



# SPEEDWAY HANDBOOK

In conjunction with the 2019 Karting (New South Wales) Inc  
Rules and Regulations

Version 2.1  
Effective 16 Sept 2019





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# KARTING NSW - RULES AND REGULATIONS

## Version 2.1

**Effective 16 Sept 2019**

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.

**Version 2.1 updates will take effect as from 16 Sept 2019.**

All previous karting rules and regulations subscribed to and endorsed by Karting (New South Wales) Inc will be superseded from that date. The 2019 Karting NSW Regulations (and any updates), are available for download from the Karting NSW website

– [www.kartingnsw.com.au](http://www.kartingnsw.com.au).

### **Copyright Notice**

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## **Section A - Administration**

**Karting (New South Wales) Incorporated**  
ABN 80 078 024 223

**Street Address:**

Sports House  
Quad 1, Level 2, 8 Parkview Drive,  
Sydney Olympic Park  
NSW 2127, Australia

**Judiciary Address:**

As above, marked attention to:  
"The Tribunal Registrar"

**Postal Address:**

Locked Bag 8017, Penrith NSW 2751

**Telephone:** 02 4731 5000

**Email:** admin@kartingnsw.com.au

**Website:** www.kartingnsw.com.au

### **State Executive**

Position: **Operations Manager**

Contact: Troy Brown

Email: manager@kartingnsw.com.au

Position: **State Secretary**

Contact: Karen Newton

Email: admin@kartingnsw.com.au

Position: **Administration Officer**

Contact: Donna Foster

Email: info@kartingnsw.com.au

Position: **Tribunal Registrar**

Contact: Karen Newton

Email: tribunal@kartingnsw.com.au



# THE BOARD OF DIRECTORS



## CHAIRMAN

### David Filippetto

BEng MEngM GAICD

David holds a Bachelor of Engineering, Masters of Engineering Management and is a Graduate of the Australian Institute of Company Directors. David also has over 30 years of motorsport, competitor & management experience.



## DIRECTOR OF ADMINISTRATION

### Ilona Alsters

LLM LLB GradDipLegPrac  
GIA(Cert) MAICD

Ilona holds a Bachelor and Masters in Law, a Graduate Diploma in Legal Practice and holds a Certificate in Corporate Governance. Ilona is a Member of the Australian Institute of Company Directors. Ilona also is the recipient of a Pink Plate – 2015 All-Ladies-Day Combined Districts Kart Club.



## DIRECTOR OF FINANCIAL SERVICES

### Brian Appeldoorn CA BBus(Acc)

Brian is a Chartered Accountant and holds a Bachelor of Business (Accounting)



## DIRECTOR OF COMPETITION

### Jon Mills

Jon is a respected executive and non-executive director with more than 25 years of business achievements together with extensive hands-on motorsport experience as a former Queensland Formula Ford Champion and Queensland Raceways Champion for Open Wheel Racing Cars.



## DIRECTOR OF GROUP WELFARE AND KARTING OPERATIONS - METRO AREA

### Craig Sargent

Craig has over 45 years of karting experience including holding positions as Grade 3 Karting Official & Scrutineer, Chairman of NSW Southern Stars Series since 2014 and Life Member of the Grenfell Kart Club.



## DIRECTOR OF GROUP WELFARE AND KARTING OPERATIONS -SOUTHERN AREA

### Tom Nipperess

Tom has over 45 years of karting experience including holding positions as a National Track Inspector, Grade 3 Steward and Clerk of Course.



## DIRECTOR OF PROMOTION, MEDIA & MARKETING

### Rachelle Wilson

MBA. Cert IV Accounting & Marketing.  
Dip Events. Cert IV Business

Rachelle is a Project and Compliance Manager with skills in marketing, event management, training and website development and in managing government. Rachelle competes in super sprints, hill climbs and regularity events. Rachelle is also a Board Member of ARDC and Founder of Women In Motorsport Development Program.

# ***Welcome to the New Beginning***

It is with great pleasure that the Board of Karting NSW releases the Rules and Regulations for the 2019 Competition year. Success comes from both belief and effort, and these Rules have been put together by our people who believe in what we are doing and have worked ever so hard to get them ready for the beginning of the year.

They have been written in consultation with our competitors and officials from within our Sport. The prime motivation has been about bringing back cost-effective and moreover fun competition to our sport of karting here in NSW. It also maintains pathways for those competitors wishing to compete at higher levels, but we have also given a large focus to bringing back karters who may have left the sport in recent years, or for those yet to come and try. Our aim has been to re-establish entry level affordability.

Most elements have been significantly simplified, and this will make transition to the new competition a lot easier for all, including our Member Clubs. It is also about driving a new and improved culture into our sport, and of building good relationships between competitors on and off the track, and also between competitors and our volunteer officials.

We look forward to commencing racing in 2019 and beyond.

The Board commends these Regulations to you - the Karter, and our belief is that they will provide for a new and invigorated competition.

We commend the hundreds of volunteers that have come together to re- invigorate karting in NSW.

**#LetsRace2019**

**DAVID FILIPETTO**





## **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:** An update listing further information which modifies the Supplementary Regulations, over seven (7) days before the Event/Meeting. Must be approved by KNSW and cannot alter the previously issued Regulations, except for reasons of safety or Force Majeure.

**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 and 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 a competitor was 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 the 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 types of 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.

**KNSWC:** The Karting Council of KNSW and which is delegated with certain powers to administer Karting in accordance with the Regulations.

**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 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 in accordance with KNSW policy.

**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 **Class** 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 be in writing to the State Secretary who shall direct correspondence to the most appropriate person to respond.

### **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 the performance of the duty.

Headings are for convenience only and do not affect the interpretation of these Regulations.

Unless stated to be otherwise, a reference to any 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 Appointments**

### **A.4.1 Appointed Officials and Co-ordinators**

The following positions are appointed by the Board in accordance with these Rules and Regulations. The Board shall appoint any additional position it deems necessary for the safe and effective operation of the sport in New South Wales:

- Officials Coordinator
- State Medical Officer
- State Technical Officer
- Assistant State Technical Officer
- State Tribunal Registrar
- State Prosecutor
- Junior Development Officer
- Fuel Testing Officer
- State Tyre Analyst
- State Track Inspector
- ~~Speedway Track Inspector~~
- Historian

### **A.4.2 Committees**

The Board has established a number of committees outlined in these Rules to assist in providing an effective governance structure for KNSW. The Governance Charters for each of these committees will be available at [www.kartingnsw.com.au](http://www.kartingnsw.com.au):

- KNSW Audit, Risk and Governance Committee
- KNSW Technical Rules Committee
- KNSW Officials & Rules Committee
- KNSW Track Safety Committee
- KNSW Grants Committee
- KNSW Council

The Board may establish additional committees from time to time to assist with the governance and administration of the sport.



## **A.5 Club Affiliation Requirements**

### **A.5.1 Affiliation**

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

### **A.5.2 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](http://www.playbytherules.net.au).

## **A.6 Fees**

The fees payable to Karting NSW under these Rules and Regulations shall be available via the KNSW Website at [www.kartingnsw.com.au](http://www.kartingnsw.com.au) and via the MyKarting™ Portal.

## **A.7 Insurance**

Appropriate insurance has been put in place by KNSW with full details available on [www.kartingnsw.com.au](http://www.kartingnsw.com.au).

It shall be mandatory upon each Organiser, Official, Competitor Driver, Pit crew member and Voluntary worker who are covered by the 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 person who has been previously suspended or expelled by Karting Australia, CAMS or any other ASN affiliated with the FIA for a period of 12 months or more, prior to 2018, is eligible to make a submission to the KNSW Board, should they wish to have their Club Membership reinstated and be eligible to compete in 2019:

- Such submission will need to include a letter of support for reinstatement from their Club together with reasons why the suspension/expulsion should be lifted;
- Any decision made by the KNSW Board is final;
- The Board reserves the right to include any pre-conditions to such reinstatement.

A person who has been previously suspended by Karting Australia, CAMS or any other ASN affiliated with the FIA for a period of 12 months or more during 2018, will not be eligible to make a submission for any Membership reinstatement or competition eligibility in 2019:

- This regulation shall not affect any Members ability to remain a Member of the Club of which they were a Member, at the time the suspension was imposed.

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

Any Driver over the age of eighteen (18) years will also be deemed to be a Competitor under these 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 Competition Levels**

All Competition dates will be entered on the KNSW calendar, and will consist of the following Competition Levels:

#### **State Championship:**

- Will take place at KNSW Member Clubs, or at designated location(s) as approved by the KNSWC;
- Is open only to the holders of the relevant KNSW Licence and grading;
- Is run to determine the KNSW State Champions;
- Is organised by the KNSWC, or at the sole discretion of the KNSWC, can be delegated to another body or committee.

#### **Zone Competition:**

- Will take place at KNSW Member Clubs, or at designated location(s) as approved by KNSW;
- Is only open to the holders of a relevant KNSW Licence and grading;
- May be a one-off Event or a series of Rounds.

#### **Named Event:**

- Will be organised by a KNSW Member Club;
- Will be held at a licensed Track approved by KNSW;
- Is open only to the holders of the relevant KNSW Licence and grading;
- May only be a single Meeting, normally of significance.

#### **Club Competition:**

- Will be organised by a KNSW Member Club;
- Will be held at a licensed Track approved by KNSW;
- Is open only to the holders of the relevant KNSW Licence and grading.

#### **Endurance Meeting:**

- Will be organised by a KNSW Member Club;
- Will be held at a licensed Track approved by KNSW;
- Is open only to the holders of the relevant KNSW Licence and grading.

### **G.2.2 Competition Variations**

KNSW may vary the applicable status level of a Competition 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 the KNSW MyKarting™ Portal 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.

Each Kart may have a scrutineering sticker affixed, or identifying mark supplied for each Meeting.

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

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

### **G.3.4 Running in an engine**

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

### **G.3.5 Competition Withdrawal**

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

### **G.3.6 Unauthorised Competitions**

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

### **G.3.7 Competition Alteration**

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

#### **a) Cancellation:**

- Means that the proposed Meeting or Competition(s) will never take place.
- Where Cancellation is by the Organiser prior to the start of any Competition, the Entry fees shall be returned in full.
- Where Cancellation is as a result of Force Majeure, as determined by the Stewards or KNSW prior to the start of any Competition, 50% of the entry fees will be forfeited.

#### **b) Postponement:**

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

#### **c) Abandonment:**

- Is the inability to complete all the scheduled Competitions prior to the completion of the Meeting.
- Only the Stewards have the authority to order abandonment 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 Championship or 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 Championship or Series points, will be distributed based on the number of Heats/Finals that have had Results declared in each particular Class or Division.
  - The Entry fees will not be returned.

#### **d) Alteration of Race Distance:**

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

### **G.3.8 Distribution of Prizes**

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

A prize should not be distributed until:

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

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

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

### **G.4 Advertising, Signs and Writing**

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

- A sign or advertisement must be permitted by Australian Law.
- No sign, advertisement or writing is permitted to obscure the competition number background.
- 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 Clerk of Course and 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 and Consumption of Alcohol (including Breath Testing) and Other Substances
- Smoking
- Bullying
- Social Networking
- Other policies as amended from time to time.

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 hold a current Track Licence 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 and graded for suitability to host a State Championship, 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.

Any 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.

As Speedway Tracks only run in one direction, no direction signage is required.

The Track Licence will be automatically invalidated if a Race Track is used in a direction or layout not specified on the Track Licence.

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

A Track that is not deemed to be compliant by the Track Inspector, as per the Standards, may not have its Track Licence renewed, or may be required to comply with works orders to maintain its Track Licence.

#### **K.1.2 Track Inspectors & Club Safety Officers**

The KNSW Board is to appoint at least one (1) Track Inspector whose appointment must be ratified by the members of a general Meeting.

Track Inspectors will have experience and knowledge of Karting facilities in general.

A Track Inspector will work in conjunction with each clubs appointed Safety Officer, to ensure that all safety requirements of a Track are being maintained.

A Track Inspector is the point of final determination on whether or not a Track is compliant, and if not compliant, what works are required to be undertaken to achieve compliance.

It is recommended that a Club Safety Officer is not a member of the Club executive.

#### **K.1.3 Biennial Track Inspection**

A Track will be inspected biennially by a Track Inspector, prior to approving the issue of a Track Licence.

A Club must present a properly drafted plan to the Track Inspector prior to undertaking any alterations. A Track will also be inspected following any Track alterations, prior to issuing an amended Track Licence.

A Track Inspector will assess existing Tracks on their merits, against guidelines contained in the "KNSW Track Licencing Standards", and will advise each Club of any necessary upgrading, over a period of time, to maintain and improve the safety standard of the Track.

The issue of a Track Licence is conditional on works required, if any, by the Track Inspector being undertaken in accordance with a works schedule as determined by that Inspector.

### 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 Licencing 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.

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 Track Density

The following table lists the current **KNSW Sanctioned** Tracks in NSW, 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 up to 20%, when applying for a Meeting Permit.

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

Club Name	Track Name	Lights	Density	Length (m)	Min Width	Race Direction
Broken Hill	Broken Hill	No	17	396	6m	Bi-directional
Canberra	Circuit Mark Webber	No	30	758	7m	Bi-directional
Central Coast	Gosford Speedway	Yes	20	345	14m	Anti-clockwise
Coffs Harbour	Coffs Harbour City Kart Raceway	No	A = 36 B = 33 C = 24 D = 26 E = 26	907 834.5 600.5 667 677.5	7m	Clockwise
Combined	Lithgow City Raceway	No	A = 32 B = 25	751.2 586.9	8m	Clockwise
Dubbo	Lincoln County	Yes	A = 40 B = 28 C = 23	1056 739.5 598	8m	Anti-clockwise
Grenfell	Bogolong	No	A = 28 B = 24	671 442	8m	Clockwise
Griffith	Tharbogang	Yes	32	854	8m	Bi-directional
Lismore	Lismore Showground	No	26	669.7	7m	Clockwise
Manning Valley	Wingham	Yes	28	650	8m	Bi-directional
NSW Speedway	Nepean Speedway	No	19	460	8m	Anti-clockwise

Orange	Orange Go-Kart Racing Ground	No	C = 34 B = 28 A = 24	865 722 363	8m	Clockwise
Port Macquarie	Pacific Park	No	40	1052	8m	Bi-directional
Tamworth	Oakburn Park	No	32	766	8m	Anti-clockwise
Wagga	Garden City Sprint Kart Raceway	No	34	834	8m	Bi-directional
Wollongong	Picton Karting Complex	Yes	26	626	7m	Clockwise

## **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 and specifications of all markings are contained in the "KNSW Track Licencing Standards".

### **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.

- a)** Karts that fail to start, or need to be restarted before reaching the Baulk Line, must be immediately be returned back to the out-grid.
- b)** Prior to attempting to restart a Kart, the competitor must get permission from the Grid Marshal or Clerk of Course for one (1) additional attempt.

### **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 CIK Starting Grid (if applicable)**

All sealed/tar Tracks may have the "CIK Starting Grid" markings on the Race Track before the Start Line.

A Kart driving on 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.2.6 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 a Kart completes a race 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.2.7 Breakdown Lane**

Where a mechanical Breakdown Lane is provided it, shall be adjacent to the main Race Track with entry via a deceleration 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.

- a) A Breakdown Lane may only be used during Competition, if noted in the Supplementary Regulations.
- b) A Kart is only permitted to drive into the Breakdown Lane during practice, roll up laps and Racing and then re-join an Event, under the instruction of the Grid Marshal.
- c) A Driver may receive assistance for repairs and restarting in the Breakdown Lane.
- d) This area may be subject to Parc Fermé conditions.
- e) Karts will be restricted in their speed in the Breakdown Lane.
- f) Stopping in the deceleration lane is strictly forbidden.

### **K.2.8 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 under control of the Chief Scrutineer.

Will be of sufficient size to accommodate all Karts which are required to be isolated.

Will be used for no purpose other than its designated purpose during a Meeting.

A competitor may only enter the Parc Fermé area, with the prior approval of an Official.

### **K.3.2 Paddock Area**

Will come under the control of the Meeting Officials.

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

- a) It is forbidden to drive a Kart inside the boundaries of the Paddock area.
- b) Fuel which is stored in the Paddock area must be stored in appropriate containers.
- c) Kart engines must be stopped prior to refuelling.

- d) Kart trailers and specialised vehicles are permitted in the Paddock area. The parking location of these trailers may be indicated in Supplementary Regulations, or will be in accordance with the instructions of the Officials.
- e) The use of cycles, skateboards, scooters or similar are not permitted 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**

All Officials and any other person permitted inside the Race Track Area must remain behind protective barriers at all times during any Race Track activity.

The only people permitted inside the Race Track Area whilst Karts are on a Race Track are:

- Stewards;
- Clerk of Course;
- Flag Marshals - Maximum of two (2) per point;
- Starter/Assistant;
- Medical Attendants;
- Authorised persons to assist a Driver;
- Photographers authorised and/or accredited by KNSW;

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

The Clerk of Course or Stewards may, if necessary, observe racing from a safe location even though a protective barrier may not be in that location. The time spent in this location must be no longer than necessary.

In the absence of a specified protected area, Officials must remain behind flag marshal protection whilst any Karts are in motion.

- a) Drivers and officials should not cross a Race Track whilst any Kart is in motion. Crossing may be allowed only under directions from the Chief Steward or Clerk of Course.
- b) A Driver who's 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 Meeting Officials listed below must be supplied with a two-way radio and headset for communication:

- Stewards
- Clerk of Course
- Starter
- Grid Marshal
- Chief Timekeeper
- Medical Attendant

The provision of a two-way radio and headset for communication is recommended for all other officials:

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

### **K.3.5 Emergency & Medical Services**

#### **a) Qualified First Aid personnel:**

Must 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.

**b) Injury Reporting:**

A person who has been injured at a 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 and Welding**

Smoking, (including the use of E-cigarettes), welding, use of any open/naked flame (such as BBQ's) or heating guns/heating devices, are not allowed within the Track facility during a Meeting.

**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.



## **Section L – Licencing**

### **L.1 Licences Overview**

#### **L.1.1 Overview**

A person must at all times hold a current KNSW Drivers Licence, issued by KNSW in accordance with these Rules and Regulations, to be eligible to drive a Kart at a KNSW Approved Track.

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.

#### **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.

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 at a time.

All KNSW Licence holders must review these KNSW Rules and Regulations and keep themselves informed of any subsequent amendments, as may apply from time to time.

Notwithstanding anything in these KNSW 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.

A Driving Test can be arranged through your KNSW Member Club.

### **L.1.7 Licence Expiry**

KNSW Annual Licences will be valid for 12 months from the 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 suitably qualified medical practitioner nominated by KNSW shall be paid for by the applicant (or the 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**

New Licences or the renewal of existing Competition Licences can be processed by either:

- Going to [www.kartingnsw.com.au](http://www.kartingnsw.com.au) and clicking on the MyKarting™ Portal; or
- Contacting the KNSW Office.

Unless otherwise determined these Rules and 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 Licence applications will be automatically issued as D Grade, however, a person may request a Licence Application Review**, in order that a higher grading be applied to their Licence. The person 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.

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.

### **L.2.2 Novice Licence (Annual)**

#### **Application Criteria:**

- Minimum Age: Date of 6th birthday.
- Maximum Age: Date of 10th birthday.
- New Licence applicants:
  - Copy of Birth Certificate or Passport is required;
  - 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.
- Speedway - Novice.

#### **Competition Eligibility:**

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

### **L.2.3 Rookie Licence (Annual)**

#### **Application Criteria:**

- Minimum Age: Date of 9th birthday.
- Maximum Age: Date of 13th birthday.
- New Licence applicants:
  - Copy of Birth Certificate or Passport is required;
  - 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.
- Speedway - Rookie.

**Competition Eligibility:**

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

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

- Minimum Age: Date of 12th birthday
- Maximum Age: Date of 16th birthday.
- New Licence applicants:
  - Copy of Birth Certificate or Passport is required;
  - 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. Drivers must be a Minimum thirteen (13) years of age to Compete in some B Grade Classes. (For 2019: May also be in the year of 13th birthday).

**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 Classes or Events, not requiring a Minimum B Grade Licence.
- **B Grade** Licence may Compete in all eligible Classes or Events, but some Classes have Minimum age restrictions.
- **A Grade** Licence may Compete in all eligible Classes or Events, but some Classes have Minimum age restrictions.



## L.2.5 Senior Licence (Annual)

### Application Criteria:

- Minimum Age: Date of 15th birthday.
- Maximum Age: None.
- New Licence applicants:
  - Copy of Birth Certificate, Passport, Drivers Licence or other Government issued Photo ID is required.
  - 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.
- 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 Classes or Events, not requiring a minimum B Grade Licence.
- **B Grade** Licence may Compete in all eligible Classes or Events.
- **A Grade** Licence may Compete in all eligible Classes or Events.

## L.2.6 Event Licence

For any new or existing Licence Holders, who wish to enter one (1) upcoming **Competition** Event or Meeting being held in the next seven (7) days.

### Application Criteria:

- Minimum Age: Date of 7th birthday.
- Maximum Age: None.
- New Licence applicants:
  - Must nominate their annual Competition Licence Type (based on their age);
  - Copy of Birth Certificate, Passport, Drivers Licence or other Government issued Photo ID is required;
  - Satisfactorily complete the Safety Training requirements.
- 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.
- The Licence will be valid for one (1) Event/Meeting and any practice day(s) prior.
- There is no limit to the number of Event Licences that can be applied for each Calendar Year.
- The applicant may be a financial member of a KNSW Member Club, or will be a Temporary Member of KNSW, during the Licence period.

**Eligibility:**

- May be used to enter any KNSW **Competition** Event or Meeting where the Licence Class and Competition eligibility requirements are met.
- For previous Licence Holders the existing Class and Licence grading will be used.

**L.2.7 30-Day Licence**

For any new or existing Licence Holders, who wish to practice and enter multiple **Competition** Events or Meetings over a thirty (30) day period.

**Application Criteria:**

- Minimum Age: Date of 7th birthday.
- Maximum Age: None.
- New Licence applicants:
  - Must nominate their annual Competition Licence Type (based on their age);
  - Copy of Birth Certificate, Passport, Drivers Licence or other Government issued Photo ID is required;
  - Satisfactorily complete the Safety Training requirements.
- 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.
- The Licence will be valid until 11:59pm on the thirtieth (30<sup>th</sup>) day after its issue.
- Can only be issued once to an applicant each Calendar Year.
- The applicant must be a financial member of a KNSW Member Club during the Licence period, **if they are a NSW resident.**
- The Licence may be upgraded to an annual Competition Licence, by paying the relevant fee within sixty (60) days of issue, and will be valid for 12 months from the date of the original application.

**Eligibility:**

- May be used to enter any KNSW **Competition** Event or Meeting where the Licence Class and Competition eligibility requirements are met.
- For previous Licence Holders the existing Class and Licence grading will be used.

**L.2.8 Interstate Licence (Annual)**

For any new or existing Licence Holders residing outside of New South Wales/ACT, who wish to practice and enter multiple **Competition** Events or Meetings.

**Application Criteria:**

- Minimum Age: Date of 7th birthday.
- Maximum Age: None.
- New Licence applicants:
  - Must nominate their annual Competition Licence Type (based on their age);
  - Copy of Birth Certificate, Passport, Drivers Licence or other Government issued Photo ID is required;
  - Satisfactorily complete the Safety Training requirements.
- Satisfactorily complete the Medical Declaration.
- Proof of residency outside of New South Wales/ACT is required;
- Proof of a current (non KNSW) Kart Licence.
- 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.
- The applicant may be a financial member of a KNSW Member Club, or will be a Temporary Member of KNSW, during the Licence period.

**Eligibility:**

- May be used to enter any KNSW Event or Meeting where the Licence Class and Competition eligibility requirements are met.
- For previous Licence Holders the existing Class and Licence grading will be used.

## **L.3 KNSW Non-Competition Licences**

### **L.3.1 Overview**

New Licence applications or the renewal of, a Non-Competition Licence, can only be processed by going to [www.kartingnsw.com.au](http://www.kartingnsw.com.au) through the MyKarting™ Portal.

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

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.

### **L.3.2 Practice Licence (Annual)**

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

#### **Application Criteria:**

- Minimum Age: Date of 6th birthday.
- Maximum Age: None.
- New Licence applicants:
  - Must nominate their annual Competition Licence Type (based on their age);
  - Provide a copy of one of the applicants Birth Certificate, Passport, Drivers Licence or other Government issued Photo ID;
  - Must satisfactorily complete the Safety Training requirements.
- 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:**

- The applicant may upgrade to an annual Competition Licence by paying the relevant upgrade fee.
- The Licence is not eligible for any Competition.
- The Licence has no grading.

### **L.3.3 Vintage Licence (Annual)**

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

#### **Application Criteria:**

- Minimum Age: Fifteen (15) years of age and over.
- Maximum Age: None.
- New Licence applicants:
  - Provide a copy of one of the applicants Birth Certificate, Passport, Drivers Licence or other Government issued Photo ID;
  - Must 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.

#### **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 for any Competition.
- The Licence has no grading.

### **L.4.2 Pit Crew Licence (Coming Soon)**

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

This Licence is required for mechanics, pit crew, parents, Legal Guardians, 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 for any Competition.
- The Licence 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 Licence, and are renewing or applying for a Competition Licence, will maintain their previous grading.

#### **Event & 30-Day Licences:**

- New Drivers will be automatically issued a D grade Licence, unless a Licence Application Review 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 Application Review 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.
- The "P" plate 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.

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, Competition 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, Competition 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:

- A Driver wishing to downgrade their Licence from B to C must apply to KNSW.
- This application must include the reasons why the Driver wishes to downgrade their Licence.

## **Section M - Competition Rules**

### **M.1 General Requirements**

#### **M.1.1 Meeting Organisation**

A Meeting may only be organised **within** Australia by:

- KNSW; or
- the KNSWC; 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.

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

#### **M.1.2 Supplementary Regulations**

For details of the specific format of KNSW Supplementary Regulations:

- Go to [www.kartingnsw.com.au](http://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.

Approved Supplementary Regulations must be made available to all Officials and Competitors prior to a Meeting.

#### **M.1.3 Meeting Entry**

- a) 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.
- b) Any entry for a Meeting must be made using a KNSW Licence, in conjunction with the KNSW MyKarting™ Portal.
- c) Any entry to a Meeting 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 and who is over eighteen (18) years old; or
  - Legal Guardians Licence.
- d) An entry must be received prior to the closing of entries for a Meeting.
- e) Payment may be made by any means acceptable to the Organiser, provided it is received before the close of entries.
- f) Any Entry which contains a false statement, shall be considered null and void.

### **M.2 Competition Regulations**

#### **M.2.1 Direction of Racing**

- a) The direction of racing, must be in accordance with the Track Licence, and will listed in the Supplementary Regulations.
- b) 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;
  - Ensure this action is undertaken in a safe manner;
  - Not impede any other Drivers;
  - Ensure 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/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) Each Competitor entered for a Meeting must attend a Drivers Briefing:
  - At the time and place listed in the Supplementary Regulations;
  - If under the age of eighteen (18) years, be accompanied by their registered guardian (Senior Driver or Legal Guardian Licence holder).
- b) The Clerk of Course can request an additional Drivers Briefing be held if required.

### **M.2.6 Safety Apparel**

- a) Drivers must always wear safety apparel in accordance with the Technical Regulations, whenever driving a Kart on a Race Track.
- b) 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.
- c) 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) A Driver who is injured or appears to be injured, may be instructed by the Stewards, or the Clerk of Course, to obtain a written medical clearance from a qualified medical practitioner.
- b) 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.
- c) The decision of the Stewards in this regard cannot be protested or appealed.

### **M.2.8 Consolidation of Classes**

- a) The Meeting Organisers and Officials are encouraged to consolidate under-subscribed Classes/Divisions in accordance with the Regulations and any Groups listed in the Supplementary Regulations.
- b) The following Classes may be consolidated subject to the Track density indicated in the Supplementary Regulations:
  - Senior Classes/Divisions;
  - Junior Classes/Divisions;
  - Novice and Rookie Classes - with the Novice Competitors arranged on the grid at the rear of the Rookie Competitors;
  - Rotax Micro Max and Mini Max Classes – with the Micro Max Competitors arranged on the grid at the rear of the Mini Max Competitors.
- c) When two (2) or more Classes/Divisions are consolidated, the Race results and points allocation will still be based on each individual Class.
- d) Where Classes are consolidated at a Club Competition, a single/combined weight Division may be authorised via the Officials and a Bulletin produced.
- e) If the Light weight Class/Division is not competing at a Meeting a Maximum Kart weight will not apply.
- f) 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;
- Will be responsible at all times for the correct fitting, maintenance and operation of the transponder.

## 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.
- The Chief Timekeeper, Chief Scrutineer and Clerk of Course decision as to the legibility of numbers is final.
- Competition numbers and plate colours will be in accordance with the following criteria:

	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.
Championships & Titles				
State Championship – Class Champion	White	Blue	1	<ul style="list-style-type: none"><li>• May only be used in the same Class in which it was awarded.</li><li>• May be used at all Meetings.</li><li>• May be used from the end of the Meeting in which it was earned until the end of the following year’s Meeting.</li></ul>
Speedway State Titles – Winners	Black	Blue	1	
Endurance Club Championship – Winners	Any	Blue	1	
Endurance State Title – Winners	Any	Orange	N/A	
RKA Series Championship - Winners	Yellow	Green	1	
Named Events with Plate Status				
Ladies Trophy Cup - Winners	White	Pink	1	<ul style="list-style-type: none"><li>• May only be used in the same Class in which it was awarded.</li><li>• May be used at all Meetings.</li><li>• May be used from the end of the Meeting in which it was earned until the end of the following year’s Meeting.</li></ul>
Australian Kart Masters – Winners	White	Grey	1	
Other Named Event – Winners	White	Black	N/A	

- Competition numbers must contain a maximum of two (2) digits, **except for Endurance and RKA Classes which may be up to three (3) digits.**
- The number 0 or a Competition number preceding with 0, e.g: 05, is not permitted.
- The Competition number must be displayed at the **front and rear of a Kart** in accordance with the following specifications:
  - On the outside surface of the front Nassau Panel.
  - On the number plate mounted to the bumper at the rear of a Kart.
  - Be a Minimum of 125mm high and Minimum of 20mm thick.
  - Be either plain or italic font type.
  - On a plate/background of the appropriate continuous colour.
  - Have a Minimum of 15mm to all edges of the background.
  - For double digit numbers, must have a minimum of 15mm spacing between digits.



- g)** Competition numbers must be displayed on **each side of a Kart** in accordance with the following specifications:
  - On the outside surface of each side pod.
  - Be a minimum of 100mm high and a minimum of 15mm thick.
  - Be either plain or italic font type.
  - On a plate/background of the appropriate continuous colour.
- h)** A Driver who holds a D Grade provisional licence must clearly display a "P" plate on the rear of the Kart at all times whilst they are on a Race Track.
- 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 with 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.

### **M.2.11 Observed Driving**

The Stewards and/or Clerk of Course have the right to:

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

### **M.2.12 Forward 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.

### **M.2.13 Driver's Shaking Hands**

A Driver is not permitted to shake hands with any other Driver whilst driving.

### **M.2.14 Stopping on Race Track / Stalled Kart**

- a)** If for any reason a Driver is forced to stop their Kart on or near the Race Track, **it will be their duty to safely manoeuvre their Kart to a safe position, as near as possible to a point of exit, and to minimise the danger or obstruction to other Competitors.**
- b)** A Driver whose Kart stalls at the start of, or during a Competition, must hold one arm vertically above their head as a warning to the other Drivers on the Race Track.
- c)** Any Driver who is unable to restart their Kart and drive off safely within 15 seconds of stopping, without breaching any Regulations, 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.
- a)** A stalled Kart must be removed from the Race Track by the Driver and/or Officials.
- b)** No person may approach a stalled Kart until the remaining Competitors have passed, and it is safe to do so.
- c)** Apart from the Driver and Officials, nobody is allowed to touch a stopped kart, except when in the mechanical breakdown lane.
- d)** Replenishment of any kind is prohibited, except when the Kart concerned is in an area specifically provided for this purpose.
- e)** Pushing a Kart on or along the Race Track is prohibited during Competition.
- f)** Crossing a Race Track during Competition will only be allowed for safety reasons, under direction of Officials.
- g)** 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.2.15 Warm Up**

An Organiser may schedule time for a warm up for all Competitors, on the first day of practice or Competition, for the Class in which they are competing.

### M.2.16 Practice

- a) Practice sessions may take place as part of a Meeting:
  - One (1) or more practice sessions may be scheduled for each Class;
  - Practice may be a Competition;
  - Official Practice may be timed.
- b) During a practice session, a Competitor must only use a Kart which complies with the Regulations.

### M.2.17 Qualifying

- a) If Qualifying sessions are scheduled as part of a Meeting:
  - At all events, other than State Championship Meetings, the first qualifying session for a Class may be run simultaneously with practice and/or warm up sessions, when noted in the Supplementary Regulations.
  - The out-grid gate will remain open from the start of the session, 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 signal the end of a session and will be shown after the designated time has elapsed, as per the Supplementary Regulations.
  - All Drivers will continue to be timed, until they receive the chequered flag.
- b) Weaving to warm tyres is permitted during the first lap only, **and must be done safely.**
- c) The fastest single lap for each Driver, from all qualifying sessions for each Class, will determine their respective grid positions for their Event.
  - In the event of a tie, the second fastest lap for each Driver will determine the grid position. In the event of a further tie, the third fastest lap for each Driver will determine the grid positions and so on until the tie is broken.
- d) Failing to Register a Qualifying Time:
  - A Driver who fails to record a time during a qualifying session, for any reason other than the fault of an Organiser, may be permitted to continue competing in that Class provided that:
    - The Driver must seek the permission of the Stewards to continue to Compete.
    - The decision of the Stewards in this regard may not be appealed.
    - Subject to the Stewards approval, the Driver will be allocated the slowest qualifying time plus one (1) second, for the relevant Class.
  - Exceptional Qualifying Circumstances
    - If due to exceptional circumstances, a qualifying session cannot take place, or cannot be completed, the Stewards may allocate grid positions according to any timed practice session times (fastest to slowest), **or otherwise some other criteria.**

### M.2.18 Grid Determination

- a) If qualifying sessions have taken place:
  - Qualifying session times will be officially published.
  - Grid positions for the nominated Competitions, will be based on qualifying times achieved, and any allocated times, from fastest to slowest.
  - **D Grade Licence Holders start from where they qualify.**
  - Any Competitors who are excluded from qualifying, will be permitted to start from the rear of the grid. Those Competitors will be placed on the grid in order of any timed practice session times (fastest to slowest), **or otherwise some other criteria.**
- b) Otherwise, grid positions for all remaining Competitions, will be outlined in the Supplementary Regulations:
  - They can be based on random drawn grids, reverse grids, **race results or points accrued such as highest or lowest etc.**
  - D Grade Licence Holders must start at the rear of all Competitors on the grid.

### M.2.19 System of Gridding

- a) A Grid Marshal shall make an announcement requiring all Competitors to the grid. Should this time be listed in the Meeting program an announcement will not be required.

- b)** A Grid Marshal will allow two (2) minutes for all grid positions to be filled.
- c)** Should a grid position not be occupied at the end of this two (2) minutes, the vacant position will be occupied by the next fastest Competitor so the grid does not have any vacant positions.
- d)** 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.**
- e)** A Competitor is permitted a Maximum of two (2) nominated pit crew to assist on the 'in and out grids'.
- f)** Drivers must leave the grid in an orderly manner **and merge with any existing Karts on the Race Track safely.**
- g)** **Once the first Kart has crossed the Baulk Line, Drivers will have up to two (2) minutes to clear the grid.**
- h)** A Competitor's nominated pit crew may undertake work on a Kart which is not able to start during this two (2) minute period.
- i)** Once this two (2) minute period has elapsed, the grid gate is considered closed and the Drivers are under the Starters control. Any Karts still on the grid at this time will be deemed non-starters for that Competition.

### **M.2.20 Start Procedure**

- a)** Le Mans type starts are forbidden.
- b)** From the moment the Drivers come under the Starters control until the time that the start signal is given, the Starter shall fulfil all **their duties in conjunction with the of** Clerk of Course.
- c) Rolling Starts**
  - From the moment the Grid Marshal signals for the Karts to be released, the Drivers are under "Starter's Orders" and may not receive any outside assistance for repairs or other adjustments to their equipment while on the Race Track.
  - Whenever a Kart is on the Race Track it is forbidden to receive any assistance, other than to remove the Kart to a place of safety.
  - A Driver must maintain their grid position until the Start signal has been given and failure to do so may incur a penalty.
  - The Drivers will complete one (1) rolling lap and one (1) formation lap prior to the Start signal being given.
  - During the rolling lap and formation lap, yellow lights/flags will be displayed.
  - The rolling lap will end as Karts pass the Control Line, including when short Circuits or roll-up cut off areas are used, unless the Track Licence defines otherwise.
  - Weaving to warm Tyres during the rolling lap is permitted, **but must be done safely.**
  - **At the commencement of the formation lap,** the Driver on pole position must slow down and maintain a constant speed and direction, to allow the whole Field to form up for the Start.
  - A Driver who is delayed will have the possibility of regaining their grid position only if this manoeuvre does not impede other Drivers and in all cases before having reached the Red Formation line which will be marked on the Race Track.
  - It is forbidden to use any course other than the Race Track, during the rolling or formation lap in order to try and regain their position.
  - If a Driver stops for any reason during the formation Lap, the Driver will not be allowed to try and start again before the whole Field has passed them. The Driver shall start again from the back of the formation. Should the Driver try to start ahead of the Field in the hope that the leading Drivers overtake them, the Driver will be shown the black flag and be excluded from that Race.
  - From the "Red Formation Line", it is forbidden to overtake another Driver, irrespective of the number of formation laps.
  - Drivers will proceed around the Race Track in two (2) lines, with the Driver on pole position setting the speed at which all Competitors shall approach the Starting area (which shall be no more than approximately 1/3rd of Race pace).

- **On a Race Track that is marked with CIK Starting Grid markings:**
  - Each line of Karts shall remain wholly within the lanes marked on the Race Track.
  - A Kart driving on any part of the lanes before the Start signal is given may be penalised.
- **On Race Tracks that have "No Mans Land" markings:**
  - A Driver who crosses into "No Mans Land" before the Start signal is given may be penalised.
- 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.
- **The static red or yellow lights being switched off will be the Start signal and the start of the Competition.**
- A Driver is only permitted to accelerate after the Start signal has been given.
- If the Race Director/Clerk of Course considers that a Driver has been significantly impeded as a result of the actions of another Driver, the Start signal will not be given, the formation lap will be aborted and the starting procedure will recommence on the basis of the original grid positions, also allowing any impeded Driver to regain their position.
- The Starter is not required to allow any additional formation laps to allow a Driver who has lost their position to regain it.
- If no Start signal is given, each Driver must continue around the Race Track and maintain their reduced **constant speed and position** until the Start signal is given.
- Any additional formation laps may be deducted from that Classes scheduled Race distance at the discretion of the Race Director / Clerk of Course / Stewards.
- Should a significant number of Drivers not comply with the start procedure outlined above, the Race Director/Clerk of Course and/or the Stewards may either:
  - Return the Class to the in-grid by displaying the red and white chequered flag prior to the start of the Race, then apply a starting infringement penalty to the offending Driver or Drivers, or
  - Allow the Race to continue, and signal to the offending Driver or Drivers by use of the 'bad sportsmanship flag' that they have received a starting infringement penalty, which will be imposed at the completion of the Race.

#### **d) Standing Starts**

- Drivers will complete one (1) rolling lap and one (1) formation lap prior to stopping on the grid in their allocated position.
- The rolling lap will end as Karts pass the Control Line, including when short Circuits or roll up cut off areas are used, unless the Track Licence defines otherwise.
- Weaving to warm Tyres during the rolling lap and the formation lap is permitted.
- The start signal will be given within ten (10) seconds of the last Driver stopping in their grid position.
- When the Starter is satisfied with the grid order and the Karts are stationary on the starting grid, the Starter will switch on the red or yellow light.
- The start signal will be the light being switched off not less than 3 seconds and not more than 5 seconds after the red or yellow light has been switched on.
- If a Driver is unable to start, they must remain in the Kart and notify this situation by raising their arm. In this case, an additional formation lap may be granted.
- Any Drivers who have been unable to start will be allowed to get out of their Kart and restart only by their own means and once the whole Field has passed them.
- They will not be authorised to regain their original position in the formation and will take the start from the rear of grid.
- No other Drivers will be allowed to occupy the places which have remained vacant.



### M.2.21 Restarting of Karts

- a) The restarting of a Kart on a Race Track is only permitted if the Kart is fitted with an electric on-board starting device and can be restarted by the Driver alone without external assistance.
- b) A Kart not fitted with an electric on-board starting device is only permitted to restart:
  - From the mechanical breakdown lane;
  - If a Race is stopped and restarted in accordance with the Regulations.
- c) 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.
- d) In the event of a spin or collision 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 electric on-board starting device, that spins or stops on the Race Track may continue to Compete provided that:
  - 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 engine can be restarted if required;
  - 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.2.22 Race Stoppage Procedure

- a) A Race may in certain circumstances, need to be stopped by the Clerk of Course by using the red flag/lights.
- b) 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.
- c) 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.
- d) 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.2.23 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 re-start is to be conducted over laps remaining, such a re-start is to be in single file at a pace directed by the Clerk of Course. The Starter must allow all Karts to be clear of the out grid and in formation, if necessary allowing roll-up laps of the Race Track prior to signifying the restart of the Race.
- d) A Competitor must be allowed one (1) spark plug change if the engine fails to fire after the first attempted restart.

### **M.2.24 Finishing**

- a) The winner of a Race shall be the Kart that crosses the Finish Line first (where Karts start at the same time), or covers the greatest distance in the time allowed (where Karts Race over a set time) having regard for the fact that:
- Should the signal indicating the end of the Race be given before the leading Kart completes the scheduled number of laps or before the prescribed time has elapsed, the Race shall be deemed to have finished when the leading Kart last crossed the Finish Line before the signal was given.
  - Should the signal indicating the end of the Race be delayed for any reason, the Race will be deemed to have finished when, under normal circumstances, the end of the Race would have been decided if there had been no delay.
  - If the Race is stopped by the use of a red flag and is declared, the results shall be calculated from the time the leader crossed the Finish Line at the start of the lap before the lap on which the red flag was shown;
  - When the event results are based on elapsed time, the chequered flag shall be shown to the leader on the first time they cross the Finish Line after the prescribed time has elapsed, unless the Supplementary Regulations for the event specify otherwise.
- b) In all cases, the results shall 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 before the Race finished;
  - then each Kart which was allocated a grid position in the Race and which did not start.
- c) Any time penalty to be added to the results shall be added to the time taken by the relevant Kart to complete the Race distance before the Race results are compiled. It shall not affect the number of laps credited to that Kart.
- d) Prizes and awards shall be distributed amongst all Competitors listed as finishers in the results in accordance with the regulations for the Event.

### **M.2.25 Win by Default**

If only one (1) Kart faces the Starter in any Race, due to a breakdown or withdrawal of other Competitors, then they shall be deemed to have won the Race by default.

### **M.2.26 Winner of a Tie**

- a) Should two (2) or more Competitors have equal points, grid positions or a final placing in any Event, the following process will be used:
- b) When initial Heat grids are determined by qualifying:
- 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.
- c) When initial 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 Light Signals**

- a) It is permitted to replace and/or augment any flag signal with a light signal.
- b) Wherever in these Regulations reference is made to a 'flag' or to a 'flag signal', it shall also mean reference to 'lights' and 'light signals'.
- c) At a Meeting held under artificial light, each flag point must have at least one (1) battery operated **Yellow and Red warning lights**. These lights must be approved by the Track Inspector.

### **M.3.2 Flag Size**

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

### **M.3.3 Flag Signals**

- a) The following flag signals will be obeyed by Drivers during Competition or practice. **A signal board displaying a flag and Kart number may also be used.**
- b) **National Flag**  
The National flag may be used to signal a Race start.
- c) **Green**  
All Clear. It can also be used if necessary to signal the start of warm up laps or practice sessions, by order of the Clerk of Course.
- d) **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.
- e) **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. The Driver must report to the Clerk of Course or Steward immediately after their driving stint (within 15 minutes).
- f) **Red/White Chequered Flag**  
Signifies that there 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.
- g) **Yellow**  
A Yellow Flag is the signal of danger ahead. Reduce your speed, do not overtake and be prepared to change direction. There is a hazard ahead. 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.
- h) **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.
- i) **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.
- j) **Yellow with Red Stripes (vertical)**

Deterioration of adhesion. Informs Drivers that the conditions of adhesion of the Race Track surface have suddenly deteriorated in the area beyond the flag. This flag is most frequently used to signal 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.

**k) 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, signalling them to immediately cease racing and return safely to the in-grid. They must report immediately (within 15 minutes) to the Clerk of Course. The Driver(s) will be given an Infringement with minimum penalty of Exclusion from that Section of Event.

**l) 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).

**m) 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 a Drivers 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 returning to the in-grid (within 15 minutes).

**n) 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.

**o) White Flag or Last Lap Board**

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

**p) 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, not pass any other Karts and proceed directly to the in-grid and Parc Fermé in the order of their finishing position. 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 action by a Driver which creates a risk to others.
- c) Dangerous Driving
  - Any intentional action 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 to be 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 rejoin the Race under the following conditions:**
  - **May only be done when it is safe to do so, with the Driver checking for any oncoming Karts, and without gaining any advantage.**
  - **Should a Driver gain 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.**
  - **Should a Driver gain 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.**
- b) The Driver must redress any positional or distance advantages within one racing lap.
- c) Failure to redress any advantage gained may be penalised.
- d) 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, he must clearly do so prior to the initial braking point. He 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, he 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**

- a) 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.
- b) Consistent defending of your position on the last lap of a Competition will be tolerated.

#### **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, and/or a Tribunal, determine that the act or omission constituting the breach of the Regulations 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 Compliance with KNSW Member Protection Policies**

Each Licence Holder, Member, Pit Crew, KNSW Official, employee and contractor of KNSW are required to comply with all KNSW policies.

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.

#### **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 monies 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 Policies and Procedures**

A person will be in breach of this Regulation if they act contrary to, or breach the provisions of any Policy or Procedure of KNSW.

### **P.2.18 Social Media Policy**

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.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; and
- 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.
- Any other aggravating or mitigating factors.
- The table of Recommended Minimum Penalties.
- Any previous breaches of the Regulations, and a breach of the same Regulation within two (2) years before, may result in an increased Penalty.
- Submissions made as to penalty by the Clerk of Course or their representative.

### **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 and/or seconds;
- f) Time penalty or Lap penalty lap;
- 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 Championship or 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;
- The Licence Holder/Driver is not permitted to take any further part in the Meeting;
- The Licence Holder/Driver loses all results, points and/or awards in all Sections of Events (Classes), before the penalty of Exclusion was imposed;
- The Licence Holder/Driver forfeits 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 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

A Drive-Thru Penalty may only be imposed during an Endurance Event.

- a) 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.**
- b) Once a Drive-Thru Penalty is imposed on a Competitor by the Stewards, the Kart must enter the Pit Lane at the next opportunity and without impeding another Competitor.
- c) A pit board displaying a Competitors competition number and the words "Drive Thru Penalty" will be displayed by an Official, to signify that a Drive-Thru Penalty has been imposed.
- d) At the completion of the driving stint, the Driver who received the Drive-Thru Penalty must report to the Clerk of Course or Stewards immediately (within 15 minutes).
- e) A Competitor who fails to complete a Drive-Thru Penalty will be penalised with a Stop Go Penalty.

### P.4.9 Stop Go Penalty

A Stop Go Penalty may only be imposed during an Endurance Event.

- a) 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.**
- b) 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.
- c) 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).
- d) 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

A Computer Lap Penalty may only be imposed during an Endurance Event.

- 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 the driving stint, the Driver who received the 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 Competing in any Meeting 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 order or 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 from the Tribunal findings.

### P.4.16 Recommended Minimum Penalties

The penalties listed in these Regulations are the KNSW recommended minimum penalties.

They should be applied by the Stewards, or a Tribunal, for the breaches/offences listed.

#### General - Minimum Recommended Penalties:

Offence	Rule	Penalty
Actual Physical Contact	P.2.1	Exclusion from the Meeting plus referral to a disciplinary tribunal with a recommendation for a 12 month suspension
Actual Physical Contact of an Official	P.2.1	Exclusion from the Meeting plus referral to a disciplinary tribunal with a recommendation for a 24 month suspension
Advertising, Signs and Writing	G.4	First Offence: Exclusion from that section of the Event Subsequent Offences: Exclusion from the Meeting
Alcohol and prohibited substances	P.2.2	Exclusion from the Meeting plus referral to a disciplinary tribunal with a recommendation for a 12 month suspension

Alcohol consumption prior to the completion of an Event	P.2.2	Exclusion from the Meeting
Bribery	P.2.3	Exclusion from the Meeting plus referral to a disciplinary tribunal with a recommendation for a 12 month suspension
Driving Standard: Careless	M.4.2 a)	+10 second time penalty
Driving Standard: Reckless	M.4.2 b)	Exclusion from that section of the Event
Driving Standard: Dangerous	M.4.2 c)	Exclusion from the Meeting
Kart Leaving Track – Positional Advantage	M.4.5	+2 Place Penalty
Kart Leaving Track – Relative Track Position	M.4.5	+10 Second Time Penalty
Competition Numbers - Failure to Comply	M.2.10	Minor Ineligibility and rectified for the next Competition
Conduct Prejudicial	P.2.4	Referral to KNSW
Damage To The Property Of Another Person	P.2.5	Exclusion from the Meeting
Direction of Racing - Failure to Obey	M.2.1	Exclusion from the Meeting
Drivers briefing – failure to attend	M.2.5	\$50.00 fine
Ducking head - no forward vision	M.2.12	\$50.00 fine
Duty of Care	P.2.6	Exclusion from the Meeting
Fail To Attend a Hearing	P.2.7	Hearing In Absentia
Fail to Give Evidence	P.2.8	At a Meeting: Exclusion from the Meeting Away from a Meeting: Suspension until they appear.
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
False Information	P.2.11	At a Meeting: Exclusion from the Meeting Away from a Meeting: 3 Months Suspension
Flags - Black – failure to observe	M.3.3 m)	Exclusion from that section of the Event plus a Written Warning
Flags - Black and Orange Dot – failure to observe	M.3.3 n)	Exclusion from that section of the Event
Flags - Chequered – passing karts after finish	M.3.3 p)	\$50.00 Fine
Flags - Blue – failure to observe	M.3.3 h)	Shown Blue and Red Double Diagonal Flag
Flags - Blue and Red Double Diagonal Flag – failure to comply	M.3.3 k)	Black Flag
Flags - Red – failure to cease racing	M.3.3 i)	Exclusion from that section of the Event
Flags - Yellow – failure to slow and signal appropriately	M.3.3 g)	+5 second time penalty
Flags - Yellow – failure to maintain position	M.3.3 g)	+2 place penalty per position gained
Fraudulent Misrepresentation	P.2.12	Referral to a Disciplinary Tribunal for a 12 month suspension
Intimidation, Abuse and Threats	P.2.13	Exclusion from the Meeting plus referral to a Disciplinary Tribunal with recommendation for a 3 month suspension
Intimidation, Abuse and Threats of an Official	P.2.13	Exclusion from the Meeting plus referral to a Disciplinary Tribunal with recommendation for a 6 month suspension
Kart stopped on the Track – fail to remove kart to safety	M.2.14 a)	Exclusion from that section of the Event plus Written Warning
Restart (push start) during qualifying/racing	M.2.14 e)	Black flag plus exclusion from that section of the Event
Safety Apparel not compliant	M.2.6	Black flag plus exclusion from that section of the Event

Shaking hands with another Competitor whilst driving	M.2.13	\$100.00 fine
Social Media Policy and Acceptable Use of Social Media Policy	P.2.18	Offense committed at a Meeting: Exclusion from the Meeting Offense committed away from a Meeting: 3 Month licence suspension
Smoking in unauthorised areas	K.3.6	\$50.00 fine
Speeding / dangerous driving on the in-grid	M.4.2 c)	Exclusion from that section of the Event plus a Written Warning
Start Procedure infringement	M.2.20 c) & d)	+10 second time penalty
Start Procedure infringement (CIK Starting Grid Markings)	M.2.20 c)	Partly crossing: +3 second time penalty Completely crossing: +10 second time penalty
Start Procedure infringement (No Mans Land Grid Markings)	K.2.5	+10 second time penalty
Removal of safety apparel in unprotected area	M.2.6 b)	Written Warning
Competitor Start Engine during Drivers Briefing	T.6.7	Written Warning
Transponder – Failure to Comply	M.2.9	Exclusion from that Section of the Event

### Technical - Minimum Recommended Penalties:

Offence	Rule	Penalty
Airbox infringement (tampering)	T.3.9	Exclusion from that section of the Event
Kart Standard Infringement	T.1	Excluded from that section of the Event
Barcoded engine / chassis seals	T.7.5	Exclusion from the Meeting
Engine failed cc test or Engine failed cc volume squish	T.7.6	Exclusion from the Meeting
Non-conforming engine	T.3.1 & Engine Regs	Exclusion from the Meeting plus referral to a disciplinary tribunal with a recommendation for a 1 month licence suspension
Exhaust infringement	T.3.10	Exclusion from that section of the Event
Exhaust length (Novice/Rookie)	T.3.11 e)	Excluded from that section of the Event
Nose Cone – Not In Correct Position – State Champs	T.2.9 e)	+ 2 Place Penalty
Nose Cone – Intentionally Replaced – State Champs	T.2.9 f)	Exclusion from that section of the Event
Fuel Non-conforming	T.4.2	Exclusion from the Meeting plus referral to a disciplinary tribunal with a recommendation for a 12 month suspension
Identifying Marks- Scrutineering	T.7.2	Excluded from that section of the Event
Illegally machined part or Tampering of engine ports	T.3.1	Exclusion from the Meeting plus referral to a disciplinary tribunal with a recommendation for a minimum of a 12 month suspension
Restrictor infringement	T.3.13	Exclusion from the Meeting
Tyres – Non-approved Tyres used	T.5.1	Exclusion from the Meeting plus referral to a disciplinary tribunal with a recommendation for a minimum of a 12 month suspension
Tyres – Tampering, modification alterations, treatment	T.5.3	Exclusion from the Meeting plus referral to a disciplinary tribunal with a recommendation for a minimum of a 12 month suspension
Weight Infringement	T.1.5	Exclusion from that section of the Event

### Endurance Section - Minimum Recommended Penalties:

Endurance Offences	Rule	Minimum 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 - Yellow - failure to maintain position	M.3.3 f)	Drive-Thru 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 Clerk of Course
Pit Lane - Exceed 15 km/h speed limit	4E.8.3 c)	1 <sup>st</sup> team offence – Drive-Thru penalty 2 <sup>nd</sup> team offence – Stop Go 30 second penalty 3 <sup>rd</sup> team offence – Stop Go 60 second penalty 4 <sup>th</sup> 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 <sup>st</sup> 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 d)	15 seconds added to the first pit stop
Weight Infringement	T.1.5	A three (3) lap computer penalty for every one (1) kilogram, or part thereof, under-weight.

### Speedway Section - Minimum Recommended Penalties:

Speedway Offences	Rule	Minimum penalty
Driving Standard: Careless	M.4.2 a)	+5 second time penalty or Start/Restart Rear of Field
Flags - Yellow – failure to slow and signal appropriately	S.4.1 c)	Start/Restart Rear of Field
Race Receiver – ignore Official directives	S.5.4 f)	Start/Restart Rear of Field
Start Procedure infringement	S.3.6	+10 second time penalty or Start Rear of Field

### P.4.17 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**

The purpose of the Infringement Notice is to assist in the timely application of penalties where a Licence Holder or Participant accepts that they are in breach of the Regulations.

Licence Holders or Participants who admit to a breach of the Regulations on the Infringement Notice:

- Waive their right of appeal;
- Accept the penalty on the Infringement Notice that is issued under the authority of the Stewards.

Where the Licence Holder or Participant denies a breach of the Regulations, then a charge will be raised and a Stewards Hearing will be held.

### **P.5.2 Process**

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.

- a) If the penalty to be applied is prescribed in the Regulations, the Official will:
  - Complete the Infringement Notice, as per the minimum recommendation.
- b) If the penalty to be applied is not prescribed in the Regulations, the Official will:
  - Complete the Infringement Notice, and determine a recommended penalty.
  - Contact the Stewards to discuss and agree to the recommended penalty.
- c) The Licence Holder or Participant must then be advised of the alleged breach of the Regulations, and has the option of acknowledging the breach of Regulations, and accepting the penalty or may request a Stewards Hearing into the matter.
- d) If the Licence Holder or Participant:
  - Admits the breach and accepts the penalty, the Infringement Notice must be signed & dated in the "Admit Breach" section of the Infringement Notice. The Stewards must then sign the Infringement Notice so as the penalty is applied.
  - Does not admit the breach, the Licence Holder or Participant must tick the "Breach Not Admitted" section of the Infringement Notice. A Stewards Hearing will then be convened where the Licence Holder or Participant will have the ability to present their case. The Stewards have the authority to vary the penalty and will generally double the recommended penalty if a breach of the Regulations is established.
- e) The original signed Infringement Notice will be retained by the Stewards and a copy will be issued to the Licence Holder or Participant for their records.

## **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.

The Stewards 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 a 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 or misleading statement to, 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)** A Infringement/Protest Form must be lodged where the Protest:
  - is against the race results, within thirty (30) minutes after the publication of the provisional results, unless there are circumstances which made this physically impossible;
  - relates to any other matter occurring at a Meeting, no later than thirty (30) minutes after the publication of provisional results.
- 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 either 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 actually 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 or misleading statement to, 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 the meeting, or the publication of findings from the Stewards Hearing, whichever is the latter.

Appeals Tribunals will be heard within twenty one (21) days after conclusion of the meeting, or the 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**

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**

- a) The form of the Notice of Appeal is available at [www.kartingnsw.com.au](http://www.kartingnsw.com.au).
- b) 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.
- c) 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.
- d) 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.
- e) 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.
- f) 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.
- g) 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.
- h) 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.

Speedway Karting is one of the cheapest entry level forms of motorsport around, and can be enjoyed by the whole family, just be prepared to use Tear-Offs and get dirty !

#### **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;
- Have undertaken a briefing delivered by the Clerk of Course regarding the 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 or 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**

The Supplementary Regulations will include the following:

- The format of Racing, including the number of Heats/Finals and their distance expressed as a number of laps;
- The format of the grid procedure and the point score system to be used;
- The manner in which the winner of each Event is determined.
- For Zone Meetings, the Clubs participating, the no. of Meetings proposed, and any Series Regulations.

### **S.2.2 Named Events**

Are for special memorial or annual Meetings.

The Supplementary Regulations will include the following:

- The format of Racing – any Qualifying, the number of Heats/Finals and their distance expressed as a number of laps;
- The format of the grid procedure and the point score system to be used;
- The manner in which the winner of each Event and any special prizes are determined.

### **S.2.3 State Speedway Titles**

The State Speedway Titles will be promoted annually. They will:

- Generally take place in September each year;
- Be conducted on a rotational basis between all Speedway Clubs in NSW;
- Generally follow the Named Event format in the Competition Regulations subject to below.

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, which should be no later than one (1) week prior to the Meeting;
- Advise if late entries will be accepted by the Organiser;
- Specify that each Driver must hold a Minimum of a C Grade Licence;
- Advise if Tyre pooling would be used, and if so, how it would be administered;
- 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 and 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 State Speedway Titles.

## **S.3 Method of Racing**

### **S.3.1 Direction of Racing**

Speedway racing is always in an Anti-Clockwise direction.

### **S.3.2 Qualifying (Optional)**

*This Regulation replaces the Competition Regulation – Section M.2.17.*

The Supplementary Regulations will specify any Classes requiring Qualifying session(s).

For each 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 Qualifying sessions, for each Class/Division, will determine their respective grid positions for their Class/Division.

### S.3.3 Grid Determination

This Regulation replaces the Competition Regulation – Section M.2.18.

If Qualifying has taken place for a Class:

- All grid positions will be determined by the Qualifying session times from fastest to slowest;
- 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.
- **D Grade Licence Holders start from where they qualify.**
- Any Driver who failed to record a time during a 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 also specify the number of Heats which will use this grid order.

If qualifying has not taken place:

- Grid positions will be randomly drawn for the specified number of Heats.
- Any **D Grade Licence holders** must start at the rear of grid in all Competitions.

Grid positions for all remaining Heats and Finals will be determined as per the Supplementary Regulations.

### S.3.4 System of Gridding

This Regulation replaces the Competition Regulation – Section M.2.19.

- a) 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.
- b) A Driver is permitted a maximum of two (2) pit crew to assist on the 'in and out-grids'.
- c) The grid sheets will list Drivers grid positions in two (2) rows.
- d) 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).
- e) Should a grid position not be occupied 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.
- f) All Drivers will have two (2) minutes to Start & clear the out-grid once the first Kart has crossed the Baulk Line.
- g) Pit crew may undertake work on a Kart, which is not able to start during this period.
- h) Drivers must leave the out-grid in an orderly manner, and merge with any existing Karts on the Race Track safely.
- i) Once this two (2) minute period has elapsed, the Drivers are under the Starters control. Any Karts still on the out-grid at this time will be deemed non-starters for that Competition.

### S.3.5 Rollup Laps

- a) In the event of a collision during the rollup laps, a Kart is permitted to be restarted.
- b) A Kart that has stopped due to Driver error, may be permitted to restart, under direction from the Officials.
- c) A Driver is permitted to receive outside assistance to be restarted.
- d) A Kart that has stopped due to a mechanical defect will not be permitted to restart.

### S.3.6 Starting Procedure

This Regulation replaces the Competition Regulation – Section M.2.20.

- a) Yellow Flags/Lights will be displayed whilst Karts are leaving the out-grid and during the rollup laps.
- b) The Kart on Pole will lead the field and will maintain a reduced, reasonable and steady speed.
- c) 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.

- d) When approaching the Start Line, Karts may only accelerate once the Green Flag/Lights are displayed to signal the Start.
- e) 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.
- f) Any additional rollup laps may be deducted from the scheduled Race distance at the discretion of the Clerk of Course or Stewards.
- g) Starting infringements and any resultant penalties may be issued through the use of the Black and White Diagonal flag.

### S.3.7 Restarting of Karts

This Regulation replaces the Competition Regulation – Section M.2.21.

- 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 Kart Restarts during Finals

- a) 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 accordingly, prior to their Finals.

### S.3.9 Track Limits

- a) The Infield Markers/Windrow shall delineate the inside Track limit of a Speedway Track.
- b) Any Driver who is observed by an Official to be driving on or over the Windrow, with any part of the 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.2.22 & M.2.23, however Rule M.2.22 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

This Regulation replaces the Competition Regulation - Section M.2.24.

The winner of a Race shall be the Kart that crosses the Finish Line first, having regard for the fact that:

- Should the Chequered Flag be shown to the leading Kart, before the prescribed distance has been reached, the Race shall be considered to have finished at the time such flag was shown.

- Should the Chequered Flag be delayed for any reason, the Race will be deemed to have finished at the prescribed distance, and any additional laps are ignored.
- If the Race is stopped by the use of a Red Flag and is declared a Race, the results shall be calculated from the time the leader crossed the Finish Line at the start of the lap, before the lap on which the Red Flag was shown.

In all cases, the finishing results shall show:

- The winner first;
- Then each Kart classified as a finisher in the order of the number of laps completed; 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; and then each Kart which was allocated a grid position in the Race and which did not start.

Any time penalty to be added to the results shall be added to the time taken by the relevant Kart to complete the Race distance before the Race results are compiled. It shall not affect the number of laps credited to that Kart.

## **S.4 Speedway Flag/Light Signals**

### **S.4.1 Signal Colours**

This Regulation replaces the Competition Regulation – Section M.3.3.

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 achieved 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 Additional Kart Specifications**

### **S.5.1 Bodywork**

**a) Side Pods**

- Must be fitted to a Kart at all times.
- Including any attached panels, 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.
  - 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.
- They may be braced internally using a lightweight material such as aluminium angle or tubing, which must not have any sharp angles and/or sharp bends.
- They may have internal air ducting, however it must remain within the bodyline limitations and must only be manufactured of Coreflute®.
- Side Panel Example:



- c) Nassau Panel
  - Must be fitted to a Kart at all times.
  - The Nassau Panel may extend a Maximum of 50mm above the top of the steering wheel.
- d) Rear Crash Bar and Rear Impact Protection
  - Either a Rear Crash Bar or a Rear Impact Protection device must be fitted to a Kart at all times.
- e) Nose Cone
  - Must be fitted to a Kart at all times.

### S.5.2 Competition Numbers

- a) Competition numbers must comply with the Competition Regulations.
- b) The front and rear facing Competition numbers must be displayed in the correct colour combination that identifies the Speedway Class.
- c) Side facing Competition numbers:
  - **This Regulation replaces the Competition Regulation – Section M.2.10 g).**
  - Must be in an easily read colour combination.
  - Must be mounted on either side of the Kart.
  - Must be a minimum of 100mm high and a minimum of 15mm thick and be of a plain or italic font, with a contrasting background colour. For double digit numbers there must be a minimum of 15mm spacing between each number.
  - Karts without Side Panels must 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.5.3 Video Recording Systems**

*This Regulation replaces the Technical Regulation – Section T.3.16.*

- a)** The fitting of video recording equipment to a Kart is permitted, with a maximum of two (2) video recording systems allowed.
- b)** 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.
- c)** 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.
- d)** 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.
- e)** 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.
- 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.5.4 Race Receivers**

- a)** Race Receivers (One Way Communication devices) will only be used by Drivers & Classes at a Meeting, if listed in the Supplementary Regulations.
- b)** The Clerk of Course will undertake a test procedure (including Channel/Frequency selection) with Drivers prior to the start of Competition.
- c)** It is the Drivers responsibility to supply/use a compatible Race Receiver, and ensure their Race Receiver is correctly functioning whilst they are Competing.
- d)** Race Receivers are not permitted to be attached to a Drivers helmet and any cable must be concealed within the Drivers apparel.
- e)** The Clerk of Course (or their delegated assistant) is the only person permitted to communicate on the Race Receivers at the appropriate times.
- f)** All Communications from the Clerk of Course on the Race Receivers are regulatory, and a Driver who disobeys the communication may be penalised.
- g)** Any hearing impaired Drivers need to notify the Clerk of Course if they cannot use a Race Receiver.

## **S.6 Speedway Classes**

### **S.6.1 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: Supplementary Regulations may specify Minimum Licence Grade.

When only one (1) single Class Division is competing at an Event, the Class weight may be the average between the Light, 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 the Class Divisions must be listed in the Supplementary Regulations.

### **S.6.2 All Classes**

- Drivers must have a device on their helmets to retain tear offs (i.e. rubber grommet).
- 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.
- 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.
- All Kart specifications must comply with the standard Technical Regulations.
- Each specific Class will list the additional or updated, specifications required.
- 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.6.3 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 and chest protectors are recommended, **and if fitted, must follow the manufacturer guidelines.**

#### **b) Drivetrain**

**Eligible engines:**

- **Comer SW80**
- **Yamaha KT100J** (with 14mm exhaust restrictor)
- **Vortex Mini Rok** (with 16mm exhaust restrictor)

**Engine Displacement:**

- Yamaha KT100J: Maximum bore size diameter increased to 52.90mm.

**Clutch:**

- Yamaha KT100J: The fitment and use of a clutch is optional.

#### **c) Tyre Options**

- **MG WT (White)** Front: 10 x 4.20-5, Rear: 11 x 6.00-5
- **Dunlop KT6SLW1** Front: 10 x 4.00-5, Rear: 11 x 6.50-5
- **Dunlop KT12SLW2** Front: 10 x 4.50-5, Rear: 11 x 6.50-5
- Any modification, including any grooving or siping of a tyre **is not permitted.**
- May use any combination of tyres listed.

**d) Weight**

Minimum weight including the Driver:

Class & Engine	<b>Comer SW80</b>	<b>Yamaha KT100J</b>	<b>Vortex Mini-Rok</b>
<b>Speedway Novice</b>	85 kg	95 kg	99 kg

**e) Competition Numbers**

- Red number on White plate/background

**S.6.4 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 and chest protectors are recommended, **and if fitted, must follow the manufacturer guidelines.**

**b) Drivetrain****Eligible engines:**

- **Yamaha KT100J** (with 16mm exhaust restrictor)
- **Vortex Mini-Rok**

**Engine Displacement:**

- Yamaha KT100J: Maximum bore size diameter increased to 52.90mm.

**Clutch:**

- Yamaha KT100J: The fitment and use of a clutch is optional.

**c) Tyre Options**

- **MG WT (White)** Front: 10 x 4.20-5, Rear: 11 x 6.00-5
- **Dunlop KT6SLW1** Front: 10 x 4.00-5, Rear: 11 x 6.50-5
- **Dunlop KT12SLW2** Front: 10 x 4.50-5, Rear: 11 x 6.50-5
- Any modification, including any grooving or siping of a tyre **is not permitted.**
- May use any combination of tyres listed.

**d) Weight**

Minimum weight including the Driver:

Class & Engine	<b>Yamaha KT100J</b>	<b>Vortex Mini-Rok</b>
<b>Speedway Rookies</b>	100 kg	103 kg

**e) Competition Numbers**

- Red number on White Plate/Background

**S.6.5 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 and chest protectors are recommended, **and if fitted, must follow the manufacturer guidelines.**

**b) Drivetrain****Eligible engines:**

- **Yamaha KT100J**
- **Yamaha KT100S** (with 25mm exhaust restrictor)
- **IAME 100 Reedjet** (with 19mm exhaust restrictor)

**Engine Displacement:**

- Yamaha KT100J: Maximum bore size diameter increased to 52.90mm.
- Yamaha KT100S: Maximum bore size diameter is standard 53.10mm.



**Clutch:**

- Yamaha KT100J & KT100S - The fitment and use of a clutch is optional.

**c) Tyre Options**

- **MG WT (White)** Front: 10 x 4.20-5, Rear: 11 x 6.00-5
- **Dunlop KT6SLW1** Front: 10 x 4.00-5, Rear: 11 x 6.50-5
- **Dunlop KT12SLW2** Front: 10 x 4.50-5, Rear: 11 x 6.50-5
- ~~Any modification, including any grooving or siping of a tyre is not permitted.~~
- **The hand grooving or siping of a tyre is permitted.**
- May use any combination of tyres listed.

**d) Weight**

Minimum weight Divisions, including the Driver:

Division & Engine	<b>Yamaha KT100J</b>	<b>Yamaha KT100S</b>	<b>IAME 100 Reedjet</b>
<b>Speedway Junior Light</b>	110 kg	115 kg	117 kg
<b>Speedway Junior Mid</b>	120 kg	125 kg	127 kg
<b>Speedway Junior Heavy</b>	130 kg	135 kg	137 kg

Maximum Kart weight for Divisions, excluding the Driver:

Division & Engine	<b>Yamaha KT100J</b>	<b>Yamaha KT100S</b>	<b>IAME 100 Reedjet</b>
<b>Speedway Junior Heavy</b>	83 kg	88 kg	90 kg

**e) Competition Numbers**

- Black number on White Plate/Background

**S.6.6 Speedway KT Standard****a) Driver Requirements**

- Must hold a **KNSW Senior** Licence.
- Masters Division: Minimum 40 years of age to compete.

**b) Drivetrain**

**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**

- **MG WT (White)** Front: 10 x 4.20-5, Rear: 11 x 6.00-5
- **Dunlop KT6SLW1** Front: 10 x 4.00-5, Rear: 11 x 6.50-5
- **Dunlop KT12SLW2** Front: 10 x 4.50-5, Rear: 11 x 6.50-5
- The hand grooving or siping of a tyre **is permitted**.
- May use any combination of tyres listed.

**d) Weight**

Minimum weight Divisions, including the Driver:

Division & Engine	<b>Yamaha KT100S</b>
<b>Speedway KT Standard Light</b>	130 kg
<b>Speedway KT Standard Heavy</b> <b>Speedway KT Standard Masters</b>	150 kg
<b>Speedway KT Standard Super Heavy</b>	170 kg

Maximum Kart weight for Divisions, excluding the Driver:

Division & Engine	<b>Yamaha KT100S</b>
<b>Speedway KT Standard Heavy</b> <b>Speedway KT Standard Super Heavy</b>	83 kg

**e) Competition Numbers**

- Black number on Yellow Plate/Background.

## S.6.7 Speedway KT Modified

### a) Driver Requirements

- Must hold a **KNSW Senior** Licence.
- Masters Division: Minimum of 40 years of age to compete.

### b) Drivetrain

#### Eligible Engine: Yamaha KT100S

- 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 increased to 55.10mm.
- Maximum stroke remains at 46.13mm.

#### Connecting Rod:

- Must be the same length as the original connecting rod and made of magnetic material.

#### Crankshaft:

- A change to the stroke is not permitted.

#### Exhaust Intake and Transfer Ports:

- No modifications allowed to:
  - Number of transfer passages and inlet ports in the cylinder and crankcase;
  - Number of exhaust ports and passages;
  - Port surface finish which is a non-tech item.

#### Clutch:

- The fitment and use of a clutch is optional.

#### Exhaust Muffler:

- Any commercially available mufflers 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 retainers, safety spring retainers.
- Example:



### c) Tyre Options

- The maximum wheel/rim diameter is 5 inch (127mm).
- Any Dry Weather Tyre listed in any Class Regulations may be used.
- Any Wet Weather Tyre listed below may be used:

Apexis APW	Maxxis Wet
Bridgestone WER YLP	MG WT, WZ (White)
Burris TX-22	Mojo W2, W3
Dunlop KT14W13, KT6SLW1, KT12SLW2	Vega W2
Hoosier Wet	

- The hand grooving or siping of a tyre **is permitted**.
- A competitor may use any combination of tyres.

**d) Weight**

Minimum weight Divisions, including the Driver:

Division & Engine	<b>Yamaha KT100S</b>
<b>Speedway KT Modified Light</b>	130 kg
<b>Speedway KT Modified Heavy</b>	150 kg
<b>Speedway KT Modified Masters</b>	170 kg
<b>Speedway KT Modified Super Heavy</b>	170 kg

Maximum Kart weight for Divisions, excluding the Driver:

Division & Engine	<b>Yamaha KT100S</b>
<b>Speedway KT Modified Heavy</b>	83 kg
<b>Speedway KT Modified Super Heavy</b>	

**e) Competition Numbers**

- White number on Red Plate/Background.

**S.6.8 Speedway Pro Standard****a) Driver Requirements**

- Must hold a **KNSW Senior** Licence.

**b) Drivetrain**

**Eligible Engines (unrestricted):**

- **IAME KA100 Reedjet**
- **Yamaha KT100S**

**Eligible Engines (restricted):**

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

- Restricted engines must comply with the Tag Restrictor Plates defined in **Class Regulations – Section C.9.3 b).**

**Radiators:**

- If used, any commercially available radiator is permitted.

**Clutch:**

- Yamaha KT100S - The fitment and use of a clutch is optional.

**c) Tyre Options**

- The Maximum wheel/rim diameter is 6 inch (152.4mm).
- Any commercially available Kart tyre is permitted.
- The hand grooving or siping of a tyre is permitted.
- Any combination of tyres is permitted.

**d) Weight**

Minimum weight Divisions, including the Driver:

Division & Engine	<b>Yamaha KT100S</b>	<b>IAME 100 Reedjet</b>	<b>All Other Engines</b>
<b>Speedway Pro Standard Light</b>	130 kg	142 kg	150 kg
<b>Speedway Pro Standard Heavy</b>	150 kg	162 kg	170 kg
<b>Speedway Pro Standard Super Heavy</b>	170 kg	182 kg	190 kg

Maximum Kart weight for Divisions, excluding the Driver:

Division & Engine	<b>Yamaha KT100S</b>	<b>IAME 100 Reedjet</b>	<b>All Other Engines</b>
<b>Speedway Pro Standard Heavy</b>	83 kg	95 kg	100 kg
<b>Speedway Pro Standard Super Heavy</b>			

**e) Competition Numbers**

- Black number on White Plate/Background

**S.6.9 Speedway Pro Open****a) Driver Requirements**

- Must hold a **KNSW Senior** Licence.
- Must hold a Minimum **B Grade** Licence.

**b) Drivetrain****Eligible Engines:**

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

**Radiators:**

- Any commercially available radiator is permitted.

**c) Tyre Options**

- The maximum wheel/rim diameter is 6 inch (152.4mm).
- Any commercially available Kart tyre is permitted.
- The hand grooving or siping of a tyre is permitted.
- Any combination of tyres is permitted.

**d) Weight**

Minimum weight Divisions, including the Driver:

Division & Engine	<b>All Engines</b>
<b>Speedway Pro Open Light</b>	150 kg
<b>Speedway Pro Open Heavy</b>	170 kg
<b>Speedway Pro Open Super Heavy</b>	190 kg

Maximum Kart weight for Divisions, excluding the Driver:

Division & Engine	<b>All Engines</b>
<b>Speedway Pro Open Heavy</b> <b>Speedway Pro Open Super Heavy</b>	100 kg

**e) Competition Numbers**

- Black number on White Plate/Background.

**S.6.10 Speedway Pro Gearbox****a) Driver Requirements**

- Must hold a **KNSW Senior** Licence.
- Must hold a Minimum **B Grade** 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**

- The maximum wheel/rim diameter is 6 inch (152.4mm).
- Any commercially available Kart tyre is permitted.
- The hand grooving or siping of a tyre is permitted.
- Any combination of tyres is permitted.
- Bead locks are optional, but recommended.

**e) Weight**

Minimum weight, including the Driver:

Class & Engine	All Engines
<b>Speedway Pro Gearbox</b>	160 kg

**f) Competition Numbers**

- Black number on White Plate/Background.



## **Section T - Technical Regulations**

### **T.1 Kart Standard – Overview**

#### **T.1.1 Overview**

The KNSW Kart Standard applies to all Karts participating or competing in accordance with these Rules and Regulations.

Individual Class Regulations may specify additional Technical requirements.

Anything which is not expressly allowed in the Technical, Engine and Class Regulations is forbidden.

#### **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**

##### **a) Metallic Materials**

Shall mean either steel or aluminium only.

##### **b) Weight Materials**

For the purpose of reaching minimum Kart Weights, only lead or aluminium material is permitted.

##### **c) 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.

Only 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 composite material:

- Seat, nassau panel, floor pan.

##### **d) 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.

##### **e) Ceramic Materials**

No rotating ceramic parts are permitted.

No ceramic bearings, be they full or hybrid, are permitted.

##### **f) 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

- 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) The Weight measured on the official scales at each meeting, shall be final with no recourse allowed.
- d) For all Karts in the 4SE Class, see the 4SE Class Regulations 4E.6 for further specifications, otherwise, the minimum Weight must be completed 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;
  - 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;
  - For single weight blocks greater than 3kg two (2) fixing points are required.

### T.1.6 Nuts and Bolts

- a) A minimum of two (2) threads of any bolt must be showing past the nyloc nut once fixed.
- b) If more than two (2) threads of any bolt are showing, then the exposed thread must have an additional protective cover, such as fuel line.

### T.1.7 Specific "Non-Permitted" Items

- a) **Suspension**  
Apart from the steering system, any device, system or item which provides relative movement between a wheel and the Kart frame.
- b) **Rear Wheel Steering**  
Any device, system or item which is deemed as providing a rear wheel steering effect.
- c) **Front Wheel Drive**  
Any device, system or item which provides forward traction to the one or both front wheels.
- d) **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).
- e) **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).
- f) **Mirrors**  
Any device, surface or item which is deemed for the purpose of providing rearward vision.
- g) **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

- a) Any Kart modified for a special needs Driver must be certified by the State Technical Officer, before it is used at any Track.
- b) Any specific Kart modifications will need a Certification document that must be presented at scrutineering before all events, and/or be available at the Track prior to the commencement of testing/practice. It must be made available to KNSW Officials on request.
- c) All four number plates must include a bright red triangle in the top right hand corner.

## **T.2 Kart Standard – Chassis**

### **T.2.1 Frame**

- a) The Chassis must:
- Consist of a single Frame constructed entirely from steel, and be in good condition.
  - Not extend sideways beyond the outside wall of any tyre.
- b) The following items must be mounted with appropriate sized fixings directly to the Frame:
- |          |            |                        |
|----------|------------|------------------------|
| • Engine | • Steering | • Front and Rear Axles |
| • Seat   | • Pedals   | • Bodywork             |

### **T.2.2 Frame Replacement**

- a) It is permitted to replace a Frame which suffers damage during a Meeting, provided that the damaged Frame has been inspected, and deemed by the Chief Scrutineer to:
- Be unsafe;
  - Be beyond repair in the time available before the Competitors next session.
- b) Before continuing Competition, the Kart with the replacement Frame must be re-scrutineered, and the Grid Marshal advised.
- c) The Competitor with the replacement Frame, must start their next Competition, at the Rear of the Grid.

### **T.2.3 Dimensions**

- a) With the Kart placed on a flat surface and the tyres inflated to the manufacturers recommended 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.
- c) The mounting of any items must not compromise the structural integrity of the seat.

### T.2.5 Wheels

- a) A Kart must have four (4) wheels and tyres.
- 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 when Dry Tyres are fitted:
  - 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.
  - The angular separation between each screw must be no more than 120deg.
  - The 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, unless a specific Class Regulation also allows Aluminium axles.
- d) **Steel Axles:**  
The external diameter of a solid axle must not exceed 30.0mm.  
If tubular must conform to one of the following sizes:
  - 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
- e) **Aluminium Axles:**  
Must have:
  - 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.
- f) The wheel hub is to be keyed as well as clamped to the rear axle.
- g) Where axle keys are not the same length as the keyway, or there is a risk that the key may become dislodged, a hose clamp or other positive method of key retention is required.

### T.2.7 Bodywork

Only the following bodywork or aerodynamic aids are permitted:

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

### T.2.8 Nose Cone – Non Championship Meetings

- a) Must be fitted and attached to the Frame with the manufacturers supplied mounting system.
- b) No form of strengthening or additional support is permitted.
- 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) Any repairs must be approved by the Chief Scrutineer.
- f) 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 25mm 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 – Championship Meetings

- The use of a CIK-FIA homologated Nose Cone mounting kit (the “Mounting Kit”) of the bodywork homologation period 2015 – 2020, is mandatory.
- 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.
- 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.
- 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.10.6).
- 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.
- 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 25mm 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**

- a)** Must be fitted at all times in accordance with the Chassis manufacturers specifications and be securely fastened with either bolts or split pins.
- b)** Must 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)** Must be no wider than:
  - 300mm for Competitions on bitumen Tracks;
  - 500mm for Competitions on dirt or Speedway Tracks.
- d)** Must be no higher than the dimensions detailed in [Section T.10.1](#).

### **T.2.12 Floor Pan**

- a)** Must be fitted at all times, be in good condition and:
  - Be a continuous, uniform, non-perforated rigid sheet;
  - 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;
  - Are to be bolted upward with the nut on the top.

### **T.2.13 Rear Crash Bar (Metallic)**

- a)** Must 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)** If fitted, must be used only at Practice and Come & Try Sessions by:
  - All Sprint Classes (excluding 4SS).
- 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 always be fitted by Sprint Classes (except 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 Homologated rear impact protection device, or a rear impact protection device which is homologated by an ASN affiliated with the CIK-FIA.
- c) The rear impact protection device must:
  - Comply with the provisions of the CIK-FIA Technical Regulations, and be fitted in accordance with 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

- a) May be fitted and must not provide any aerodynamic benefit.
- b) 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

- a) The steering system must be operated by the drivers hands and consist of the following components:
- b) **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.
- c) **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.
- d) **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; otherwise
  - Be solid metallic and 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.

### e) Steering Arms

Connect the Steering Shaft to the Front Stub Axles and:

- Must be metallic;
- 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;
- If constructed of 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;
- King Pins and Rod Ends must utilise bolts of at least 8.0mm diameter;
- These 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

### a) Brakes must:

- Be fitted and operational at all times.
- Be either hydraulic or mechanically operated Disc Brakes.
  - CIK-FIA homologated brake systems/components are permitted.
  - Duracan brake components are not permitted.
- Act simultaneously on the rear wheels only, unless front brakes are allowed in the Class Regulation.
- Be operated by the driver's foot, unless otherwise approved by KNSW.
  - However, 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, which includes the front crash bar.
- 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.

### b) 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.

### c) 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.

### d) 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**

- a) Must be operated by the driver's foot unless otherwise approved by KNSW.
- b) At all times, a foot throttle pedal must remain wholly within the limits of the Frame, which includes the front crash bar.
- c) 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**

- a) All engines must be Homologated and/or approved by KNSW.
- b) They must be internal combustion, reciprocating piston engines only, working on either the two (2) or four (4) stroke principle.
- c) **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.
- d) **Number of Engines**  
Two (2) is the maximum number of Engines permitted for use on a Kart at a meeting:
  - This limit may only be altered in the Class or Supplementary Regulations;
  - The Engines must be used from the start of Qualifying or the first Competition for the Class;
  - At Championship meetings, Engines may not be cross-entered in multiple Classes.
- e) **Spark Plugs**  
Must have no more than:
  - 20.0mm engagement length without the washer;
  - 12.7mm engagement length without the washer when used in the Comer SW80;
  - All other aspects related to Spark Plugs are deemed Non-Technical.
- f) **Gaskets**  
Cylinder Head Gaskets must be retained, otherwise:
  - Cylinder Base, Carburettor base and phenolic spacer gaskets are all dimensionally free;
  - Crankcase half gaskets may be formed from liquid gasket compounds;
  - Cylinder Base adjusting shims/spacers may be of any material permitted within the Regulations, and must be of uniform thickness;
  - All other aspects related to Gaskets are deemed Non-Technical.
- g) **Engine Sprocket**  
A direct drive sprocket:
  - Complete, must weigh no more than 0.1kg.
  - Retaining nut must be no larger than 19.0mm 'Across Flats'.
- h) **Non Technical Items**  
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)

Unless specified in any Regulations, non-technical items are to 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.

**b)** Starting systems may be manual pull type or electrical.

**c) 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.

**d)** 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 specifically 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.

**c)** When fitted with a clutch, a Kart must have an ignition kill switch:

- When activated, the ignition kill switch must immediately bring the engine to a complete stop.

**d)** Clutches must:

- Be of the dry centrifugal type;
- Be KNSW regulated, with no modifications are 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.

**e)** Any clutch guard or retention device may be modified to allow the fitment of a chain guard.

### **T.3.5 Guards**

**a)** Chain/Belt, Engine sprocket Guards:

- Must be fitted at all times.
- Must provide enough protection to prevent any part of the driver becoming trapped in the chain or 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.

**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 capacity 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

- Only Carburettors in the Engine Regulations are permitted to be used.
- All engine air must pass through the carburettor inlet throat.
- Carburettor throttles must be fitted with two (2) idle return springs.
- Adjustment of Carburettor Jet needles must be done by manually turning the Jet needle, or its extension only.
- 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

- An Airbox must be fitted at all times, and unless specified by a Class or Engine Regulation, must be the Regulation AKA43 airbox assembly.
- 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 'blue' or 'yellow' internal filter, which must be moulded directly to the rubber adaptor, and have no holes, tears or cuts.
  - The 'yellow' filter must be used for Dirt Track or Speedway, and 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 their centrelines parallel, one behind the other.
- It is permitted to:
  - Fit an external filter.
  - Fit 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.
- All engine air must pass through the AKA43 inlet tubes and internal filter.
- Internal or external adjustable induction systems are permitted.
- 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 socoremm of at least 94.5mm in length must be used with the X30 Engine - with a genuine IAME filter, if a filter is used.
- The **Airbox adaptor** must be fitted at all times and must conform to the specifications as given 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 complete **Exhaust System** must:

- Be fitted at all times;
  - Be arranged to carry all exhaust gases away from and to the rear of the driver;
  - Not have any item, including the 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 system may have a single fitting for the mounting of an exhaust temperature probe.
- 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 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 and the other end secured through a fixing lug on the muffler.
    - The fixing lug may take the form of a hose clamp.
- 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)** Reed and Rotary valve engines may use any CIK-FIA homologated muffler.
- d) Control Mufflers**
- There are two (2) KNSW Control Mufflers that may be used in Competition:
- **AKA14**
  - **AKA39**

Use of these Control Mufflers is determined by individual Class and Engine Regulations.

They must be manufactured by Powermac, and conform dimensionally as in the corresponding Engine Regulations. Therefore, any modification, or attempted modification, of any dimension is not permitted.

The flex end tube may be replaced or repaired.

Any replacement or repair must respect all the standard dimensions.

- e)** Where the AKA14 Control Muffler is used in Novice and Rookie Classes, the exhaust length, from the mounting flange/aluminium face of the cylinder to the centre of the weld at the end of the divergence cone is 445mm Maximum.

### 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 Control Muffler, the Exhaust Header Pipe and Control 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 Exhaust Restrictor Plate must be no larger than the diameter listed.
- g)** Exhaust Restrictor Plates must be measured and sealed to the engine/exhaust prior to starting Competition.

### **T.3.14 Timing Transponder**

- a)** The KNSW authorised transponder must be fitted at all times during Competition.
- b)** The KNSW authorised 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 and Dash Displays**

- a)** Electronic Data Logging equipment and Electronic Dash Displays are permitted.
- b)** A single exhaust temperature probe or a single O2 sensor may be fitted:
- The Maximum diameter of the probe must be 16mm.
  - The Maximum length of the probe must be 25mm.
- c)** If the probe or sensor is used in the following engines, it must be fitted to the Exhaust Header Pipe:
- |                 |                    |
|-----------------|--------------------|
| • Yamaha KT100J | • PRD Fireball 125 |
| • Yamaha KT100S | • SQ Cheetah 125   |
- d)** If the probe or sensor is used in the following engines, it must be fitted to the Muffler between the converging and diverging cones:
- |            |                    |                  |
|------------|--------------------|------------------|
| • IAME X30 | • IAME 100 Reedjet | • PRD Galaxy 125 |
|------------|--------------------|------------------|

### **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 ~~a minimum of 400mm, and a maximum of 450mm from the top and~~ 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
  - Must not have any 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) It is recommended to have a video recording system that is mounted and operating in accordance with these Regulations for all Meetings.
- h) All cameras and the recording media is to be made available to the Race Director, Clerk of Course or the Stewards, should they require them for use in any judicial matter.

## **T.4 Fuel**

### **T.4.1 Permitted Fuels**

- a) 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.
  - ELF LMS** – Unleaded racing fuel produced by an oil company to specifications detailed by the FIA.
    - **Must be approved for use in specific performance Classes and Competition only.**
- b) 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) 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.
- b) It must be a KNSW Permitted fuel.
- c) May apply to all Karts or to individual Classes at a Meeting, and be fully detailed on approved Supplementary Regulations.
- d) The Supplementary Regulations must include:
  - Fuel Brand – eg. Caltex;
  - 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**

Only commercially available Motor Oil, that does not contain any performance enhancing additives, may be added to Fuel.

## **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 and one (1) replacement Wet Tyre.
- b) At a State Championship meeting where tyre pooling is not used, 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 and/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:
  - At a Meeting where tyre pooling is not used, their replacement tyre is a used tyre as approved by the Chief Scrutineer; or
  - When tyre pooling is in force, and they receive a new tyre, replacing a tyre which has a manufacturing defect.

### **T.5.7 Tyre Pooling**

- a)** Supplementary Regulations for a meeting will specify if tyre pooling is to be used.
- b)** All tyres must be Dry Tyres only and in accordance with these Regulations.
- c)** Each individual Class must be allocated with tyres from the same manufacturing batch.
- d) Allocation and Usage**
  - Each competitor will be issued with one (1) set of tyres for each Class they entered.
  - Use of tyres in a Class they are not allocated to is not permitted.
  - Any new allocated tyre which, when compared to the same type of new tyre in the allocated set, inflated to the same pressure, varies in circumference by more than 10mm, may be exchanged for a new tyre of the same type.
    - This process must take place in consultation with the tyre supplier and Chief Scrutineer.
  - Prior to the meeting, or at time of collection, all tyres in the pool will be either;
    - Scanned with the KNSW Barcode Scanning system; and/or
    - Marked with the Race number and Class they are allocated to.
- e) Administration**
  - A competitor's entry fee for all Tyre Pooled Classes will include the cost of one (1) set of Dry Tyres per Class.
  - Only prior to the official close of entries, is a full refund of the entry fee, including the cost of the tyres, available.
  - After the official close of entries, all tyres will be made available for the Competitor to collect.
  - In case of any tyre replacements due to "Force Majeure", the meeting Organiser will order an additional five (5) % of the total quantity of each type of tyre.

## **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**

- a) 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.
- b) Sound Level Measurements are to be made in accordance with the procedures in Australian Standard AS2659.1-1988 "Use of Sound Measuring Equipment".
- c) 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**

- a) 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.
- b) 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**

- a) 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.
- b) The Stewards must ensure that the Organisers have the necessary noise measuring devices in place.
- c) 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.
- d) Drivers or Competitors of Karts which record sound levels greater than 100dBA must be referred to the Stewards as soon as possible as being non-compliant.

### **T.6.6 Noise Offences**

- a) A driver or competitor whose Kart emits noise in excess of the designated noise level at any time will be penalised in accordance with the Regulations.
- b) They may be removed from the Race Track and not permitted to resume practice or racing, until the Officials are satisfied that work has been carried out to rectify the problem.

### **T.6.7 Noise Safety**

#### **a) 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.

#### **b) Competitors**

It is highly recommended that ear plugs are worn at all times when driving a Kart. The starting of any Kart engine during the time scheduled for any Drivers Briefing is strictly prohibited.

#### **c) Paddock Area**

The starting of Kart engines in the Paddock area is only permitted for a maximum of ten (10) seconds.

#### **d) Engine Starting Area**

A competitor wishing to start a Kart engine for longer than 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.

#### **e) Out-Grid**

Starting of Kart engines in the out-grid is only permissible under the instruction of the Grid Marshal.

#### **f) 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.

## **T.7 Scrutineering/Technical Conformity**

### **T.7.1 Overview**

- a)** To ensure compliance with all Regulations, KNSW will carry out inspections.
- b)** 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.
- c)** 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.
- d)** Inspections may take the following two (2) forms:
  - Scrutineering (Safety Compliance and Administrative Checks)
    - 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.
    - Are to provide officials with administrative information, in regard to all aspects of a Competitors entry in a Class.
  - Technical Conformity Tests
    - 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.
- e)** In the event of a Competitors Exclusion from a Meeting, or part thereof, due to non-compliance on any grounds of safety, they are not permitted to protest or appeal the decision.

### **T.7.2 Scrutineering**

- a)** May be carried out by either of the following authorised persons:
  - A Technical Officer appointed by the Chief Scrutineer; or
  - The Competitor.
- b)** Prior to participating in Competition, each complete Kart, or replacement component:
  - Must be Scrutineered by an authorised person;
  - The Competitor 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)** Having so advised 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)** If 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.
- c)** Tails on plastic seals must not be cut and be left at full length.
- d)** All engines must have provision for sealing, which must be done in accordance with these Regulations.

#### **Details for KNSW Engine Seals**

- e)** Unless specifically stated in Class and/or Engine Regulations, all engines 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.
- f) Engine Seals/Tags** are typically fitted to the following nuts:
  - Extended Cylinder Head
  - Cylinder
  - Exhaust Nut
- g) 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.
- h) 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.
- i) 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**

#### **a) 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.

#### **b) 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.

#### **c) Cylinder Head Volume Measurement**

Purpose - To ensure the Cylinder Head Volume is within the specifications allowed in relation to the Class entered.

#### **d) Measuring Engines Controlled by Exhaust Port Timing**

Purpose - To measure the minimum piston travel to ensure it is within the specifications allowed in relation to the Class entered.

#### **e) Port timing Check with AKA Piston Travel Rods**

Purpose - To check the exhaust transfer split, and in piston port engines the exhaust to inlet split, to ensure they are within the specifications allowed in relation to the Class entered.

#### **f) Control Muffler Checks**

Purpose - To ensure AKA14 and AKA39 Control Mufflers are as per the Technical Regulations.

#### **g) Clutch Testing**

Purpose - To ensure correct functionality of any clutch fitted to an engine on a Kart.

#### **h) Fuel Testing**

Purpose - To ensure all fuel conforms to the requirements of a KNSW permitted fuel.

#### **i) Tyre Testing**

Purpose - 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
  - Plus any item mandated in a Class Regulation.
  - Gloves
  - Shoes
- b) The use of the following items are highly recommended, unless mandated in Class Regulations:
- Neck Brace
  - Kidney Belt
  - Rib and/or 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
  - Balaclava
  - Hood
  - Driving Suit
- d) Cool suits are permitted, however 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 any Vintage Kart, is on a Race Track.

### **T.8.2 Helmets**

- a) **Helmets** must:
- Be fitted and worn according to the manufacturer's instructions;
  - At all times 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 they are more than ten (10) years after their date of manufacture;
  - Bear a label indicating they comply with at least one of the following standards:
    - AS/ NZS1698
    - ECE-2204, ECE-2205 and ECER-2205
    - Snell SA2010, SAH2010, K2010, SA2015 (Not permitted after 31/12/2023)
    - Snell K2015
    - Snell-FIA CMR2007, CMS2007, CMR2016, CMS2016
    - SFI Specific 24.1
    - FIA 8860-2004, (Not permitted after 31/12/2020)
    - FIA 8860-2010, FIA 8859-2015
- b) Competitors are cautioned against using a helmet which has been damaged, or involved in an accident.
- c) Modification of any Helmet from its manufactured specification is not permitted, unless done in compliance with instructions approved and supplied by the manufacturer.
- d) It is advised that painting or use of solvents on helmets could be potentially dangerous. Any decorations or stickers may damage the protective capacity of the Helmet and if applied should follow the manufacturer's guidelines and restrictions.
- e) **Visors** must:
- Be used and attached to the Helmet at all times;
  - Be as supplied by the Helmet manufacturer;
  - Protect the eyes and face at all times;
  - Protect any prescription glasses or contact lenses, if these are needed by the Driver;
  - Always be optically clear;
  - Be either non-tinted or specifically a 'Night Visor', for any Competition conducted after official sunset.
- f) Visors may be modified to accept a spinning rain deflector.

- g)** 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 type helmet which offers chin protection may be used instead, 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 at any one (1) time.
- 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, if applicable, and must not have any protrusions.

### **T.8.4 Gloves**

Gloves must:

- Be securely fastened at the wrist.
- Provide full finger protection.
- Be resistant to abrasion.

### **T.8.5 Shoes**

Shoes must:

- Be securely fastened.
- Cover and provide protection to the ankles.
- 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 Procedures**

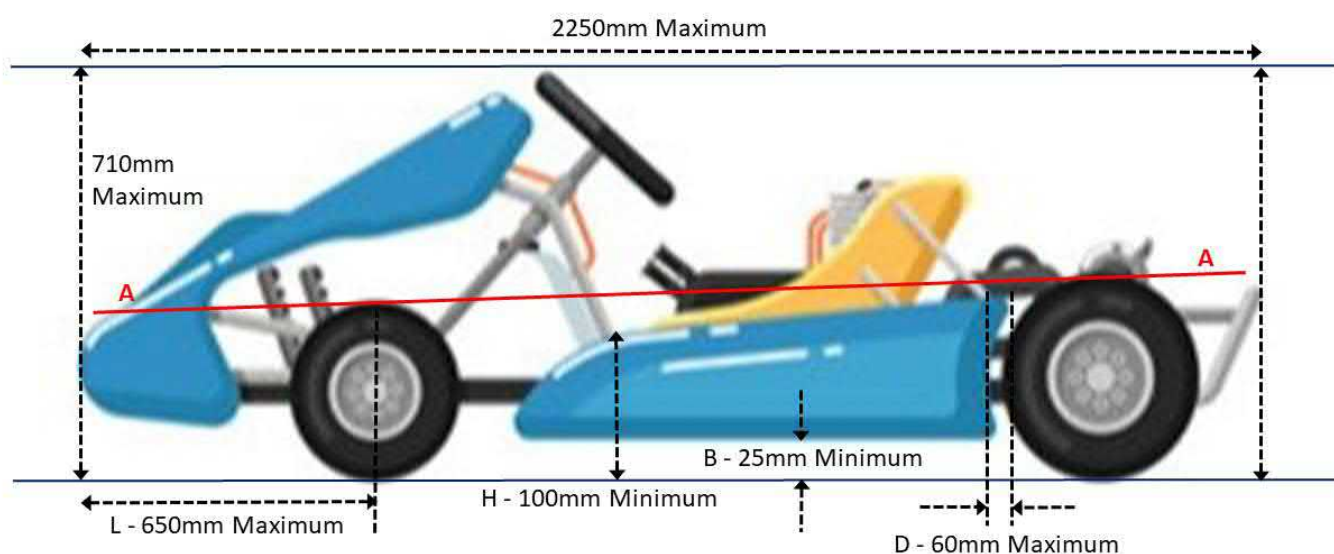
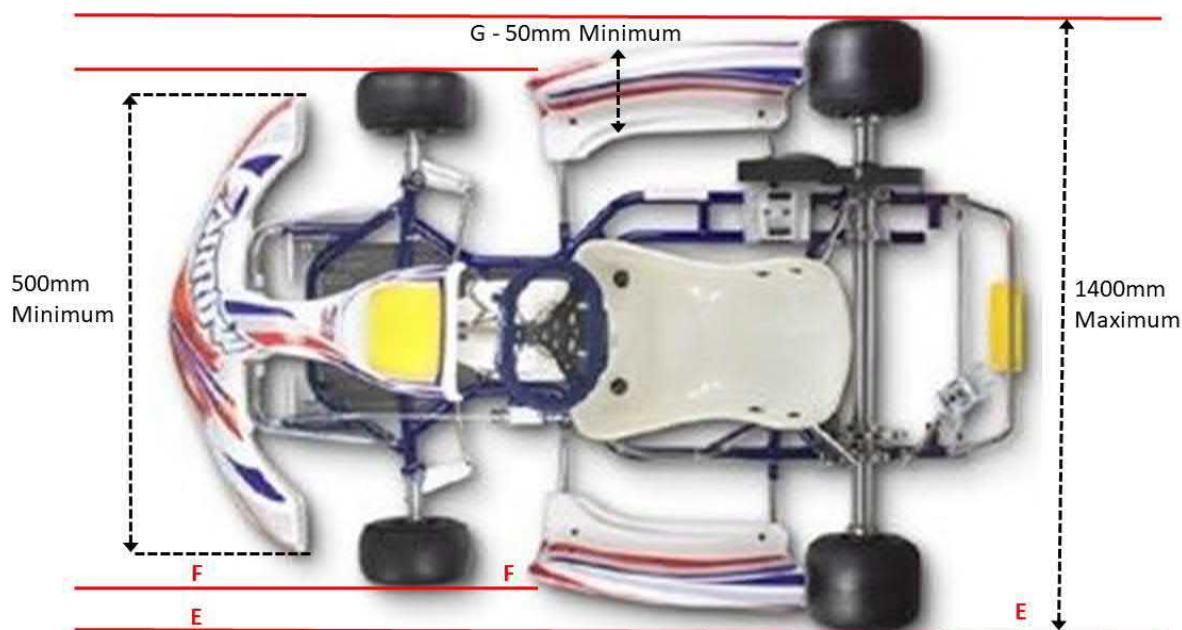
The use of all equipment and components, as listed and used in any KNSW authorised activity requires official KNSW Homologation.

The KNSW Homologation Policy and Procedures will be determined by KNSW from time to time. A copy is available upon request from KNSW.

Successful Homologation will only occur if KNSW determine the use of the equipment and/or component is in the best interests of Karting and aligned with KNSW's strategic direction.

## **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

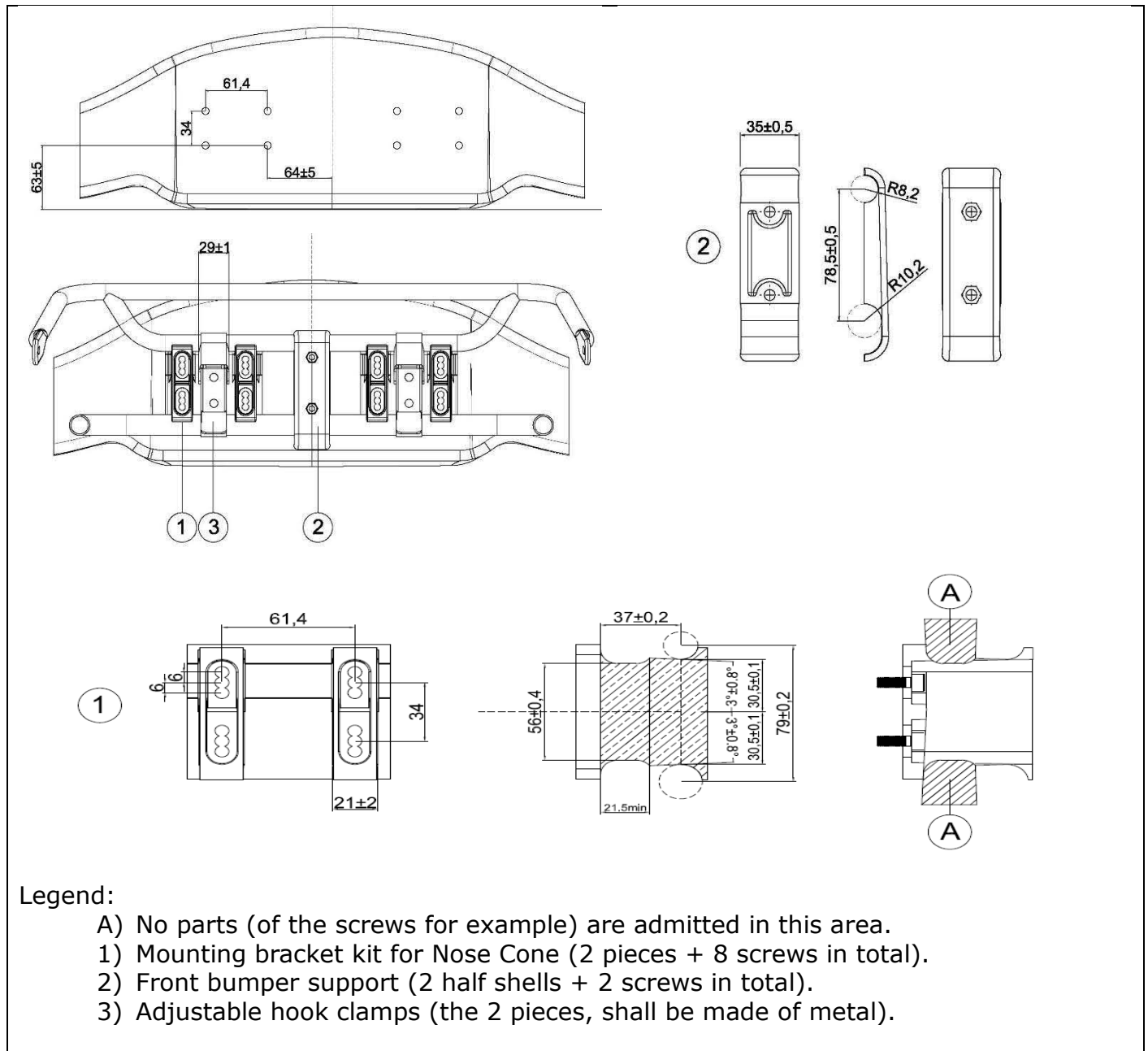
Engine	Maximum Stroke	TDC to Exhaust Opening	Exhaust Open to Inlet Open	Exhaust Open to Transfer Open (use rod with 5 grooves)	Exhaust Open to Transfer Open (use rod with 4 grooves)
Comer SW80	38.10	31.20 Min / 32.20 Max	21.40 Min	3.70 Min	
Yamaha KT100J	50.05	38.30 Min	26.80 Min	6.00 Min	
Yamaha KT100S	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
SQ Cheetah	54.00	37.75 Min / 38.70 Max			9.80 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 – Nose Cone Mounting Kit

### a) CIK-FIA Nose Cone Mounting Kit



- b) It is only permitted to fix the Nose Cone onto the Kart using the Mounting Kit. No other device is authorised.
- c) 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.
- d) The front bumpers (lower and upper tube) must be rigidly connected with the chassis and must have a smooth surface.
- e) Any mechanical work or other intervention to maximize the friction of the front bumpers is strictly forbidden.
- f) The adjustable hook clamps must be opened and closed by hand only, without the use of any tools. These cannot be cable-tied closed.
- g) The CIK Logo & Homologation number shall be embossed on each Mounting bracket.
- h) The Mounting bracket kit for the Nose Cone (the two (2) pieces shall be made of plastic).
- i) The Front bumper support (the two (2) half shells shall be made of plastic).



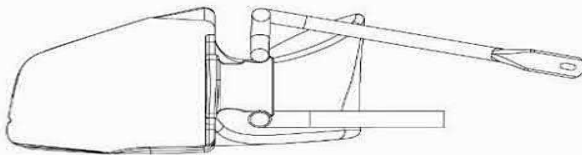
## j) Mounting bracket and installed example.



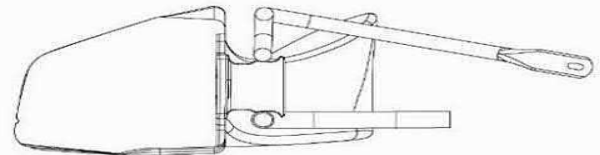
## k) Correct and pushed back positions.

**DESSIN TECHNIQUE N° 2d****Installation correcte du «Carénage Avant»**

Position correcte / Correct position

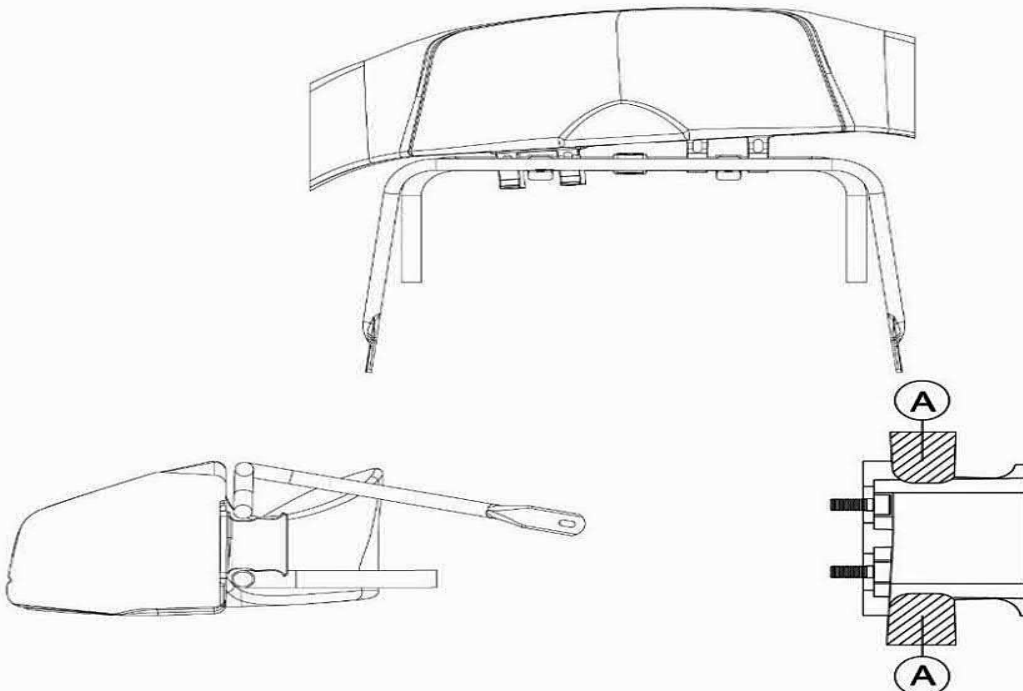
**TECHNICAL DRAWING No. 2d****Correct installation of the "Front Fairing"**

Position acceptable / Acceptable position



Position non acceptable si une quelconque partie des tubes du pare-chocs avant se trouve dans les zones marquées (A).

Not acceptable position if any part of the tubes of the front bumper are in the marked areas (A).



## **Section X – Practice**

### **X.1 Overview**

When practicing at a Track, it is ESSENTIAL that these Regulations are observed at all times in the interests of safety.

#### **X.1.1 Practice Permits**

Each Club must obtain a practice Permit from KNSW, before allowing any one to practice.

The practice permit will specify what days & times practice can occur, and any other conditions. It must be displayed at the out-grid area.

#### **X.1.2 Emergencies**

No person is permitted to use a Track if they are unaccompanied, so as to ensure that emergency services personnel can be called in the event of an accident.

There must be at least one adult observing any on-Track activity at all times.

A Club First Aid Kit must be properly stocked, easily accessible and readily available, as well having at least one (1) working mobile phone, or club telephone available, any time Drivers are on the Race Track.

## **X.2 Driver Requirements**

### **X.2.1 Compliance**

KNSW Regulations must be complied with at all times, including approved tyres.

Drivers must hold a current KNSW Licence that is valid for Practice and their Class of Kart. Club personnel must be able to validate a Drivers Licence.

Drivers must fill out a sign-on sheet **or register online in the KNSW MyKarting™ Portal**, for each day/session they attend the club/Track for practice.

The Club must retain all **written** sign-on sheets for a period of 12 months, and make them available to KNSW for verification when requested.

Drivers under the age of eighteen (18) years of age, must be accompanied by a Legal Guardian at all times, and all other Drivers must be accompanied by at least one other person while at the Track.

~~Using any short cuts or cut throughs, regardless of the Race Track configuration, is strictly prohibited.~~

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

### **X.2.2 Kart Classes**

Drivers are only permitted to drive a Class of Kart for which they are Licenced.

Age division restrictions for who may be on a Race Track at the same time:

- Novice and Rookie drivers are permitted on a Race Track together;
- Junior drivers are not permitted on the Race Track with any other age division;
- Senior drivers are not permitted on the Race Track with any other age division.

## **X.3 Track Configurations**

### **X.3.1 Full Track**

Practice will always take place on the full Race Track (No short cuts or cut throughs are to be used), unless an alternate configuration has been approved and implemented.

### **X.3.2 Alternate Configuration**

An alternate Race Track configuration can only be used if it has:

- Been established and authorised by the Club;
- The alternate configuration has been implemented by the positioning of tyre bundles, cones and other barriers that have been approved by the Club Safety Officer and Track Inspector.

### **X.3.3 Direction of Travel**

Each Club must designate the standard direction in which all Karts will be required to drive, any time they are using the Race Track for practice.

For Clubs where there Track licence allows reverse direction racing, the Race Track setup may be reversed in preparation for the next race meeting, so signage must always be in place to indicate which direction is currently being used.

### **X.3.4 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 also be clearly shown at the out-grid on a sign positioned adjacent to the Track map sign or out-grid gate.

### **X.3.5 Supervision**

It is highly recommended that a Club Official be present to supervise practice when an altered configuration and/or the reverse direction is in use.

## **X.4 General Conditions**

### **X.4.1 Safety Apparel**

The requirements of [Technical Regulations - Section T.8](#) (including helmets, driving suits, gloves and enclosed shoes) must be complied with at all times.

Whilst in the confines of the Race Track, all pit crew must wear high visibility clothing/vests.

### **X.4.2 Practice Sessions**

There must be no competitive element in Practice sessions – Racing is strictly forbidden.

It is forbidden to cross the Race Track, sit on tyre walls or be inside the Race Track, whilst ever there are Karts driving on the Race Track.

There must be a Chequered flag and Red flag available at the out-grid gate, at all times, to enable the sessions to be controlled, or alternatively a Safety Light signalling system controlled from the out-grid.

When there are more than 5 karts on the Track, an adult must be delegated with the responsibility to control the session.

Practice should be limited to 10 minute sessions in each group.

The mechanical breakdown area (if available) may be used during the 10 minute sessions.

It is forbidden to stop on the Race Track for any mechanical adjustments, take tyre pressures, refuelling, or to give the Driver instruction.

## **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](http://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**

<b>E.2.1 Comer SW80</b>	<del>Use <b>Comer_SW80_Specs.</b></del>
<b>E.2.2 Yamaha KT100J</b>	<del>Use <b>Yamaha_KT100J_Specs.</b></del>
<b>E.2.3 Yamaha KT100S</b>	<del>Use <b>Yamaha_KT100S_Specs.</b></del>
<b>E.2.4 Yamaha KT100SEC</b>	<del>Use <b>Yamaha_KT100SEC_Specs.</b></del>
<b>E.2.5 RKA Pro Clubman:</b>	<del>Use <b>Retro_Pro_Clubman_Specs.</b></del>
<b>E.2.6 Vortex Mini Rok</b>	<del>Use <b>Vortex_Mini_Rok_Specs.</b></del>
<b>E.2.7 IAME 100 Reedjet</b>	<del>Use <b>IAME_100_Reedjet_Specs.</b></del>

### **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 SQ Cheetah 125**
- E.3.6 Rotax 125 Micro Max (non EVO and EVO)**
- E.3.7 Rotax 125 Mini Max (non EVO and EVO)**
- E.3.8 Rotax 125 Junior Max (non EVO and EVO)**
- E.3.9 Rotax 125 Max (non EVO and EVO)**
- E.3.10 Rotax 125 Max DD2 (non EVO and EVO)**

### **E.4 Four Stroke Engines**

<b>E.4.1 Briggs &amp; Stratton 206</b>	<del>Use <b>E41_BriggsandStratton_L0206_Specs.</b></del>
<b>E.4.2 Briggs Animal</b>	<del>Use <b>E42_Briggs_Animal_Specs.</b></del>
<b>E.4.3 Honda GX200 Series</b>	<del>Use <b>E43_Honda_GX200_Specs.</b></del>
<b>E.4.4 Subaru KX21DU</b>	<del>Use <b>E44_Subaru_KX221DU_Specs.</b></del>
<b>E.4.5 Toroni Clubmaxx 210</b>	<del>Use <b>E45_Torini_Clubmaxx_210_Specs.</b></del>