protectors are mandatory and must be fitted as per manufacturer recommendations.
- Neck braces/chest protectors are recommended and if fitted, must follow manufacturer guidelines.

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 **16mm** exhaust restrictor.
 - Clutch Cover: The fitment and use of a clutch cover is optional.

c) Tyre Options – In any combination:

- **Brands: MG, Dunlop or Hoosier D30 compound.**
- The maximum wheel/rim diameter is 5 inch (127mm).
- Any modification, including any grooving or siping of a tyre **is not permitted**.

d) Weight - Minimum weight including the Driver:

| Class & Engine | Comer SW80 | Yamaha KT100J | Vortex Mini-Rok |
|---------------------------|-------------------|----------------------|------------------------|
| Speedway Novice | 85 kg | 95 kg | 99 kg |

e) Competition Numbers - Red number on White plate/background.

S.7.4 Speedway Rookie

a) Driver Requirements

- Must hold a **KNSW Rookie** Licence.
- Rib protectors are mandatory and must be fitted as per manufacturer recommendations.
- Neck braces/chest protectors are recommended and if fitted, must follow manufacturer guidelines.

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 - In any combination:

- **Brands: MG, Dunlop or Hoosier D30 compound.**
- The maximum wheel/rim diameter is 5 inch (127mm).
- Any modification, including any grooving or siping of a tyre **is not permitted**.

d) Weight - Minimum weight including the Driver:

| Class & Engine | Yamaha KT100J | Vortex Mini-Rok |
|---------------------------|----------------------|------------------------|
| Speedway Rookies | 100 kg | 103 kg |

e) Competition Numbers - Red number on White Plate/Background

S.7.5 Speedway Junior

a) Driver Requirements

- Must hold a **KNSW Junior** Licence.
- Rib protectors are mandatory and must be fitted as per manufacturer recommendations.
- Neck braces/chest protectors are recommended and if fitted, must follow manufacturer guidelines.

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** using a **28mm** exhaust restrictor.
 - 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 – In any combination:

- **Brands: MG, Dunlop or Hoosier D30 compound.**
- 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 (*83kg) | 135 kg (*88kg) | 137 kg (*90kg) |

(*) Denotes Maximum Kart weight for Division & Engine, excluding the Driver:

e) Competition Numbers - Black number on White Plate/Background

S.7.6 Speedway KT Standard

a) Driver Requirements - Must hold a **KNSW Senior** Licence.

b) Eligible Engine - Yamaha KT100S

- Engine Displacement: Maximum bore size diameter is standard 53.10mm.
- Clutch: The fitment and use of a clutch is optional.

c) Tyre Options – In any combination:

- **Brands: MG, Dunlop, Maxxis or Unilli.**
- 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 Standard Light | 130 kg |
| Speedway KT Standard Heavy | 150 kg (*83kg) |
| Speedway KT Standard Super Heavy | 170 kg (*83kg) |

(*) Denotes Maximum Kart weight for listed Division, excluding the Driver.

e) Competition Numbers - Black number on Yellow Plate/Background.

S.7.7 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 conforming to the dimensions below may be used.
- The cone section must be between 150mm and 180mm in length.
- The main section must measure the same outside circumference, between 278mm and 292mm, for its entire length. This does not include any heatshield, brackets or attachments e.g.: safety wire or spring retainers.



c) Tyre Options – In any combination:

- **Brands: Apexis, Bridgestone, Burris, Dunlop, Hoosier, Maxxis, MG, Mojo, Unilli, Vega.**
- 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 (*83kg) |
| Speedway KT Modified Super Heavy | 170 kg (*83kg) |

(*) Denotes Maximum Kart weight for listed Division, excluding the Driver.

e) Competition Numbers - White number on Red Plate/Background.

S.7.8 Speedway Pro Standard

a) Driver Requirements - Must hold a **KNSW Senior** Licence.

b) Eligible Engines:

- **Unrestricted:**
 - **IAME KA100 Reedjet**
 - **Yamaha KT100S**
 - Clutch: The fitment and use of a clutch is optional.
- **Restricted:**
 - **IAME X30**
 - **PRD Fireball 125**
 - **PRD Galaxy**
 - **Parilla Leopard 125**
 - **Rotax 125 Max (non EVO & EVO)**
 - **Rotax 125 Junior Max (non EVO & EVO)**
 - Restricted engines must use the **Standard Exhaust** Restrictor Plates defined in **Section C.9.3**.
 - Radiators: Any commercially available radiator is permitted.
 - **Airbox: Any commercially available Airbox assembly is permitted. An air filter must be fitted.**

c) Tyre Options – In any combination:

- Any commercially available Kart tyre is permitted.
- 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 (*83kg) | 157 kg (*90kg) | 170 kg (*100kg) |
| Speedway Pro Standard Super Heavy | 170 kg (*83kg) | 177 kg (*90kg) | 190 kg (*100kg) |

(*) Denotes Maximum Kart weight for Division & Engine, excluding the Driver.

e) Competition Numbers - Black number on White Plate/Background

S.7.9 Speedway Pro125 Open

a) Driver Requirements

- Must hold a **KNSW "A or B" Grade Senior** Licence.

b) Drivetrain

Eligible Engines:

- **IAME X30**
- **PRD Fireball 125**
- **PRD Galaxy**
- **Parilla Leopard 125**
- **Rotax Max 125 (non EVO & EVO)**

Radiator: Any commercially available radiator is permitted

Airbox: Any commercially available Airbox assembly is permitted. An air filter must be fitted.

c) Tyre Options – In any combination:

- Any commercially available Kart tyre is permitted.
- 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 (*100kg) | 170 kg (*100kg) |
| Speedway Pro125 Open Super Heavy | 197 kg (*100kg) | 190 kg (*100kg) |

(*) Denotes Maximum Kart weight for listed Division & Engine, excluding the Driver.

e) Competition Numbers - Black number on White Plate/Background.

S.7.10 Speedway Pro125 Gearbox

a) Driver Requirements

- Must hold a **KNSW "A or B" Grade Senior** Licence.

b) Drivetrain

Eligible Engines:

- Any gearbox style 2-stroke kart engine of rotary valve, reed valve or piston port configuration up to 125cc + 6% 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.
- Engines may be Air or Water cooled.
- Modifications to all types of engines are permitted.

Clutch:

- Clutches are compulsory.
- An ignition kill switch is compulsory.

Carburettor:

- May be any size or type.
- All air must pass through the single carburettor venturi.

Radiator: Any commercially available radiator is permitted.

Exhaust Header and Muffler:

- Any commercially available exhaust system is permitted.
- Muffler must be secured with a secondary fastening system.

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 - In any combination:

- Any commercially available Kart tyre is permitted.
- 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 weight, including the Driver:

| Class & Engine | All Engines |
|-------------------------|-------------|
| Speedway Pro125 Gearbox | 160 kg |

f) **Competition Numbers** - Black number on White Plate/Background.

S.7.11 Speedway 4 Stroke

a) **Driver Requirements** - Must hold a **KNSW Senior** Licence.

b) **Eligible Engines:** (Only Single engine configurations are permitted)

- **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 listed in [Section C.13.3 – Engine Seals – Authorised Agents](#), or other recently approved agents.
- 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, 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) **Tyre Options** – In any combination:

- **Brands: MG, Dunlop, Maxxis or Unilli.**
- 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 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.

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 with 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 in the 4SE Section, see the 4SE Class Regulations 4E.6 for further specifications.

d) For *all non-endurance* classes, the minimum Weight must be attained with one or more units of Weight, provided that:

- Each unit is a strong and *Unitary* block;
- No single block must weigh more than 4kg;
- For single weight blocks 3kg or greater two (2) fixing points are required;

- Where multiple weight blocks are used a minimum of two (2) fixing points are required;
- The weight(s) are fixed by means of tools;
- They must be attached only to the frame or the seat, with high tensile M8 bolts, 35.0mm washers and nyloc nuts.
- Examples

| Correct Attachment for 1 Unit, 1x M8 bolt & washer | Correct Attachment for 2 units, 2x M8 bolts & washers | Incorrect Attachment for 3 units & 1x M8 bolt/washer |
|---|--|---|
|  |  |  |

T.1.6 Nuts and Bolts

- A minimum of two (2) threads of a bolt must be showing past the nyloc nut once fixed.
- 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 the one or both 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.

- 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.
- 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

- 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.
- 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 minimum 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.
- 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 |
|---|--|
| <p>The external diameter of a solid axle must not exceed 30.0mm.</p> <p>If tubular must conform to one of the following sizes:</p> <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 | <p>Must have:</p> <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

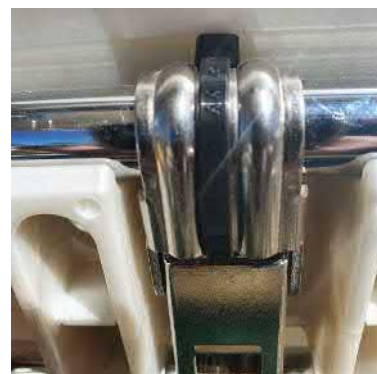
Only the following bodywork or aerodynamic aids are permitted:

- Nose Cone
- Side Pods
- Skid Plates/Pads
- Nassau Panel
- Floor Pan
- Rear Crash Bar
- CIK Rear Impact Protection

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 all Sprint Racing Title meetings, as well as any other meetings that specify their use in the Supplementary Regulations.

- a) The use of a 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.

These 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 vertical with a tolerance of +/-5deg;
- Be uniform and smooth.

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.

b) 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.

c) Mounting Bars - Must:

- Attach to the Side Pods at a minimum of two (2) locations;
- Be less than 30mm diameter;
- Have open ends radiused;
- Not be drilled for lightness;
- Be pinned or bolted to the Frame at each end of the bar;
- 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:
- Must be bolted upward with the nut on the top.

T.2.13 Rear Crash Bar (Metallic)

- a)** ~~Must~~ 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: 15 mm Minimum, 150 mm 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 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.2.18 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.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 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) **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.
- d) **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.
- e) **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.
- f) **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'.
- g) **Non Technical Items** - Items with no specific technical restrictions are as follows:
 - 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 at least 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 functionally sealing end faces perpendicular to the centreline of the tube at each end;
 - An ID of at least 36.0mm;
 - An OD of no more than 46.5mm.

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.
- 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.
- 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:

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.

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.**

- a) 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 20 and 30degC, 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 race number and Class they are allocated to.
- 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 98 dBA and 100 dBA 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 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.

- 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 and 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

- Starting of a Kart engine during the time scheduled for a Drivers Briefing is prohibited.
- Starting of Kart engines in the out-grid is only permissible under the instruction of the Grid Marshal.
- The starting of Kart engines in the Paddock area is only permitted for a Maximum of ten (10) seconds.
- 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.

- 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.
- 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.
- Inspections may take the following two (2) forms:
 - Scrutineering (Safety Compliance and Administrative Checks) that are:
 - 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.
 - To provide officials with administrative information, in regard to all aspects of a Competitors entry in a Class.
 - Technical Conformity Tests that are to ensure all aspects of the Kart and drivers performance is within the Regulations of KNSW as they specifically relate to the Class entered.
- 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

- 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 must submit to the designated Meeting Official the correct Scrutineering Form, fully completed with the signature of the authorised person who carried out the Scrutineering.
 - This signifies the Competitor has 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 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 - Where the 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](#) apply to all measurements.

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
 - ECE-2204, ECE-2205 and ECER-2205
 - Snell SA2010, SAH2010, SA2015, **SA2020**.
 - Snell K2010, K2015
 - Snell-FIA CMR2007, CMS2007, CMR2016, CMS2016
 - SFI Specific 24.1
 - FIA 8858-2010, 8860-2010, 8859-2015, **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) 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.
- e) **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.
- f) 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 Suit

- a) A Driving suit must:
 - Be a one-piece protective item of clothing;
 - Have full length sleeves and trousers;
 - Be 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.

- Any such clothing must be adequately secured at the neck, waist, wrists and ankles, and must not have any protrusions.

T.8.4 Gloves

Gloves must be securely fastened at the wrist, provide full finger protection and be resistant to abrasion.

T.8.5 Shoes

Shoes must be securely fastened, cover/provide protection to the ankles and be resistant to abrasion.

T.8.6 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.

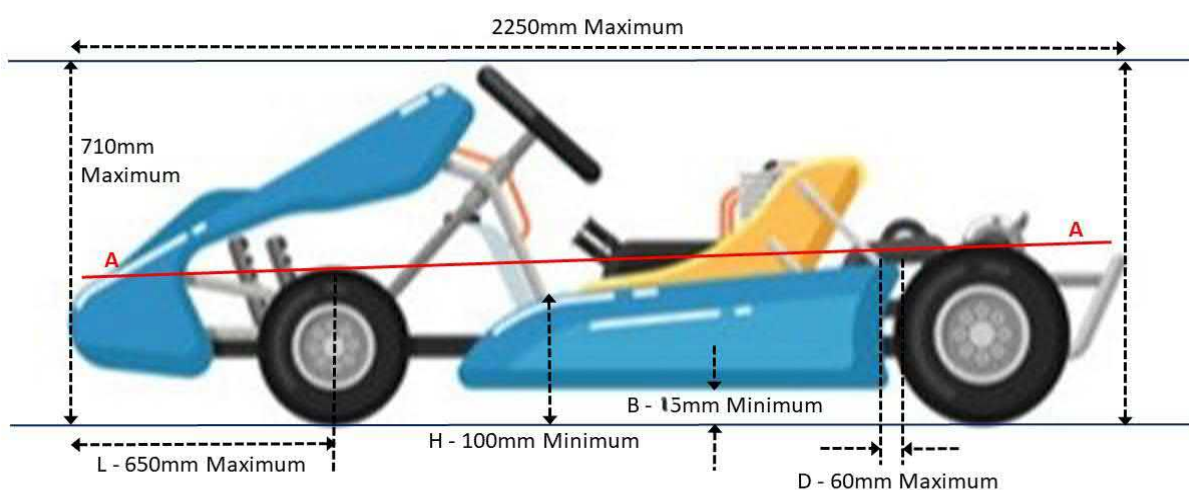
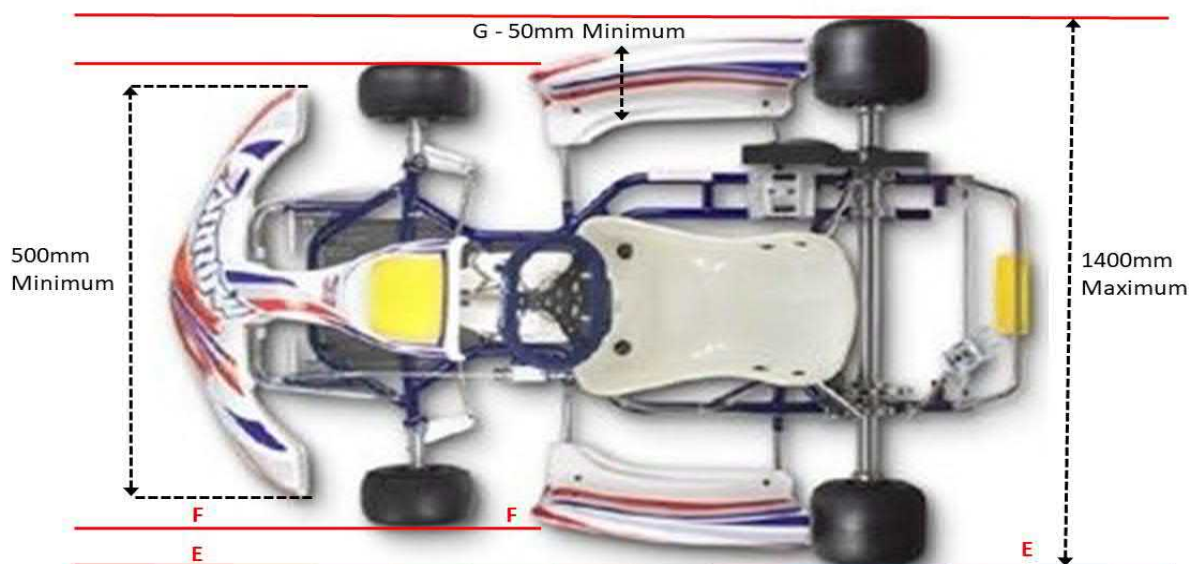
A KNSW Testing Permit may include additional terms and conditions at the sole discretion of KNSW and can be issued as an independent test day/period at specified Tracks/locations, or added to a Meetings Supplementary Regulations.

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 |

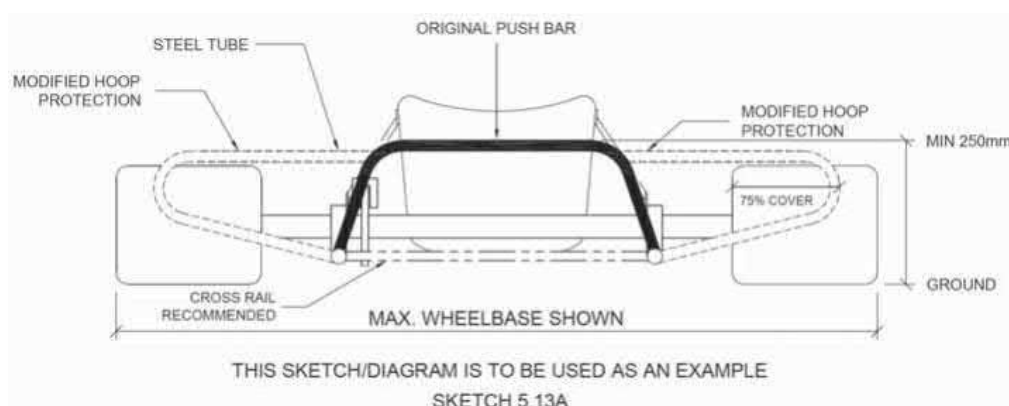
T.10.6 – CIK Rear Impact Protection – Adjustable Version

- a) See T.2.14 – Specifications and Use

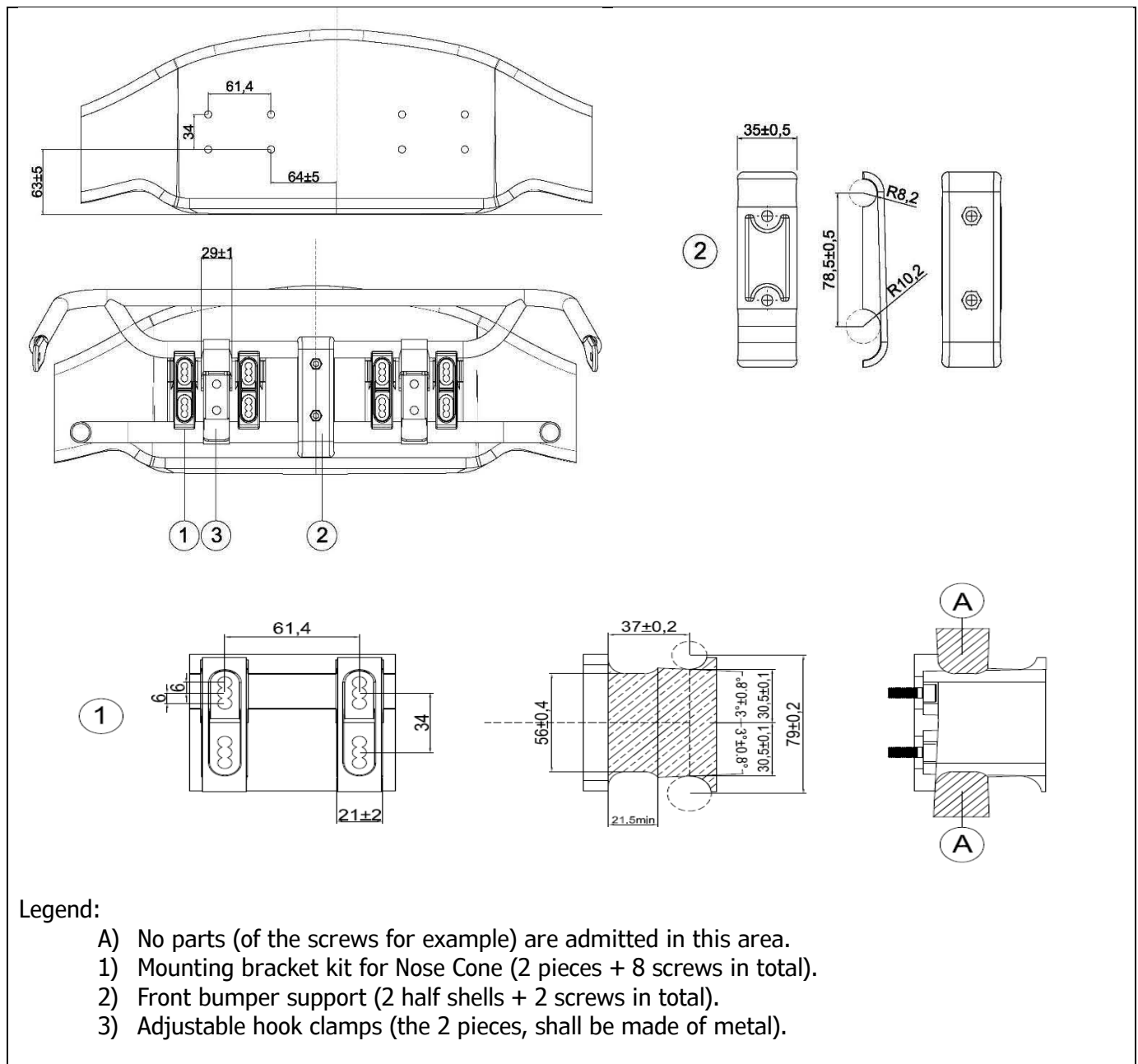


T.10.7 - Metallic Rear Crash Bar - Modified Hoop Version

- 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

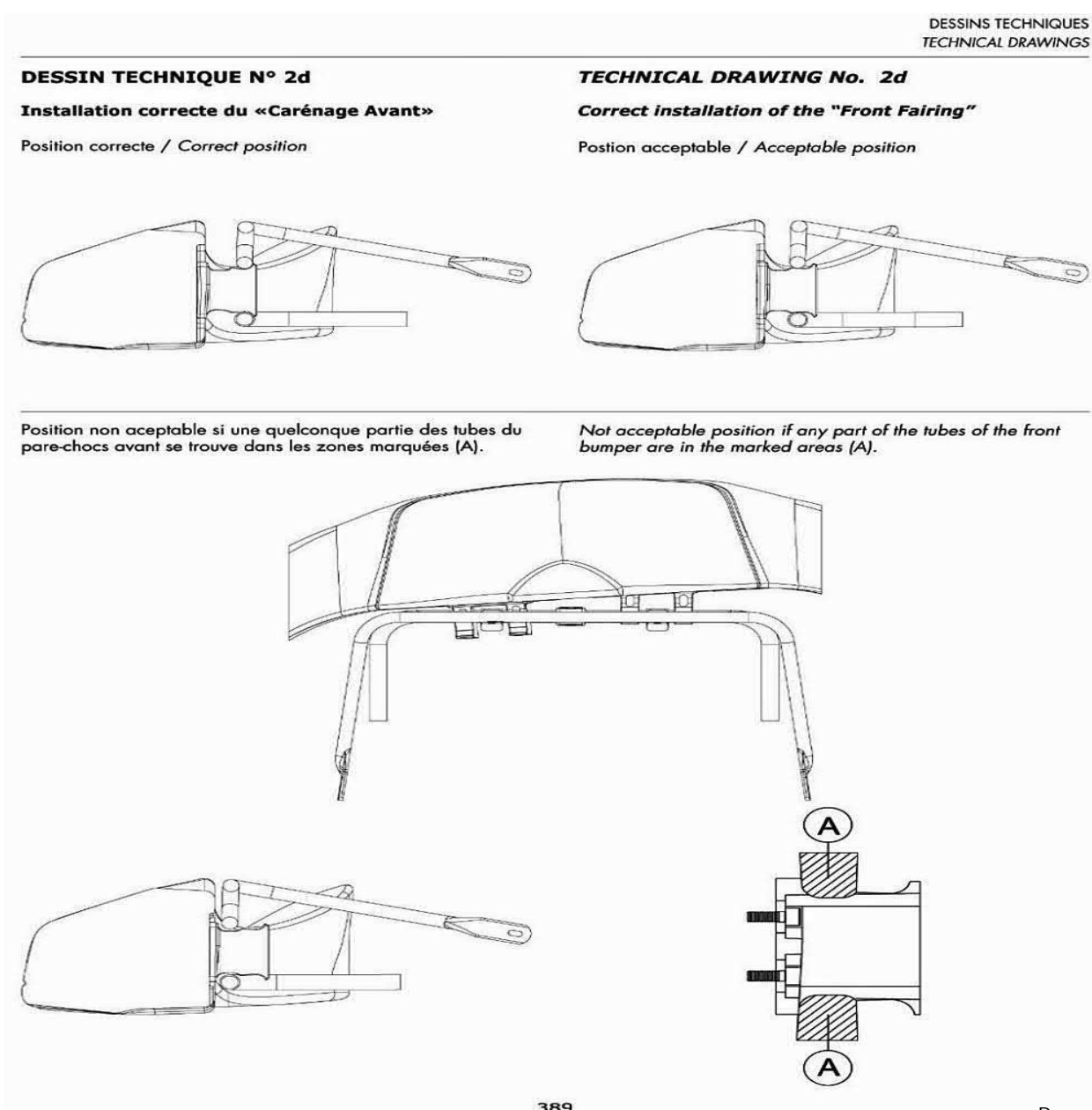


- a) It is only permitted to fix the Nose Cone onto the Kart using the Mounting Kit. No other device is authorised.
- b) It must be possible for the Nose Cone to move freely back in the direction of the chassis without any obstruction from any part that may restrict movement.
- c) The front bumpers (lower 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.



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 Licence that is valid for Practice and their Kart Class and grade.

Club personnel (if present) should be able to validate a Drivers Licence.

At unofficial Practice Drivers must fill out a sign-on form or 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.

Each Club must retain any manually completed Practice sign-on forms for a period of 12 months, and make them available to KNSW for verification when requested.

Any Drivers under the age of eighteen (18) years of age, must always be accompanied by a Legal Guardian.

X.2.1 Kart Groups

All Karts must be driven in the same direction at all times.

Only 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, 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, 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.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 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.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