

#LetsRace2019



KARTING

NEW SOUTH WALES

ESTABLISHED 1987



RULE BOOK

Table of Contents



Section A

ADMINISTRATION

Page 2 - 19

Section E

ENGINE SPECIFICATIONS

Page 20 - 27

Section G

GENERAL REGULATIONS

Page 28 - 33

Section K

TRACK & SAFETY

Page 34 - 39

Section L

LICENCES

Page 40 - 47

Section M

COMPETITION RULES

Page 48 - 63

Section N

COMPETITION LEVELS

Page 64 - 73



Section P

PENALTIES & PROTESTS

Page 74 - 93

Section R

RACE MEETINGS & OFFICIALS

Page 94 - 101

Section T

TECHNICAL REGULATIONS

Page 160 - 185

Section X

PRACTICE

Page 156 - 159

Section Y

COME & TRY

Page 188 - 189

Section C

CLASSES – SPRINT

Page 102 - 123

Section 4E

ENDURANCE KARTING

Page 124 - 135

Section S

SPEEDWAY KARTING

Page 136 - 155

Section V

VINTAGE KARTING

Page 156 - 159



KARTING NSW - RULES AND REGULATIONS

1st Edition - 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.

All previous karting rules and regulations subscribed to and endorsed by Karting (New South Wales) Inc will be superseded from that date.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

Copyright Notice

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



Images: Pams Pix, KNSW Stock



Section A

Administration

Karting (New South Wales) Incorporated

ABN 80 078 024 223

Street Address:

12 Macquarie Ave, Penrith NSW 2750

Postal Address:

Locked Bag 8017, Penrith NSW 2751

Telephone: 02 4731 5000

Email: admin@kartingnsw.com.au

Website: www.kartingnsw.com.au

State Executive Karting

Position: **Chief Operations Manager**

Contact: Ross Allen

Email: rallen@kartingnsw.com.au

Position: **State Secretary**

Contact: Karen Newton

Email: admin@kartingnsw.com.au

Position: **Licencing Officer**

Contact: Debbie Hutt

Email: licences@kartingnsw.com.au

Position: **Financial Controller**

Contact: Debbie Wilkinson

Email: accounts@kartingnsw.com.au

Position: **Administration Officer**

Contact: Donna Foster

Email: info@kartingnsw.com.au





Image: Pam's Pix

THE BOARD OF DIRECTORS OF KARTING



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 FINANCIAL SERVICES

Brian Appeldoorn CA BBus(Acc)

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



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 MEMBER TRAINING AND EDUCATION

Steve Dorian B.B.Sc, MAdEd'n, IECL

Steve holds a Bachelor of Behavioural Science (Psychology) and a Masters in Adult Education (Workplace Training). Steve has over 35 years of motorsport competitor experience.

G (NEW SOUTH WALES) INCORPORATED



DIRECTOR OF PROMOTION, MEDIA & MARKETING

Andy Ticehurst

Andy is a graduate of the Australian Defence Force. He has over 35 years of motorsport media experience including live broadcasting, motorsport industry content and PR creation for television and social media platforms. He has 12 year karting experience.



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 GROUP WELFARE AND KARTING OPERATIONS NORTHERN AREA

Paul Harris

Paul has over 45 years of motorsport competitor experience holding positions as a Grade 2 Karting Official.

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
Chairman





Image: Pams Pix

A.1

Guiding Principles

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

Our vision is to be a first class leader in the sport of karting.

Our mission is to guide & govern, promote and grow the sport of karting in NSW following the values of enjoyable and fun sporting competition, safety, integrity, achievement, excited and engaged members, and with a positive and collaborative culture.

The Board of KNSW hold as an imperative that our sporting competitions should be safe, fun, fair, well run, and provide the best value for money that is achievable, in a quality environment where people can participate for the simple enjoyment of sport and to be able to strive for success at elite levels.

Karting in NSW can be a pathway sport that prepares our participants for higher and more professional levels of motorsport.

Sound principles of governance, administrative responsibility, decision making for a fit and proper purpose at State and Club levels, respectful, fairness and transparency in officiating and the conduct of the sport at all levels are matters that should not be taken lightly, as to do so will alienate those who have a right and a desire to compete in Karting on a level playing field.

At all times the sport of Karting should have as its primary objective the achievement of the following functions and responsibilities:

- Increased participation in the sport through the development and implementation of proactive sport, club, community and member development programs;
- Implement a deliberate strategy to develop a consistent regulatory regime across all areas of activity which facilitates

participation without any additional requirements;

- Establish and foster partnerships with key stakeholders for the betterment of the sport of Karting;
- Focus on increasing equity and diversity within the sport and organisation, including but not limited to youth, women, disabled, indigenous and culturally diverse groups; and
- Contribute to the development of a NSW Infrastructure and Facilities Strategy to ensure the sport has access to facilities and venues of an appropriate standard into the future.

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: A Competitor is deemed to have Competed in a section of an Event 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 completion of that section of the Event, 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.

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.

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 an Homologation document 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 on an annual basis.

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 Rules and 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 appointed for that purpose, 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.

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 the Organiser of a Karting Competition with the object of specifying the details of the Competition. Such Regulations shall not be contrary to these Regulations. Supplementary regulations must be readily available to all competitors via the KNSW web site for all events on the KNSW Calendar.

Temporary Member: A person who is granted a KNSW Event Licence.

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

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 where appropriate 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 New South Wales based on the fundamental principles of safety and sporting fairness, for the encouragement and control of Competition held in New South Wales.

These Rules and 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 of karting in New South Wales.

Unless expressly authorised by the Board of KNSW and these Rules and 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 any thing, 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.**

Other than during the course of a Meeting, where a time limit expires on a Saturday, Sunday or such other day gazetted as a public holiday in the country, State or Territory concerned, as a result of which a person required by these Regulations to comply with a time limit is unable to so comply, the time limit will be deemed to be extended to the next working day after the day on which the time limit was to expire.

LET'S GET THE
PARTY

Started



#Letsrace2019

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
- Officials Panel Members
- State Medical Officer
- State Technical Officer
- Assistant State Technical Officer
- State Tribunal Registrar
- State Prosecutor
- Junior Development Officers
- 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 Rule to assist in providing an effective governance structure for KNSW. The Governance Charters for each of these committees are available at www.kartingnsw.com.au:

- KNSW Audit, Risk and Governance Committee
- KNSW Technical Rules Committee
- KNSW Officials 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 the following:

Club compliance with KNSW's Constitution, Rules and Regulations, Policies and Procedures.

Completing the Club Affiliation Form and submitting it to KNSW together with payment of the any applicable affiliation fee.

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;
- all staff and volunteers (paid or unpaid) undergo Working with Children Checks in accordance with state legislation. A register shall be kept each Club Secretary which shall be made available upon request by KNSW; each club nominates a Member Protection Information Officer (MPIO) which shall not be a member of the Club Executive. The MPIO shall complete the

Online Member Protection Information
Officer Course at www.playbytherules.net.au

A.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 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.

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 E

ENGINE REGULATIONS

E.1 Overview

This section lists all the current Homologation documents, plus all other Engine Regulations and Specifications documents.

For the KZ2 Class, each Driver must have their own Homologation documents for their particular engine package. Please refer to engine importer for Homologation documents.

E.2 Two Stroke Engines up to 100cc

E.2.1 Comer SW80

E.2.2 Yamaha KT100J

E.2.3 Yamaha KT100S

E.2.4 Vortex Mini Rok

E.2.5 IAME 100 Reedjet

E.3 Two Stroke Engines 125cc and over

E.3.1 IAME X30

E.3.2 PRD Fireball 125

E.3.3 PRD Galaxy 125

E.3.4 Parilla Leopard 125

E.3.5 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.3.11 Vortex Rok DVS SV

E.3.12 IAME Super X30

E.4 Four Stroke Engine

E.4.1 BRIGGS AND STRATTON 206 / BRIGGS ANIMAL

All components must remain as supplied by the manufacturer (OEM).

Essential measurements

DESCRIPTION	MEASUREMENT
Cylinder volume	205 cm ³
Bore	68.262 mm
Stroke	55.88 mm
Volume of combustion chamber	3.711 cm ³ minimum
Volume of combustion chamber in cylinder head	4.4069 cm ³ minimum
Number of crankshaft bearings	2
Diameter of crankshaft bearings	47mm
Minimum crankshaft weight	1673 grams
Minimum weight of the connecting rod	139.48 grams
Piston rings (number of)	3
Minimum weight of the bare piston	151.68g
Compression ratio	8.5:1
Factory timing	29 degrees BTDC

Key part numbers

Clutch (BRIGGS & STRATTON 206)	Hillard Inferno Flame Clutch
Clutch (BRIGGS ANIMAL)	Noram GE20-219
Exhaust for single engine application	RLV 5507 Silencer and exhaust
Exhaust for twin engine application	TEKA designed Powermac exhaust
http://www.powermac-products.com.au/index.php/gallery/Teka/powermac-exhaust-system-for-teka-endurance-racing/333865	

Ignition Module (BRIGGS & STRATTON 206)-6100rpm Limit	P/N 555718
Ignition Module (BRIGGS ANIMAL)-PVL-12,000rpm Limit	P/N 555681
Eligible head gaskets	P/N 555732 (LO 206) P/N 555698 (Fire-Ring type)
Carburettor	P/N 555658
Fuel pump	P/N 808656
Air filter (Single engine application)	P/N555729
Air filters (Twin engine application)	No restriction on brand or type
Jet size (Single engine application)	P/N 555536 containing pilot jet sizes 30 & 34mm and main jets 93, 95,96,98 & 100
Jet size (Twin engine application)	No restriction on jet size
Needle jet	P/N 555602
Flywheel fan	P/N 692592
Intake valve	P/N 555551
Exhaust valve	P/N 555552
Valve spring	P/N 26826
Crankshaft	P/N 557137

E.4.2 HONDA GX200

Engines will be supplied by the Goulburn Kart Club or its appointed agents in a sealed ready to race configuration.

Should any maintenance or repairs be necessary engines must be presented to the Goulburn Kart Club or its appointed agents for re-sealing to establish such engines eligibility for competition.

DESCRIPTION	ADDITIONAL INFORMATION
Engines permitted	GX200UT QXU or GX200UT2 QX2 Honda 6.5 HP
Mandatory Engine Sealing	Must be sealed by Goulburn Kart Club or one of its appointed agents.
Valve Lapping	Valves and valve springs must be a Honda genuine manufactured component. Fitting of Honda exhaust valve, part no. 14721-ZH8-810 is permitted and supplied in all SEKNSW supplied engines. The exhaust valve rotator and matching retainer may be fitted to the inlet valve.
Outside end of crankshaft modifications	Modifications to the outside end of the crankshaft are permitted to allow the provision of additional clutch keyways. A maximum of three additional keyway slots may be cut in each crankshaft with the dimensions in depth and length, the same as the original crank keyway slot
Cylinder head polishing	No polishing or modifications of the cylinder head, combustion area, inlet tract or exhaust port tract is permitted. Carbon removal must be achieved by chemical agents only. It would not be expected to see casting marks or imperfections removed.
UT1 & UT2 carburettors	<p>Fitting of alternative carburettor jets are allowed as follows:</p> <p>Size 68: Honda part no. 99101-ZH8-0680</p> <p>Size 70: Honda part no. 99101-ZH8-0700</p> <p>Size 72: Honda part no. 99101-ZH8-0720</p> <p>Size 75: Honda part no. 99101-ZH8-0750</p> <p>Size 78: Honda part no. 99101-ZH8-0780</p> <p>Other than the allowable listed jets the carburettor is to be a standard GX 200 QXU / QX2 unit including standard emulsion tube and must match the engine type (i.e. UT1 engines must have a UT1 carburettor utilising a UT1 emulsion tube and UT2 can only use UT2 carburetor and UT2 emulsion tube).</p> <p>Carburettors must have the OEM mixture screw at all times.</p> <p>Permissible Carburetors are as follows:</p> <p>GX200UT - QXU engines: 16100-ZOV-921</p> <p>GX200UT2 - QX2 engines: 16100-Z4V-921</p> <p>Carburettor linkage may be modified to accept alternate linkage set ups but the shaft must remain unaltered.</p>

DESCRIPTION**ADDITIONAL INFORMATION**

Air filters and base plates

Substitution or complete removal of the renewable paper/foam air filter is permitted, however the outer air filter casing, including the base plate must remain as standard and in place. No modification of any kind to the outer air filter housing or base plate is permitted.

Gearing

Final drive gearing will be fixed (20 x 66) unless otherwise specified.

Noram GE20 clutch

All karts must be fitted with dry air cooled Noram style GE20 centrifugal clutches which cannot be adjusted whilst fitted to the motor. Clutches will be used to transmit the drive with a maximum engagement speed of not more than 2,500 rpm engine speed.

Only standard Noram clutch springs are permitted for use. Only standard Noram GE20 clutch shoes may be used. Either the Noram GE20 light or heavy shoe with no modifications are permitted.

Reboring

Reboring is not permitted. No sleeving or surface material change to the bore is permitted. No other metal removal from any component is permitted.

Governor mechanism

Removal of governor mechanism is permitted and if completely removed the hole in the crank case must be sealed to prevent oil leakage.

Valves and valve springs

Valves and valve springs must be a Honda genuine manufactured component. Fitting of Honda exhaust valve, part no. 14721-ZH8-810 is permitted and supplied in all SEKNSW supplied engines. The exhaust valve rotator and matching retainer may be fitted to the inlet valve.

Crankshaft modifications

Modifications to the outside end of the crankshaft are permitted to allow the provision of additional clutch keyways. A maximum of three additional keyway slots may be cut in each crankshaft with the dimensions in depth and length, the same as the original crank keyway slot

Cylinder head

No polishing or modifications of the cylinder head, combustion area, inlet tract or exhaust port tract is permitted.

Carbon removal must be achieved by chemical agents only. It would not be expected to see casting marks or imperfections removed.

The head fitted to the engine should be of the same style of head fitted from the factory for the engine type. The fitting of lower cc heads to increase compression is not allowed.

The sanding of head or block surface to remove gaskets is not permitted. The factory original machine marks should be visible at all times.

Exhausts

Exhausts are either to be the standard Honda muffler including heat shield or the control aftermarket exhaust supplied by the Goulburn Kart Racing Club. * Aftermarket exhaust shown.

Other Allowances

Valve lapping is permitted and honing is permitted –refer to section T8.

E.4.3 SUBARU KX21DU

All components must remain as supplied by the manufacturer (OEM)

DESCRIPTION	MEASUREMENT
Cylinder volume	211 cm ³
Bore	67.020 mm
Stroke	67.mm
Volume of combustion chamber	21.6 cm ³
Compression ratio	10:1
Minimum flywheel weight	2400g
Volume of combustion chamber in cylinder head	4.4069 cm ³ minimum
Pistons	Aluminium
	Number of rings – 3
Minimum weight of complete piston including pin, clips & rings	190g
Crankshaft – (steel material)	Minimum weight 1918g
Cylinder head – (aluminium)	Minimum height 64.5mm
Timing chain length	281.7 / 284.9mm
Valve Springs	21.5mm x 27.4mm
	Number of spring coils
	Diameter of wire 2.3mm
Valve spring washer thickness (maximum of two allowed)	1mm
Inlet valve (steel)	Length 67.8mm
	Diameter of valve stem 5.4mm
	Valve head diameter 26.5mm
Carburettor	Mikuni side draft fixed butterfly venturi.
	Max diameter of flange hole at carburettor exit point = 22mm
	Max diameter of venturi at narrowest point = 17mm
	Main Jet 83.8
	Pilot Jet 41.3
Key part numbers	
Clutch (No restriction on front sprocket size)	Max-torque SS 219 & Noram GE20 219
Exhaust (AussieSpeed)	Coupler to Header AS0434-6 Muffler SUB-K-003
Ignition Module	BM3803
Carburettor	278-62351-00
Engine Seals	Approved seals registered with 4SKANSW Inc

E.4.4 TORINI CLUBMAXX 210

All components must remain as supplied by the manufacturer (OEM).

Engines can be compared against a known OEM engine to ensure the engine is eligible.

The engine serial number must always be visible and all four TCSEAL engine seals must be intact.

Engine specifications

DESCRIPTION	MEASUREMENT OR PART NUMBER
Engine type	Single Cylinder, 4-Stroke, Forced Air Cooling, OHV25°
Displacement	211.66cc
Bore and stroke	70 X 55
Starting mode	Pull Start
Lubrication	Splash Feed
Oil capacity	500ml
Cooling system	Forced Air Cooling
Ignition system	T.C.I Digital Ignition limited to 6100rpm
Horsepower	10Hp / 7.4Kw @ 5,600rpm
Torque	15Nm @ 3,400rpm
Valve springs	18Lb valves springs, 2 active coils, 21.35 width, 23.5 height, wire diameter 2.625mm
Carburettor	19mm Venturi Butterfly Type (P/N: TC25SEK)
Carburettor manifold	CNC Billet Type (P/N: TC21046)
Torini race air filter	TC25042
Torini foam pre-filter	TC25043
Wet weather kit	TC25050
Muffler	RLV - Model TC25060 Weight 660g
Clutch – High performance (Can be mounted in board or outboard)	Noram - TC-GEL19219 Spring (Red) 01000020 2200rpm engagement Spring (White) 01000030 2700rpm engagement Sprocket sizes: 17, 18, 19, 20, 21
Clutch – Standard (Can be mounted in board or outboard)	Noram - TC-GE20219 [Full steel shoes] Spring (Red) 01000020 1950rpm engagement Spring (White) 01000030 2450rpm engagement Sprocket sizes: 17, 18, 19, 20, 21

DESCRIPTION	MEASUREMENT OR PART NUMBER
Spark Plug	NGK -BPR6ES
Timing	25 Degrees
Compression	8.5 to 1
Oil	P/N: TRO1031 -Engine Run in Oil P/N: TRO1000 -Engine Racing Oil
Cylinder head	Part Number: 120080532
Crankshaft	Part Number: 130290178
Connecting Rod	Part Number: TC2505
Piston	Part Number: 130020297
Flywheel	Min Weight 2.48kg, 24 fan blades, Min Fan Weight 110g, Outer blade diameter 169.5mm, Outside body diameter 170mm, Min blade height 29mm.
Engine Adapter Plate	Part Number: TC25000
Racing Oil	P/N: TRO1031 -Engine Run in Oil (1 Litre) P/N: TRO1000 -Engine Racing Oil (1Litre)

E.4.5 Torini TC 250

All components must remain as supplied by the manufacturer (OEM).

LETS GET THE
PARTY

Started



#Letsrace2019

Section G

GENERAL REGULATIONS

G.1 Overview

The object of these General Regulations is to ensure that the promotion of the sport of Karting in NSW and by its Members throughout Australia, is carried on in a manner which enhances and secures the safety of all participants including spectators, Officials and Competitors, and which encourages the sport to be competitive, fair and fun for all who take part.

G.1.1 Authority & Application

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

These General Regulations shall govern all activities related to Karting conducted under the auspices of KNSW.

In accordance with the Constitution of KNSW, these General Regulations 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 and volunteers, whether competing or not, are required to be fully conversant with, agree to abide by, and are bound by the Rules, General Regulations and all KNSW Policies and Procedures at all times.

KNSW Officials of any Meeting shall have (and exercise) their powers during the entirety of the Meeting.

It is a Licence Holder's responsibility to ensure that all persons concerned with their entry, will also observe all the above requirements.

If a Legal Guardian is unable to be present at a Competition, they must nominate a representative in writing, who is the holder of a valid Legal Guardian's Licence, or is a person over the age of eighteen (18) years who is the holder of a valid Driver's Licence. The person having charge of an entered Kart during any part of a Meeting is responsible jointly and severally with the Legal Guardian, in respect of all the provisions of the Regulations.

Competitors, Drivers and Legal Guardians must ensure that their Karts comply with the conditions of eligibility and safety throughout practice and any racing.

Competitors, Drivers and Legal Guardians will at all times be responsible for the conduct of their Pit Crew, including those who hold a KNSW Licence, and any offence committed by a Pit Crew member will be chargeable directly to the Competitor and/or Driver and/or the Pit Crew member.

Note that a Driver's Legal Guardian within the confines of the Track will be deemed to be a Pit Crew member.

A Driver over the age of eighteen (18) years of age will be deemed to be a Competitor.

A Driver under the age of eighteen (18) years is not responsible for a Competitor, Legal Guardian or the Pit Crew. It is the Legal Guardian's responsibility to ensure that all persons assisting the Driver will comply at all times with the Regulations.

G.1.4 Acquaintance with Regulations

Each person, body or group of persons, organising a 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 the Constitution of KNSW, these Rules and Regulations, and any KNSW Policies and Procedures;
- shall undertake to submit themselves without reserve to the above, and to the decisions of KNSW, and to the consequences resulting from; and
- acknowledge that the Rules and General Regulations are:
- made in the best interests of Karting activities in accordance with the KNSW Constitution;
- necessary and reasonable for the purpose of protecting and promoting Karting, establishing safety regulations, and are made in the public interest.

Each person, body or group of persons acknowledges and agrees that this regulation may to the extent that is permissible at law, be pleaded as an absolute bar to proceedings, suit or action against KNSW; and

- agrees that they will not become a party to any proceedings, at law or equity, against KNSW, its Officials or any other persons subject to the Rules and Regulations, until all remedies allowed by the Constitution of

KNSW, the Code of Conduct and the Rules and Regulations have been exhausted, save with the prior written consent of KNSW; and

- in case of non-compliance with these regulations, any person or group which organises a 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 Types

All Competition dates will be entered on the KNSW calendar, and will consist of the following Competition types.

State Championship:

- Will take place at Club(s) that are affiliated with KNSW, 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 entity.

Zone Competition:

- Will take place at Club(s) that are affiliated with KNSW, or at designated location(s) as approved by the KNSWC;
- Is only open to the holders of a relevant KNSW Licence and grading;
- May be a series.

Named Event:

- Will take place at a Club that is affiliated with KNSW, or at a designated location as approved by the KNSWC;
- Is open only to the holders of the relevant KNSW Licence and grading;
- May only be a single Meeting, normally of significance, up to 3 days in duration.

Club Competition:

- Will take place at a Club that is affiliated with KNSW;
- Is open only to the holders of the relevant KNSW Licence and grading;
- May be part of a Club championship or general Club Competition only

Endurance Meeting:

- Will take place at a Club that is affiliated with KNSW;
- Is open only to the holders of the relevant KNSW Licence and grading;
- May be part of a Club championship.

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, for the application of safety conditions, or for 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 & Approval

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

Every application for an Organising Permit shall be made online via the KNSW MyKarting™ Portal.

The application must be lodged with the KNSW 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 Meeting Jurisdiction

Meetings will be held in accordance with these Rules and Regulations.

All Supplementary Regulations and programs for all Kart Competitions shall prominently show the following wording: -“Held under the Rules and Regulations of Karting New South Wales Inc”.

G.2.5 Timing & Timing System

Each Competition must be timed.

Each Competition will utilise the KNSW MyKarting™ Portal in conjunction with a Drivers compatible timing transponder to undertake timing.

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

G.2.6 Format of Racing & Determination of Results

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

G.2.7 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.

During this entire period, the appointed KNSW Officials of the Meeting shall have and may exercise their powers.

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 Rules or Regulations.

G.3.3 Karts & Scrutineering

All Karts must comply with the KNSW Rules and Regulations, at all times, while a Kart is 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, in accordance with these Rules and Regulations.

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 from corner to corner of the number plate and be clearly visible.

G.3.5 Competition Withdrawal

Should a Competitor decide not to Compete in a section of an event, 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 Protest is finalised;
- any Appeal is finalised;
- the time for appeal has expired without any notice of appeal having been lodged.

Any list of results and prizes published prior to the expiration of time for the lodgement of Protests or Appeals must be stated to be 'provisional'.

A prize distributed prior to the list of results being final, must be returned to the Organiser immediately if they are no longer eligible for the prize, once the list of results become final.

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 Regulations. Their decision shall

not be subject to appeal in respect of that Meeting.

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

- a) Each Track must hold a current Track Licence to hold a KNSW Meeting or Event (KNSW Approved Track).
- b) The Track Licence is to be displayed on the official Notice Board and must be maintained in a legible condition.
- c) Each Track will be assessed and graded for suitability to host a State Championship, Named Event, Zone or Club Competition.
- d) A Race Track must only be used in the direction(s) indicated/approved on the Track Licence and the Supplementary Regulations.
- e) Any Supplementary Regulations must indicate the Race Track direction being used, if the Track is licenced for more than one direction.
- f) 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.
- g) The Track Licence will be automatically invalidated if a Race Track is used in a direction or layout not specified on the Track Licence.
- h) Speedway Tracks only run in the Anti-Clockwise direction, so direction signage is not required.
- i) Please see the KNSW Track Licencing Standards for full Track Licencing specifications and criteria.
- j) A Track that is not deemed to be compliant by the Track Inspector, as per the KNSW Track Licencing 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

- a) The KNSW Board is to appoint at least one (1) Track Inspector whose appointment must be ratified by the members of a general Meeting.
- b) Track Inspectors will have experience and knowledge of karting facilities in general.
- c) A Track Inspector will work in conjunction with each clubs Safety Officer(s) to ensure that safety requirements of a Track are being maintained.
- d) 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.
- e) Each Club is to appoint a Club Safety Officer, who will work in conjunction with the Track Inspector to maintain the safety requirements of a Track.
- f) It is recommended that the Club Safety Officer is not a member of the club executive.

K.1.3 Biennial Track Inspection

- a) A Track will be inspected biennially by a Track Inspector, prior to approving the issue of a Track Licence.
- b) 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.
- c) 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.
- d) 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

- a) 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.
- b) The Stewards must also check that any maintenance due on the clubs KNSW Track Inspection Log has been carried out.
- c) 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, and/or the Stewards satisfaction in consultation with the Track Inspector, and the maintenance requests due have been met.
 - 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).
- d) The Stewards must complete a KNSW Pre Event Checklist for each day of racing, as part of the Stewards Report.
- e) 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

- a) The following table (next page) lists each Tracks current size, direction and authorised capacities.
- b) **However, always check the current Track Licence in force in case of any changes.**
- c) Tracks with a Maximum Density of 0 are currently not licenced.
- d) For Endurance Meetings, the Maximum Density may be increased by up to 20%, when

applying for a Meeting Permit.

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

K.2 Track Markings

K.2.1 Overview

- a) Track markings are required to assist the running of any Karting event.
- b) Competitors must obey the markings which can vary in their position at each Track.
- c) Officials should familiarise themselves with the locations of these markings at each different Track.
- d) The definition and specifications of all markings are contained in the KNSW Track Licencing Standards.

K.2.2 Baulk Line

- a) 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.
- b) The Baulk Line signifies the limit at which a Kart must be operating under its own motive power.
- c) Karts that fail to start, or need to be restarted before reaching the Baulk Line, must be immediately be returned back to the grid apron.
- d) Prior to attempting to restart a Kart, the competitor must get permission from the Clerk of Course or Grid Marshal for one (1) additional attempt.

Club Name	Track Name	Maximum Density	Race Track Length	Minimum Width	Race Direction
Broken Hill	Broken Hill	0	398m	7m	Bi-directional
Canberra	Circuit Mark Webber	30	762m	7m	Bi-directional
Central Coast	Gosford Speedway	16	305m	8m	Anti-clockwise
Coffs Harbour	Coffs Harbour City Kart Raceway	A = 34	907m	7m	Clockwise
		B = 30	834.5m	7m	Clockwise
		C = 24	600.5m	7m	Clockwise
		D = 26	667m	7m	Clockwise
		E = 26	677.5m	7m	Clockwise
Combined	Lithgow City Raceway	L = 32	751.2m	8m	Clockwise
		S = 22	586.9m	8m	Clockwise
Dubbo	Lincoln County	A = 40	1056m	8m	Anti-clockwise
		B = 28	739.5m	8m	Anti-clockwise
		C = 26	598m	8m	Anti-clockwise
Goulburn	Fox Karting Centre Wollongong	0	550m	7m	Clockwise
Grafton	Mountain View	22	521m	7m	Bi-directional
Grenfell	Bogolong	A = 28	671m	8m	Clockwise
		B = 24	442m	8m	Clockwise
Griffith	Tharbogang	32	854m	8m	Bi-directional
Gunnedah	Gunnedah	0	495m	6m	Clockwise
Lismore	Lismore Showground	26	669.7m	7m	Clockwise
Manning Valley	Wingham	28	650m	8m	Bi-directional
Newcastle	Mount Sugarloaf	40	1064m	8m	Bi-directional
North Shore	Eastern Creek	A = 32	846m	8m	Anti-clockwise
		B = 40	1026m	8m	Anti-clockwise
NSW Speedway	Nepean Speedway	20	460m	8m	Anti-clockwise
NSW Speedway	Kurri Kart Speedway	18	340m	10m	Anti-clockwise
Orange	Orange Go-Kart Racing Ground	A = 24	363m	8m	Clockwise
		B = 26	722m	8m	Clockwise
		C = 32	865m	8m	Clockwise
Port Macquarie	Pacific Park	40	1052m	8m	Bi-directional
Sapphire	Frogs Hollow	28	663m	8.4m	Bi-directional
Tamworth	Oakburn Park	32	766m	8m	Anti-clockwise
Wagga	Garden City Sprint Kart Raceway	32	834m	8m	Bi-directional
Wollongong	Picton Karting Complex	26	626m	7m	Clockwise

K.2.3 Formation Line

- a) A Track 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 Control/Start Line.
- b) Additional markers may be placed beside the Race Track to highlight this line.
- c) Not applicable to Speedway Tracks.

K.2.4 CIK Starting Grid (if applicable)

- a) Tracks may have the "CIK Starting Grid" markings on the Race Track before the Start Line.
- b) The markings will be located as per the specifications in the KNSW Track Licencing Standards.
- c) Each line of Karts shall remain wholly within the lanes marked on the Race Track, before the Starting Signal is given.
- d) A Kart driving on any part of the lanes before the Start signal is given may be penalised.

K.2.5 No Mans Land (if applicable)

- a) Tracks may have a "no mans land" marked on the Race Track immediately before the Start Line.
- b) The markings will be located as per the specifications in KNSW Track Licencing Standards.
- c) A Kart is not permitted to drive on any part of the 'no mans land' section of the Race Track, before the Starting Signal is given.
- d) Not applicable to classes conducting a standing start.

K.2.6 Control/Start/Finish Line

- a) 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.
- b) This line is the primary Control Line.

- c) 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.
- d) Crossing the Control Line by a Kart, determines timing or other performance criteria.
- e) The order in which a Kart completes a race will be judged to this line in accordance with the official timing data.
- f) Timing loops will be embedded in the Race Tracks for use with official timing systems.

K.2.7 Breakdown Lane

- a) Where a mechanical Breakdown Lane is provided it, shall be adjacent to the main Race Track with entry via a deceleration lane.
- b) A Kart is permitted to drive to the breakdown lane for repairs during practice, roll up laps and racing and then re-join the event, under the instruction of the Grid Marshal.
- c) A Driver may receive assistance for repairs and restarting while in the breakdown lane.
- d) This area may be subject to Parc Fermé conditions and Karts will be restricted in their speed in the breakdown lane.
- e) 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.
- f) 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.
- g) Stopping in the deceleration lane is strictly forbidden.
- h) A breakdown lane may only be used during Competition when specified in the Supplementary Regulations.

K.2.8 Temporary Circuit Guidelines

- a) Information relating to temporary circuits and track construction will be contained in the KNSW Track Licencing Standards.
- b) 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 conducted on a temporary Track.
- c) The authority to conduct a Meeting on a temporary Track will only be issued by the State Track Inspector in consultation with KNSW.
- d) Note: All inquiries relating to temporary tracks should be directed to KNSW.

K.3 Track Safety

K.3.1 Parc Fermé

- a) Is under control of the Chief Scrutineer.
- b) Will be of sufficient size to accommodate all Karts which are required to be isolated.
- c) Will be used for no purpose other than its designated purpose during a Meeting.
- d) A competitor may only enter the Parc Fermé area, with the prior approval of an Official.

K.3.2 Paddock Area

- a) Will come under the control of the Officials.
- b) All Karts entered for a Meeting shall be accommodated within the defined Paddock area, whilst not competing during a Meeting
- c) It is forbidden to drive a Kart inside the boundaries of the Paddock area.
- d) Fuel which is stored in the Paddock area must be stored in appropriate containers.
- e) Kart engines must be stopped prior to refuelling.
- f) 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.

- g) The use of cycles, skateboards, scooters or similar are not permitted in the Paddock area during a Meeting.

- h) 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 Karters & Officials

- a) 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.
- b) 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.

- c) A Driver who's Kart stops on the Race Track during any session is required to, as soon as possible:
 - If they are able, get their Kart to a safe position; and
 - If they are able, get themselves to a safe position; and
 - Remain in such safe position until after the end of the session. Once the Driver is positioned in that safe position they are permitted to remove their helmet.
- d) 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.

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

- a) The officials listed below must be supplied with a two-way radio and headset for communication:
 - Stewards
 - Clerk of Course
 - Starter
 - Grid Marshall
 - Chief Timekeeper
 - Medical Attendant
- b) 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.
- b) Qualified First Aid personnel should be in attendance on all occasions whilst a Kart is in motion on a Track.
- c) KNSW recommends St. John Ambulance or equivalent (according to local law), be the minimum standard of First Aid in attendance at all Race Meetings.

d) 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.

- e) 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 then 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 Reportform also needs to be completed and submitted to the Office of Sport and your local Police.

- f) Any injury which occurs at a Track, outside of a Meeting (e.g.: Practice day) must also be reported to the club Secretary or official controlling practice, 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

- a) Smoking, (including the use of E-cigarettes), welding or 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

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

K.3.8 Retrieval Vehicles and Trailers

- a) 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.1.1. Overview

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

b) 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

a) In order to participate in a KNSW Competition, a Driver must be the holder of a current KNSW Drivers Licence, issued or recognised by KNSW.

b) If a Driver is under the age of eighteen (18) years, they must be entered into a Competition by their Legal Guardian, who must also be the holder of either:

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

c) KNSW issues, manages and records all KNSW Licences.

d) KNSW is entitled to issue Licences to Australian nationals.

e) A person may only hold one (1) KNSW Drivers Licence at any one time.

f) The granting of a Licence or the upgrading of a Licence is at the sole discretion of KNSW.

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

h) 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.

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 the Medical Certificate provided to KNSW, before any Licence can be reviewed and approved.

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

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

L.1.5 Safety Training

When applying for a new KNSW Drivers 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

A KNSW Drivers Competition Licence will be valid for 12 months from the date of issue.

A Competition 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.

A restricted KNSW Licence will only be valid for the duration granted.

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

a) 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 MyKartingô Portal, without stating any reasons for doing so.

b) 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.

c) 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 the 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.

d) 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 Driver Licences

L.2.1 Overview

- a) New Licences or the renewal of an existing Driver Licences can be processed by either:
- Going to www.Kartingnsw.com.au and clicking on the MyKarting™ Portal; or
 - Contacting the KNSW Office.
- b) Unless otherwise determined by KNSW, any person applying for a KNSW Drivers Licence (both new or renewal) must be a member of a KNSW Affiliated Club, and must remain a financial member of KNSW Affiliated Club during the term of the Licence.
- c) The person must pay the applicable KNSW Drivers Competition Licence fee.
- d) 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.
- e) All new Licence applications will be automatically issued as D Grade, however, a person may request a prior experience review, in order that a higher grading be applied to their Licence. The person must supply all details/ evidence.
- f) Any Restricted Licence upgrade, will be valid for 12 months from the date of request, with the exception of 30-Day Licences which will expire 12 months from the original issue date, when they are upgraded to a full Competition

Licence.

g) 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.

h) 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 KNSW Novice Licence

a) Application Criteria:

- Minimum Age: Date of 6th birthday.
- Maximum Age: Date of 10th birthday.
- Copy of Birth Certificate or Passport required.
- Must be a member of a KNSW Member Club.
- Satisfactorily complete the Medical Declaration and Safety Training requirements.

b) 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 the first Meeting.

c) Class Eligibility:

- Sprint - Novice.
- Speedway - Novice.

d) Competition Eligibility:

- D Grade Licence may Compete in:

Club Competitions

Zone Competitions

Named Events – if no Event minimum grading requirement.

- C Grade Licence may Compete in all Events.
- B Grade Licence may Compete in all Events.

L.2.3 KNSW Rookie Licence

a) Application Criteria:

- Minimum Age: Date of 9th birthday.
- Maximum Age: Date of 13th birthday.
- Copy of Birth Certificate or Passport required.
- Must be a member of a KNSW Member Club.
- Satisfactorily complete the Medical Declaration and Safety Training requirements.

b) Special Provisions:

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

c) Class Eligibility:

- Sprint - Rookie.
- Speedway - Rookie.

d) Competition Eligibility:

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

- 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.

c) Class Eligibility:

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

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

L.2.4 KNSW Junior Licence

a) Application Criteria:

- Minimum Age: Date of 12th birthday
- Maximum Age: Date of 16th birthday.
- Copy of Birth Certificate or Passport required.
- Must be a member of a KNSW Member Club.
- Satisfactorily complete the Medical Declaration and Safety Training requirements.

b) Special Provisions:

L.2.5 KNSW Senior Licence

a) Application Criteria:

- Minimum Age: Date of 15th birthday.
- Maximum Age: None.
- Copy of Birth Certificate, Passport, Drivers Licence or other Government issued Photo ID is required.
- Must be a member of a KNSW Member Club.
- Satisfactorily complete the Medical Declaration and Safety Training

requirements.

- Must provide a Medical Certificate if 65 years of age or over.

b) 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.

c) Class Eligibility:

Sprint – Any Senior Licence Class.

- Speedway – Any Senior Licence Class.
- Endurance – Any Senior Licence Class.
- Vintage Events – Any Class.

d) 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 Classes or Events, not requiring a minimum B Grade Licence.
- B Grade Licence may Compete in all Classes / Events.
- A Grade Licence may Compete in all Classes / Events.

L.3 KNSW Restricted Licences

L.3.1 Overview

New Licence applications or the renewal of an existing Restricted Licence, can only be processed by going to www.kartingnsw.com.au through the MyKarting™ Portal.

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.

L.3.2 KNSW Legal Guardian Licence

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

- This Licence is required to enable the 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.
- The holder of this Licence must be over the age of eighteen (18) years.
- The holder must pay the relevant Licence fee (if applicable).
- The Licence is not eligible for any Competition, and it has no grading.

L.3.3 KNSW Pit Crew Licence (Coming Soon)

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

- This Licence is required to enable the Pit Crew to enter the Restricted Areas (In-grid, Out-Grid, Parc Ferme areas etc.) at a Track during a Competition/Meeting.
- 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, and it has no grading.

L.3.4 KNSW Practice Licence

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

- All new Licence applicants:
Must nominate their corresponding Competition Drivers Licence Type (based on their current age);

Satisfactorily complete the Safety Training requirements.

- All applicants must:

Pay the relevant Licence fee;

Satisfactorily complete the Medical Declaration;

Provide a Medical Certificate if 65 years of age or over;

Remain a financial member of a KNSW Member Club for the duration of the Licence.

- The applicant may upgrade to a full Competition Drivers Licence by paying the relevant upgrade fee.
- The Licence will be valid for 12 months from the initial date of issue.
- The Licence is not eligible for any Competition, and it has no grading.

L.3.5 KNSW Event Licence

For any new or existing Licence Holders, who wish to enter one (1) upcoming Event/Meeting only.

- All new Licence applicants:

Must nominate their Competition Drivers Licence Type (based on their current age);

Satisfactorily complete the Safety Training requirements;

Will be automatically issued a D Grade Licence, however, a person may request a prior experience review, in order that a higher grading be applied. The person must supply all details/evidence.

- All applicants must:

Pay the relevant Licence fee;

Satisfactorily complete the Medical Declaration;

Provide a Medical Certificate if 65 years of age or over.

- 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.

- May be used to enter any KNSW Competition/Meeting where the Licence and grading requirements are met. For previous Licence Holders their existing grading will be used.
- The applicant may be a financial member of a KNSW Member Club, or will be a Temporary Member of KNSW, during the Licence period.

L.3.6 KNSW 30-Day Licence

a) Any new person applying for this Licence must advise their KNSW Driver Licence selection (based on their age).

b) The person applying for this Licence must pay the relevant Licence fee.

c) A person applying for a new Licence, may request a prior experience review, in order that a higher grading be applied to their Licence. The person must supply all details/evidence.

d) The Licence will be valid until 11:59pm on the thirtieth (30th) day after its issue.

e) Maybe used to enter any Meeting type where the grading requirements are met.

f) A person issued with this Licence, may use this to practice or enter multiple Meetings, at any KNSW Track.

g) A person may upgrade from this Licence to a KNSW Drivers Competition Licence by paying the relevant upgrade fee within 60 days.

h) A person may be issued with no more than one (1) x 30-Day Licence each Year.

i) The person must be a financial member of a KNSW Affiliated Club during the Licence period, if they are a NSW resident.

L.3.6 KNSW 30-Day Licence

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

- All new Licence applicants:

Must nominate their Competition Drivers Licence Type (based on their current age);

Satisfactorily complete the Safety Training requirements;

Will be automatically issued a D Grade Licence, however, the applicant may request a prior experience review, in order that a higher grading be applied. The person must supply all details/evidence.

- All applicants must:

Pay the relevant Licence fee;

Satisfactorily complete the Medical Declaration;

Provide a Medical Certificate if 65 years of age or over;

Be a financial member of a KNSW Member Club during the Licence period, if they are a NSW resident.

- The Licence will:

Be valid until 11:59pm on the thirtieth (30th) day after its issue.

Only be issued once to an applicant each Calendar Year.

- The Licence may be:

Used to enter any Competition/Meeting where the Licence and grading requirements are met. For previous Licence Holders their existing grading will be used.

Used to practice, or enter any number of Competitions/Meetings.

Upgraded to a full Competition Drivers Licence by paying the relevant upgrade fee within 60 days of issue.

L.3.7 KNSW Vintage Licence

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

- All applicants must:

Be fifteen (15) years of age and over;

Be a member of the KNSW Member Club – VHKA;

Pay the relevant Licence fee;

Satisfactorily complete the Safety Training requirements;

Satisfactorily complete the Medical Declaration;

Provide a Medical Certificate if 65 years of age or over.

- The Licence will be valid for 12 months from the date of issue.
- This Licence is a Driver Licence, but is not eligible for any Competition, other than Vintage Class Time Trials.
- The Licence has no grading.

L.4 Licence Grading

L.4.1 Licence Grades

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

Note: Any Drivers who have previously held a Licence, will maintain their previous grading.

a) KNSW Event & 30-Day Licences:

- New Drivers will be automatically issued a D grade Licence, unless a prior experience review is requested to obtain a higher grade.
- The Driver is not eligible to obtain any Licence endorsements.

b) D Grade:

- New Drivers will be automatically issued a D grade Licence, unless a prior experience 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) 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.
- d) 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.
- e) 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.4.2 Licence Grading Process

- a) Only applies to KNSW Novice, Rookie, Junior and Senior Driver Licences.
- b) A Driver can obtain only one (1) Licence endorsement at each Race Meeting.
- c) 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.
- d) Licence endorsements will not be considered if a Driver has failed to satisfactorily completed 75% of the Event. In the case of a DNF, 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.
- e) 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 at

the end of each meeting, or within 7 days.

f) Once the upgrade conditions have been met, the Driver may upgrade their Licence on the KNSW MyKarting™ Portal.

g) 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, Competitions 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.

h) 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:

Rookie is not permitted to downgrade to Novice;

Junior is not permitted to downgrade to Rookie;

Senior is not permitted to downgrade to Junior.

i) Downgrading Licence

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 Organisation of a Meeting

a) A Meeting may only be organised in NSW, Australia by:

- KNSW; or
- the KNSWC; or
- an affiliated Club; or
- another person or body approved by KNSW.

b) 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.

c) Any conditions listed in the Supplementary Regulations should not be contrary to the KNSW Rules and Regulations.

M.1.2 Supplementary Regulation Format

a) For details of the specific format of KNSW Supplementary Regulations:

- Go to www.Kartingnsw.com.au and clicking on the MyKarting™ Portal; or
- Contact the KNSW Office.

b) A new set of Supplementary Regulations must be prepared by an Organiser and approved by KNSW, before an Organising Permit can be issued for any Meeting.

c) Approved Supplementary Regulations must be made available to all Officials and Competitors, prior to the Meeting.

M.1.3 Meeting Entry

a) An entry is a contract between a Competitor, who is holder of a Drivers or Legal Guardians Licence, and the Organiser.

b) It binds the Competitor 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.

c) Any entry for a Meeting must be made using a KNSW Licence, in conjunction with the KNSW MyKarting™ Portal.

d) 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 either the holder of a valid:

- Senior Driver's Competition Licence and who is over eighteen (18) years old; or
- Legal Guardians Licence.

e) An entry must be received prior to the closing of entries for a Meeting.

f) Payment may be made by any means acceptable to the Organiser, provided it is received before the closing of entries.

g) Any Entry which contains a false statement, shall be considered null and void.

M.2 Competition Regulations

M.2.1 Overview

a) These Competition Regulations apply to each Meeting conducted by KNSW, and are to be read in conjunction with the entire Rules & Regulations.

M.2.1 Direction of Racing

a) The direction of racing, must be in accordance with the requirements of the Track Licence, and will be set out in the Supplementary Regulations for each Meeting.

b) Drivers who are involved in an incident, or stop on the Race Track, may momentarily travel against the direction of racing, whilst they are attempting to either re-join the Competition or retire, but only after all Karts have passed. The onus is on the Driver to ensure this action is undertaken in a safe manner, has not impeded other Drivers and involves no more than 5m in distance.

M.2.2 Meeting Program

a) For all major Meetings, it is highly recommended that the Organiser produce a Meeting program.

M.2.3 Alterations to Competition

a) The Clerk of Course, in consultation and with permission of 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 and/or Race, especially if only one (1) Kart remains in a Competition.

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

a) 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.
- b) The time and place of the Drivers Briefing will be listed in the Supplementary Regulations.
- c) Each Competitor under the age of eighteen (18) years, must be accompanied by their registered guardian (Senior Driver or Legal Guardian Licence holder) at the Drivers Briefing.

M.2.6 Safety Apparel

- a) Whenever driving a Kart on a Race Track, each Driver must always wear safety apparel in accordance with the Technical Regulations.
- 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

concluded.

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, the Clerk of Course, or their delegate, to obtain a written medical clearance from a qualified medical practitioner.
- b) Such Driver will be required to present the written medical clearance to the Stewards to allow them to decide at their absolute discretion if the Driver is to be permitted to continue in the Meeting.
- c) The decision of the Stewards in this regard cannot be protested or appealed.

M.2.8 Consolidation of Classes

- a) The consolidation of Classes provides all Competitors at a Meeting more time on the Race Track. Therefore, the Meeting Organisers and Stewards are encouraged to consolidate under-subscribed Classes/Divisions in accordance with the Regulations.
- b) The following Classes may be consolidated subject to the Track density indicated in these Regulations:
- Senior Classes/Divisions may be consolidated
 - Junior Classes/Divisions may be consolidated
 - Novice and Rookie Classes may be consolidated, however the Novice Competitors will be arranged on the grid at the rear of the Rookie Competitors.
 - When two (2) or more Classes/Divisions are consolidated, the Race results and points allocation will be based on each individual Class.

- Where Classes are consolidated at a Club Competition, a single/combined weight Division may be applied via the Officials and a Bulletin produced.
- If the Light weight Class/ Division is not competing at a meeting a maximum Kart weight will not apply.

c) Only Novice and Rookie Drivers may be on a Race Track at the same time.

d) Junior drivers are not permitted on the Race Track with any other age division.

e) Senior drivers are not permitted on the Race Track with any other age division.

M.2.9 Timing Transponders

a) Each Competitor must:

- Have a functioning KNSW authorised transponder fitted to their Kart;
- Be responsible at all times for the correct fitting, maintenance and operation of the transponder.

M.2.10 Competition Numbers

a) Each Kart must display a Competition number at all times whilst on a Race Track.

b) Irrespective of the background colour, Competition numbers must be clearly legible at all times during a Meeting.

c) The Chief Timekeeper, Chief Scrutineer and Clerk of Course decision as to legibility of numbers is final.

d) Competition numbers must contain a maximum of two (2) digits.

e) The number 0 or a Competition number preceding with 0, e.g: 05, is not permitted.

f) 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.
- Be the appropriate colour numeral.
- On a full rectangular background of the appropriate colour.
- Have a Minimum of 15mm to all edges of the background.
- For double digit numbers, there must be a minimum of 15mm spacing between each digit.
- The background colour must be a continuous unbroken rectangle.

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.
- Be the appropriate colour numeral.
- On a full rectangular background of the appropriate colour.
- The background colour must be a continuous unbroken rectangle.

h) Competition numbers and background colours will be in accordance with the following criteria:

i) 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.

j) 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; however
- For Speedway meetings, the visiting Driver will be issued with a replacement number.

	Number Colour	Background Colour	Allocated Number
General Classes			
Novice/RookieClasses	Red	White	N/A
Junior Classes	Black	White	N/A
Senior Classes	Black	Yellow	N/A

Speedway Only Classes

Speedway KT Modified	White	Red	N/A
All Speedway Pro Classes	Black	White	N/A

Championships

State Championship - Class Champion	White	Blue	1
Endurance Championship - Winners	Any	Blue	1

- May only be used in the same Class in which it was awarded.
- May be used at all Meetings.
- May be used from the end of the meeting in which it was earned until the end of the following year's meeting.

Named Events with Plate Status

Breast Cancer Foundation Ladies Meeting (Lithgow) - Winners	White	Pink	1
Australian Kart Masters - Winners	White	Gray	1
Speedway State Titles - Winners	Black	Blue	1
Other Named Event - Winners	White	Black	N/A

- May only be used in the same Class in which it was awarded.
- May be used at all Meetings.
- May be used from the end of the meeting in which it was earned until the end of the following year's meeting.

k) 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

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

- Submit any driver to undertake official practice laps for observation; and
- Decide whether or not any Driver reaches such standards as they may deem necessary.

M.2.12 Forward Vision

a) A Driver must maintain adequate forward vision at all times, and is not permitted to duck their head in a manner which will impede their forward vision.

M.2.13 Driver's Shaking Hands

a) A Driver is not permitted to shake hands with another Driver whilst driving.

M.2.14 Stopping on Race Track / Stalled Kart

a) A Driver whose Kart stalls at the start of or during a Competition must hold one arm vertically above their head as a warning to the other Drivers on the Race Track.

b) If for any reason a Driver is forced to stop their Kart on or near the Race Track, it will be their duty to place their Kart in such a manner as to minimise the danger or obstruction to other Competitors.

c) Any Driver who is unable to restart their Kart and drive off safely within 15 seconds of an incident, without breaching any Regulations, must as soon as it is safe to do so, exit their Kart and get themselves, and if possible their Kart, to a safe position.

d) No person may approach a stalled Kart until

the remaining Competitors have passed the stalled Kart and it is safe to do so.

e) A stalled Kart must be removed from the Race Track by the Driver and/or Officials.

M.2.15 Warm Up

a) 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 at a meeting.

- One (1) or more practice sessions may be scheduled at a Meeting for a Class.
- Practice will be part of a Meeting.
- 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) Weaving in a safe manner to warm tyres during the first lap of the qualifying session is permitted.

b) Timing for each qualifying session will commence when the first Kart crosses the Control Line.

c) The out-grid gate will remain open from the start of the session, until all eligible Karts have left the out-grid.

d) The chequered flag will signal the end of a qualifying session and will be shown after the designated qualifying session time has elapsed. Competitors will continue to be timed, until the completion of their lap.

e) The fastest single lap for each Driver, from all qualifying sessions for each Class, will determine their respective grid positions for their Event.

f) 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.

g) At 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.

h) Failure to Register a Qualifying Time:

- A Driver who fails to record a time during a qualifying session, for any reason other than through the fault of an Organiser, may be permitted to continue competing in that Class at the meeting 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 timed practice session times.

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) A Competitor is permitted a Maximum of two (2) nominated pit crew to assist on the 'in and out grids'. The pit crew must display all the credentials required for that Meeting.

d) 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.

e) The Driver who has qualified fastest will be on pole position and can select which side of the grid they wish to start from.

f) The Driver who has qualified second fastest will assume the grid position opposite the Driver on pole position.

g) A 2 minute signal will be given once the first Kart has crossed the Baulk Line. From this point, a Driver will have up to 2 minutes to clear the grid.

h) Drivers must leave the grid in an orderly manner.

i) A Competitor's nominated pit crew may undertake work on a Kart which is not able to start during this 2 minute period.

j) Once this 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.

k) At temporary Circuits it may be stipulated that an inline start will be used. If specified, a single line formation in grid order must be maintained until the starting signal is given.

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 the duties 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.
- From the moment the Start procedure commences, Race conditions apply.
- 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 Starter will be in a position near the Starting area.

- 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 the first time, including when short Circuits or roll-up cut off areas are used, unless the Track Licence defines otherwise.
- The practice of weaving to warm Tyres during the rolling lap is permitted.
- After passing any "Slow Down" markers, 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. The Driver on pole position shall set the speed at which all Competitors shall approach the Starting area (which shall be no more than approximately 1/3rd of Race pace) in anticipation of a Start signal being

given.

- Drivers will proceed around the Race Track lined up in two (2) lines, at a reduced and constant speed, with no unnecessary acceleration and/or deceleration, towards the Control line.
- 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 Driver who crosses a lane 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.

- The Starter will give the Start signal as the Drivers approach the Control Line only if they are satisfied with the formation and speed of the Karts.
- 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 only 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, they may abort the formation lap and recommence the starting procedure on the basis of the original grid positions or allow the impeded Driver to regain their position. The Start signal will not be given and the yellow flashing lights and/or Chevron Flag will be displayed.
- 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 and constant speed 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 and/or the 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 the first time, including when short Circuits or roll up cut off areas are used, unless the Track Licence defines otherwise.
- The practice of weaving to warm Tyres during the rolling lap and the formation lap is permitted.
- Each Driver must stop in their allocated grid position at the conclusion of the formation lap.
- 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) The restarting of a Kart on a Race Track if the Kart is not fitted with an electric on-board starting device is not permitted, other than from the mechanical breakdown lane or if a Race is stopped and restarted in accordance with the Regulations.

c) Prior to the start of a Race, the 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 a clutch 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 Kart proceeds under its own power.
 - Only Karts fitted with an on-board electric starter may restart the engine.
- f) Officials and nominated pit crew:
- May assist in the removal of Karts from the 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 extreme circumstances, be stopped by the Clerk of Course by using the red flag/lights.
- b) When a Race is stopped, it must be restarted over the remaining number of laps as determined by the Chief Timekeeper and approved by the Stewards, unless at least 50% 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.
- c) Any Kart which is stationary when a Race is stopped will not be permitted to Compete in the restart of that Race. This is not subject to Protest or Appeal.
- d) After a Race stoppage, the Karts and drivers are to be impounded in Parc Fermé. Drivers will remain under the direction of the Clerk of Course.
- e) No adjustments or repairs are permitted to the Karts between the time a Race was stopped and prior to the re-start of that Race.
- f) A Kart which is considered by the Chief Scrutineer to be unsafe, will not be permitted to Compete in the restart of that Race.

M.2.23 Race Restart Procedure

- a) A Driver will be allocated a starting position

for the Race Restart based on the positions of the last recorded lap as determined by the Chief Timekeeper, excluding the Competitors which were not classified as finishers and those who are not permitted to compete in the restart by the Chief Scrutineer.

b) If the Chief Timekeeper does not have a complete record of all starters, the Stewards may restart the Race in the original order, excluding the Competitors which were not classified as finishers and those who are not permitted to Compete in the restart by the Chief Scrutineer, unless:

- If the Race is stopped on the first lap, the Race will be restarted in the original grid order, excluding the Competitors which were not classified as finishers and those who are not permitted to Compete in the restart by the Chief Scrutineer.
- 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 signify the restart of the Race.
- A Competitor who is eligible to participate in a restart 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 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;
- 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; 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; and 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) To be classified as a finisher, a Kart must have crossed the Finish Line on the Track under its own power without any external assistance and been credited with having completed at least 75% of the distance completed by the winner of the event.

e) 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

a) 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 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.

c) 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.

M.3 Standard Flag/Light Signals

Signals of the various colours described below, must only be used for purposes detailed in these Regulations.

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' that may be in place to replace or augment flags and flag signals.

c) At a Meeting held under artificial light, each flag point must have at least one (1) battery

operated Yellow warning light and one (1) battery operated Red light. These lights must be approved by the Track Inspector.

M.3.2 Flag Size

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

M.3.3 Flag Signals

- The following flag signals will be obeyed by Drivers during Competition or practice.

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:

- 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 sector beyond where the flag is being shown 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). A signal board of similar dimensions to the flag and panel displaying the Competitor's Kart number may also be used.

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). A signal board of similar dimensions to the flag and panel

displaying the Drivers Kart number may also be used.

n) Black and Orange Dot:

- This flag displayed together with a Drivers Kart number, is shown to inform the Driver concerned that their Kart 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. A signal board of similar dimensions to the flag and panel displaying the Competitor's Kart number may also be used.

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 Black and White Chequered 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, using only the authorised route, 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

- a) The Flag / Light Signal Regulations are deemed to be part of the Driving Standards.
- b) All Drivers must abide by them.

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) If the Driver who has been caught to be lapped, does not seem to notice that another Driver wants to overtake him, Blue flags will be shown to indicate that the faster Driver wants to overtake.
- c) Any Driver who appears to ignore the Blue

flags should be reported to the Clerk of Course.

d) Overtaking, according to the circumstances, may be carried out either on the right or the left.

e) Manoeuvres liable to hinder other Drivers such as more than one (1) change of direction to defend a position, deliberate crowding of Karts beyond the edge of the Race Track or any other dangerous change of direction, are strictly prohibited.

f) Any Driver who appears guilty of any of the above offences should be reported to the Clerk of Course.

M.4.5 Rejoining a Race

a) Should a Kart leave the Race Track for any reason, the Driver may rejoin the Race Track, however, this may only be done when it is safe to do so, without gaining any advantage and subject to the following:

- Positional Advantage (having passed one or more Karts):

Should a Driver gain any positions as a consequence of having left the Race Track, they will immediately, and at the next safe opportunity, allow the Karts that they were following at the time of leaving the Race Track, to overtake them.

- Relative Track Position (having gained significant Track advantage by short cutting the Track, but not having passed another Kart)

Should a Driver gain a significant relative Track position on the Kart in front of them, but not having passed another Kart, they will immediately, at the next safe opportunity, allow the kart in front of them to regain the approximate gap that they held prior to the Driver leaving the Race Track.

b) The Driver must redress any positional or distance gains within one racing lap.

c) Failure to redress any advantage gained should be reported to the Clerk of Course.

d) Repetition of serious mistakes, or the appearance of a lack of control over the Kart, such as leaving the Race Track, should be reported to the Clerk of Course.

M.4.6 Overlap and Passing Overlap

a) Overlap means that the front of the nosecone of a Kart has reached the point of being alongside of, or further forward than the rear wheel protection, or the rear edge of the rear wheels, on a Kart that is in front of it on the Race Track.

b) Example of no Overlap:



c) This is an Overlap:

The rear Kart has reached the point where its Nose Cone is alongside or further forward than the back edge of the rear wheels.

(red / green kart picture to be replaced)



d) Passing Overlap means that the front of the Nose Cone of an overtaking Kart, has reached a point level with the vicinity of the centre of the steering wheel of a Kart that is being overtaken. The overtaking Kart must be under control.



M.4.7 Blocking/Overlap on Corner Approach

a) Blocking in general is not allowed. However, at the Start of a Race, or during the first lap, there may be some exceptions to this. If a Driver has committed to the Racing line at the initial braking point of the approaching corner, they may not move across to block the inside line to the corner during the braking phase. They must not interfere with the Kart trying to overtake, particularly if there is any Overlap.

b) At the Start and/or End of a Race, 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 the line respecting the points below:

- Once the Kart that is trying to pass has any Overlap, the Driver in front at that time must respect that Kart and allow sufficient racing room.

- The Kart with the momentum trying to make the pass should be given at least one Kart width room from the edge of the Race Track and should not be forced off the Race Track.
- The Driver trying to pass in this situation, 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 (the turn-in point) has a Passing Overlap with the other Kart, then the Kart being overtaken must not turn-in to the apex and make significant contact with the Kart on the inside, it must allow racing room.
- b) The onus is on the overtaking Kart to 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, but has smoke off the Tyres, or is otherwise considered to be 'out of control', will be deemed not to be in a position to make a safe pass.

M.4.9 Overtaking on Corner Exit

- a) Slight side by side contact or 'rubbing' will be tolerated on the exit of one corner 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.
- b) Contact with the back of the Kart in front, inducing exit wheel spin, is not permitted on corner exit.
- c) A small amount of mid to exit corner rubbing is allowed, providing the Kart in front does not lose momentum from this.

- d) If the Kart in front is 'nudged' wide, or off line and loses position, this would be considered a breach and will incur a penalty. This "bump and run" contact will not be tolerated, and may incur a penalty.

M.4.10 Defending Your Position

- a) Drivers may defend their position on the straight, by moving once to cover their line, but must allow a Kart width to the edge of the Race Track.
- b) Consistent defending your position on the last lap of a Competition will be tolerated.

M.4.11 Driving Breaches

- a) Any manoeuvres liable to hinder other Drivers, such as 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 limits;
- d) Weaving while racing on the straight;
- e) Braking or slowing unexpectedly on a straight;
- f) Any other dangerous change of direction.

M.4.12 Stopping During Competition

- a) The Driver of any Kart leaving the Race Track, being unable to maintain racing speed, should raise their hand, and is responsible for ensuring that the manoeuvre is carried out safely, and as near as possible to a point of exit.
- b) Should a kart stop outside the mechanical breakdown lane, it must be moved as soon as possible to a safe position, so that its presence does not constitute a danger or hinder other Drivers.
- c) If the Driver is unable to move the Kart, a nearby Official may assist.
- d) Replenishment of any kind is prohibited, save when the Kart concerned is in an area specifically provided for this purpose.

e) Apart from the Driver and Officials, nobody is allowed to touch a stopped kart, except when in the mechanical breakdown lane.

f) Pushing a Kart on or along the Race Track is prohibited during Competition.

g) Crossing a Race Track during Competition will only be allowed for safety reasons, under direction of Officials.

h) Except during a Race suspension, any Kart abandoned on the Track by its Driver, even temporarily, shall be considered as withdrawn from the Competition.

Section N

COMPETITION LEVELS

N.1 Overview

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

All Supplementary Regulations submitted should adhere to one of these Competition Level formats.

KNSW will review, but may vary, the requested number of Officials, based on the expected number of entries and/or the Meeting format.

KNSW will approve all Supplementary Regulations and issue all Organising Permits.

KNSW will publish all Meeting dates and Supplementary Regulations prior to Events and Meetings.

N.1.1 State Championship

- a) Reserved for the highest level of State Competition.
- b) Format recommendations/options may be submitted to the KNSWC.
- c) Future dates will be entered on the KNSW State Calendar.
- d) All Clubs (with suitable Tracks) can submit Tenders for a round of the State Championships.
- e) Will be a Maximum of three (3) days in duration.

N.1.2 Zone Competition

- a) Takes place within a designated region of the State.
- b) May be a special one-off Event or a series conducted over a Minimum of two (2) rounds.
- c) Each Meeting will be a Maximum of two (2) days in duration.

N.1.3 Named Event

- a) A special one-off Event and is not part of a Zone or Club Competition or Endurance Meeting.
- b) Will be a Maximum of two (2) days in duration.

N.1.4 Club Competition

- a) Takes place at a KNSW Member Club.
- b) Will not form part of any State Championship, Named Event or Zone Competition.
- c) A Club Championship will be conducted over a Minimum of three (3) rounds.
- d) Will be a Maximum of two (2) days in duration.

N.1.5 Endurance Meeting

- a) Takes place at a KNSW Member Club.
- b) Will not form part of any other Competition Level.
- c) A Club Championship will be conducted over a Minimum of three (3) rounds.
- d) Will be a Maximum of two (2) days in duration.

N.2 Event Formats

N.2.1 State Championship

- a) A State Championship must be conducted in accordance with the Regulations, and any KNSW Policies.
- b) It will be conducted on the dates allocated by KNSW, and may be a single Meeting or a series.
- c) The most suitable Tracks to use for a State Championship are:
 - A Minimum Race Track length of 500m;
 - A Maximum Race Track Length of 1500m;
 - A Minimum Track width of 7m throughout the entire Race Track.
- d) Eligible Classes
 - A Maximum of twelve (12) Classes/Divisions are permitted to compete.

- The following Classes/Divisions will normally compete, but may be changed following instructions from the KNSWC and KNSW Board:

Novice

Rookie

Junior Light

Junior Heavy

Junior Performance

Senior Light

Senior Heavy

Senior Performance Light

Senior Performance Heavy

Tag 125 Light

Tag 125 Heavy

KZ2

e) Application for an Organising Permit

- At least two (2) months prior to the scheduled start date of a State Championship, the KNSW Competition Director and the Organiser(s) must login to the KNSW MyKarting™ Portal and apply/create the State Championship Meeting(s) Supplementary Regulations. This will be based on previous instructions from the KNSWC and KNSW Board.
- The Minimum number of essential Officials must be nominated, in consultation with the State Officials Co-ordinator.
- As part of the approval process, the Meeting Regulations will be distributed to all necessary Officials and attendance confirmations sought.
- The following points will also need to be specified/determined.

f) Entry to the Meeting:

- Entries will close a Minimum of:
Seven (7) days prior to the first day of Competition; or
Fourteen (14) days prior to the first day of Competition if Tyre pooling is used.

- Late entries will not be accepted under any circumstances.

g) Entry Fee

- The entry fee for each Meeting will be decided by the KNSWC.
- The entry fee will include:

Entry of one (1) Kart in a Class;

All practice fees;

Entry to the Track for one (1) Driver and two (2) pit crew.

h) Minimum Entries

- If less than eight (8) genuine entries are received for a Class by the close of entries, then the Class will not be contested.
- All Drivers whose entry is not accepted for a Class, shall be notified as soon as possible and any entry fee paid will be refunded.
- In exceptional circumstances, KNSW may give approval for a lesser number of entries in a Class.

i) Tyre Pooling

- The use of Tyre Pooling for a State Championship Meeting is permitted.
- If Tyre Pooling is used, it must be conducted in accordance with the Regulations.

j) Practice

- The Track will be closed from the Monday in the week leading up to the Meeting.
- Untimed practice sessions may be scheduled.
- Each Class will have a Minimum of two (2) timed practice sessions.
- Times set in the last timed practice session, will determine the grid order of Karts for qualifying from fastest to slowest.
- Across all practice sessions scheduled:
Any number of old tyres may be used.
Only one (1) set of new tyres may be used.

k) Qualifying

- Each Class will have one (1) qualifying session.
- Must be a Minimum of eight (8) minutes and a Maximum of ten (10) minutes in duration.
- A Driver may only qualify one (1) Kart in each Class.

l) Races

- Each Class will have a Minimum of three (3) Heat Races. Each Heat Race will be expressed by a number of laps. Two (2) of the Heat Races will be 12km in duration, the remainder will be 15km in duration.
- Each Class will have one (1) Final Race at a Meeting. The Final Race will be 20km in duration expressed by a number of laps.
- The finishing order of the Final Race determines the winning positions in each Class.

m) Grid Procedures

- One of the four (4) following Grid Procedures will be used, based on the number of entries received in each Class, and the current Track density.
- The finishing order of each Heat Race, will determine the number of points received, with 1st = 0 points, 2nd = 2 points, 3rd = 3 points, and so on with one point being added for each place.
- Any non-starters, or non-finishers will be awarded a Heat finishing position based on the number of laps completed, then the Heat grid position.
- In the event of a tie on points, the lower grid position will be awarded to the Driver with the faster original qualifying time.
- If a driver fails to take the start, they will be classified in grid order behind the number of starters in that Competition.
- If a driver is excluded from a Heat Race, they will be awarded points equal to the number of entries in that Heat, plus one (1).

n) Grid Procedure 1 (Under-subscribed Class - Track Density Not Exceeded)

- There will be four (4) Heat Races.

- Grid positions for all four (4) Heat Races will be based on the times achieved in qualifying, with the fastest time on grid one, next fastest on grid two, and so on.
- There will be one (1) Final Race.
- * Grid positions for the Final Race will be determined by the lowest combined points received from all four (4) Heat Races, starting from grid one, the next lowest from grid two, and so on.

o) Grid Procedure 2 (Under-subscribed Class - Track Density Not Exceeded)

- There will be three (3) Heat Races.
- Grid positions for Heat Race one (1) and two (2) will be based on the times achieved in qualifying, with the fastest time on grid one, next fastest on grid two, and so on.
- Grid positions for Heat Race three (3) will be determined by the lowest combined points received from the first two (2) Heat Races, starting from grid one, the next lowest from grid two, and so on.
- Grid positions for the Final Race will be determined by the lowest combined points received from all three (3) Heat Races, starting from grid one, the next lowest from grid two, and so on.

p) Grid Procedure 3 (Over-subscribed Class – Up to 200% of Track Density)

- There will be three (3) Heat Races and one (1) repechage Race.
- The Class will be split into two (2) groups for qualifying by the Chief Timekeeper, based on Timed Practice times.
- Both groups will have one (1) qualifying session.
- At the end of the qualifying sessions, all but the last five (5) grid positions, subject to the Track density, will be filled immediately for the Heat Races.
- The Grid positions for the three (3) Heat Races will be based on the times achieved in both qualifying sessions, with the fastest overall time on grid one, the next fastest on grid two and so on.

- Any competitor who did not automatically qualify for the Heat Races, will be permitted to compete in the repechage Race.
- The last five (5) grid positions for the Heat Races, will be filled from the first five finishing results of a repechage Race, between the remainder of the competitors in the Class who did not automatically qualify.
- Grid positions for the repechage Race will be determined on the overall qualifying results for both groups, with the fastest time on grid one, next fastest on grid two, and so on.
- The repechage Race will be conducted over a Minimum distance of 11km, expressed as a number of laps.
- A Competitor who fails to qualify for a starting position in the Heat Races, will be eliminated from that Class for the Meeting and will be refunded 50% of their entry fee, however, the cost of Tyres will not be refunded.
- Grid positions for the Final Race will be determined by the lowest combined points received from all three (3) Heat Races, starting from grid one, the next lowest from grid two, and so on.

q) Grid procedure 4 (Over-subscribed Class - Greater than or equal to 150% of Track density)

- This format will include:
 - one (1) Qualifying session per driver;
 - a Maximum of three (3) Heat Races;
 - a Final Race.

- Timed Qualifying

The Class will be split into two (2) groups for qualifying by the Chief Timekeeper, based on Timed Practice times. The slowest 50% will be classified as Group 1, and the fastest 50% will be classified as Group 2. Where the separation results in an odd number of Karts, the lesser number will comprise Group 1.

At the end of the qualifying session for both groups, Drivers will be split into four (4) groups: Group A, Group B, Group C, Group D.

Group A will include the fastest qualifier,

fifth fastest qualifier and so on.

Group B will include the second fastest qualifier, sixth fastest qualifier and so on.

Group C will include the third fastest qualifier, seventh fastest qualifier and so on.

Group D will include the fourth fastest qualifier, eighth fastest qualifier and so on.

This process will continue until all Drivers are allocated a group.

- Heat Races

Each group will Race against each other group over three (3) Heat Races.

The fastest qualifier (1st in Group A) will start three (3) Heat Races from pole position

The second fastest qualifier (1st in Group B) will start two (2) Heat Races from pole position.

The third fastest qualifier (1st in Group C) will start one (1) Heat Race from pole position

Each Heat Race will be conducted over a Minimum distance of 7km, expressed as a number of laps.

Heat 1 – Group A vs Group D with the following grid order:

Group A will occupy grid positions 1, 3, 5, 7, etc,

Group D will occupy grid positions 2, 4, 6, 8, etc

Heat 2 – Group B vs Group C with the following grid order:

Group B will occupy grid positions 1, 3, 5, 7, etc,

Group C will occupy grid positions 2, 4, 6, 8, etc

Heat 3 – Group A vs Group C with the following grid order:

Group A will occupy grid positions 1, 3, 5, 7, etc,

Group C will occupy grid positions 2, 4, 6, 8, etc

Heat 4 – Group B vs Group D with the

following grid order:

Group B will occupy grid positions 1, 3, 5, 7, etc,

Group D will occupy grid positions 2, 4, 6, 8, etc

Heat 5 – Group A vs Group B with the following grid order:

Group A will occupy grid positions 1, 3, 5, 7, etc,

Group B will occupy grid positions 2, 4, 6, 8, etc

Heat 6 – Group C vs Group D with the following grid order:

Group C will occupy grid positions 1, 3, 5, 7, etc,

Group D will occupy grid positions 2, 4, 6, 8, etc

- Final Race

To be eligible for a grid position in the Final Race a Competitor must have registered a qualifying time and Competed in at least two (2) Heat Races.

Grid positions for the Final Race will be determined for each Driver, by the lowest combined points received from all Heat Races.

The Driver who has the lowest points will start on Pole Position, next lowest from grid two, the next lowest from grid three, and so on, until the grid is filled to Track Density.

Any remaining Drivers will not compete any further, unless there is a withdrawal, in which case, the next driver(s) with the lowest points may fill the last grid position(s).

r) Point Score

- Where a State Championship is conducted as a series, over more than one round, Drivers will be awarded State Championship points.
- Points are based on the results of qualifying sessions and each Race contested, subject to any Penalties imposed.
- State Championship points will be awarded in accordance with the table below:

POSITION	QUALIFYING	HEAT RACE	FINAL RACE
1	2	15	30
2		13	26
3		12	24
4		11	22
5		10	20
6		9	18
7		8	16
8		7	14
9		6	12
10		5	10
11		4	8
12		3	6
13		2	4
14		1	2
15		1	1

- The combined point score achieved by each Driver in a State Championship Meeting will become the State Championship points for that Meeting.
- Non-finishers in any Race will not be awarded State Championship points for that Race.
- Ties for State Championship points at a Meeting will be resolved by allocating Meeting finishing positions in the order of the results in the Final Race at the Meeting.
- In the event of two (2) or more Drivers scoring equal points at the end of the State Championship, the Final State Championship order will be determined by reference to each Drivers overall placing at each State Championship Meeting conducted.

The Driver with the greater number of first places will assume the higher place in the Final State Championship order.

If this fails to break the tie, then the Driver with the greater number of second

places will assume the higher place in the State Championship order, and so on until the tie is broken.

If this fails to break the tie, then the Driver who was the higher placed finisher in the Final Race of the State Championship will be declared the winner.

s) Trophies

- Trophies for the State Championship Class winners each Year, are the responsibility of KNSW.
- Where the State Championship is run as a series, Trophies for each round will be the responsibility of the Host Club/Organiser.
- Trophies will only be awarded to the top three (3) finishers in the Final Race of each Class.
- The KNSWC will approve the type and size of the trophies for each Class.

t) Plates and Reserved Numbers

- The winner of each State Championship Class will be allocated a blue plate with white

number one (1).

- The blue plate may only be used in the same Class in which it was awarded.
- Blue number plates will be provided by KNSW for presentation after the Final Meeting.
- The blue plate may be used from the end of the State Championship in which it was earned until the end of the following year's State Championship.

N.2.2 Zone Competition

a) A Zone Competition:

- May be conducted by an Organiser or Organisers with the approval of KNSW.
- May be either a single Meeting, or a series of Meetings.
- Must be conducted in accordance with the Regulations, any KNSW Policies in force, and the approved Supplementary Regulations for that Meeting (and series).
- May have a Naming Rights sponsor.

b) Application for an Organising Permit:

- At least one (1) month prior to the scheduled date of the (first) Meeting, the Organiser(s) must login to the KNSW MyKarting™ Portal and apply/create the Zone Meeting(s) Supplementary Regulations.
- The Minimum number of essential Officials must be assigned.
- As part of the approval process, the Meeting Regulations will be distributed to all necessary Officials and attendance confirmations sought.
- The following points will also need to be specified/determined.

c) Only Classes & Divisions listed in the Supplementary Regulations will be eligible to run.

- (Note: Consolidation of Competition Groups may still apply.)

d) Entry to a Meeting

- Entries for each Zone Meeting will close on the Thursday prior to the start of the Meeting.
- Late entries may be accepted in accordance with provisions in the Supplementary Regulations.
- The entry fee for each Meeting will be decided by the Organiser(s) in conjunction with KNSW, and will include:

Entry of one (1) Kart in a Class/Division;

All practice fees;

Entry to the Track for one (1) Driver and two (2) pit crew.

- An Entry Fee which is paid by credit card may attract an additional processing fee.

e) Practice

- Timed or Untimed Practice may take place at a Meeting, but must be specified.

f) Qualifying

- If applicable, may take place as a standalone session, or be combined with a warm up or Practice session.
- Must be a Minimum of six (6) minutes in duration (excluding Speedway).
- A Driver may only qualify one (1) Kart in each Group/Class/Division at a Meeting.

g) Grid Procedure

- Will be in accordance with the Supplementary Regulations for the Meeting.
- Can be based on random drawn Grids, reverse Grids, points accrued from racing, or be based on the times achieved in qualifying with the fastest on grid one (1), next fastest on grid two (2) and so on.

h) Races

- Each Group/Class/Division will generally have three (3) or more Heat Races at a Meeting. The duration of each Heat Race will be expressed by a number of laps.
- Each Group/Class/Division will generally have one (1) Final Race at a Meeting. The duration of the Final Race will be longer than the Heat Races and will be expressed by a

number of laps.

i) Finishing

- Unless otherwise specified in the Supplementary Regulations, the finishing order of the Final Race determines the winning positions in each Class.

N.2.3 Named Event

a) A Named Event Meeting:

- Must be an annual (or one-off) Event that may be of historical significance.
- May be conducted by an Organiser with the approval of KNSW.
- Must be conducted in accordance with the Regulations, any State Policies in force, and the approved Supplementary Regulations for that Meeting.
- May not form part of a Club or Zone Competition.
- May have a Naming Rights Sponsor.

b) Application for an Organising Permit:

- At least one (1) month prior to the scheduled date of the Meeting, the Organiser must login to the KNSW MyKarting™ Portal and apply/create the Named Event Meeting Supplementary Regulations.
- The Minimum number of essential Officials must be assigned.
- As part of the approval process, the Meeting Regulations will be distributed to all necessary Officials and attendance confirmations sought.
- The following points will also need to be specified/determined.

c) Only Classes & Divisions listed in the Supplementary Regulations will be eligible to run.

- (Note: Consolidation of Competition Groups may still apply.)

d) Entry to a Meeting

- Entries for the Meeting will close on the Thursday prior to the start of the Meeting.

- Late entries may be accepted in accordance with provisions in the Supplementary Regulations.

- The entry fee for the Meeting will be decided by the Organiser, and will include entry of one (1) Kart in a Class/Division and all practice fees.

e) Practice

* Timed or Untimed Practice may take place at a Meeting, but must be specified.

f) Qualifying

- If applicable, may take place as a standalone session, or be combined with a warm up or Practice session.
- Must be a Minimum of six (6) minutes in duration (excluding Speedway).
- A Driver may only qualify one (1) Kart in each Group/Class/Division at a Meeting.

g) Grid Procedure

- Will be in accordance with the Supplementary Regulations for the Meeting.
- Can be based on random drawn Grids, reverse Grids, points accrued from racing, or be based on the times achieved in qualifying with the fastest on grid one (1), next fastest on grid two (2), and so on.

h) Races

- Each Group/Class/Division will generally have three (3) or more Heat Races at a Meeting. The duration of each Heat Race will be expressed by a number of laps.
- Each Group/Class/Division will generally have one (1) Final Race at a Meeting. The duration of the Final Race will be longer than the Heat Races and will be expressed by a number of laps.

i) Finishing

- The Supplementary Regulations will specify the method of determining the winners in each Group/Class/Division.

N.2.4 Club Competition

a) A Club Competition Meeting:

- May be conducted by an Organiser with the approval of KNSW.
- Must be conducted in accordance with the Regulations, any KNSW Policies, and the approved Supplementary Regulations.
- May form part of a Club Championship or be a one-off event.
- May have a Naming Rights Sponsor, but may not be considered a Named Event.
- Must permit any Kart engine that has been approved for use in Club Competition to participate.
- Should structure Sprint Competitions in groups of compatible Classes, based on the number of entries received and a Tracks Maximum Density.
- May structure Speedway Competitions in groups of compatible Classes, if the number of entries are less than each Class/Divisions Minimum entry requirements.

b) Sprint Class Groups

- Novice & Rookies
- 4SS Junior
- Juniors
- Junior Performance
- Seniors & Senior Classic
- Senior Performance & Tag Restricted
- Tag 125
- Open Performance & KZ2
- 4SS Senior

c) Speedway Class Groups

- Speedway Novice & Rookies
- Speedway Junior
- Speedway KT Standard & Pro Standard
- Speedway KT Modified
- Speedway Pro Open
- Speedway Pro Gearbox

d) Application for an Organising Permit

- At least one (1) month prior to the scheduled date of a Club Meeting, the Organiser must login to the KNSW MyKarting™ Portal and apply/create the Club Meeting Supplementary Regulations.
- The Minimum number of essential Officials must be assigned.
- As part of the approval process, the Meeting Regulations will be distributed to all necessary Officials and attendance confirmations sought.
- The following points will also need to be specified.

e) Entry to a Meeting

- Entries for a Club Meeting will close on the Thursday prior to the start of the Meeting.
- Late entries may be accepted in accordance with provisions in the Supplementary Regulations.
- The Entry Fee for a Club Meeting shall be decided by the Organiser, and will include - entry of one (1) Kart in a Class/Division including its Driver/s, and any practice fees.

f) Practice

- Timed or Untimed Practice may take place at a Meeting, but must be specified.

g) Qualifying

- If applicable, may take place as a standalone session, or may be combined with a warm up or Practice session.
- Must be a Minimum of six (6) minutes in duration (excluding Speedway).
- A Driver may only qualify one (1) Kart in each Group/Class/Division.

h) The Grid Procedure

- Will be in accordance with the Supplementary Regulations for the Meeting.
- Can be based on random drawn Grids, reverse Grids, points accrued from Racing, or be based on the times achieved in qualifying with the fastest on grid one (1), next fastest on grid two (2), and so on.

i) Races

- Each Group/Class/Division will generally have three (3) or more Heat Races at a Meeting. The duration of each Heat Race will be expressed by a number of laps.
- Each Group/Class/Division will generally have one (1) Final Race at a Meeting. The duration of the Final Race will be longer than the Heat Races and will be expressed by a number of laps.

j) Finishing

- The Supplementary Regulations will specify the method of determining the winners in each Group/Class/Division.

N.2.5 Endurance Meeting

a) An Endurance Meeting:

- May be conducted by an Organiser with the approval of KNSW.
- Must be conducted in accordance with the Regulations, any KNSW Policies in force, and the approved Supplementary Regulations for that Meeting.
- May form part of a Club Championship or be a one-off Event.
- May have a Naming Rights Sponsor.

b) Application for an Organising Permit

- At least one (1) month prior to the scheduled date of an Endurance Meeting, the Organiser must login to the KNSW MyKarting™ Portal and apply/create the Endurance Meeting Supplementary Regulations.
- The Minimum number of essential Officials must be assigned.
- As part of the approval process, the Meeting Regulations will be distributed to all necessary Officials and attendance confirmations sought.
- The following points will also need to be specified.

c) Entry to a Meeting

- Entries for the Meeting will close on the

Thursday prior to the start of the Meeting.

- Late entries may be accepted in accordance with provisions in the Supplementary Regulations.
- The Entry Fee shall be decided by the Organiser, and will include - entry of one (1) Kart, including its Driver/s, and any practice fees.

d) Practice

- Timed or Untimed Practice may take place at a Meeting, but must be specified.

e) Qualifying

- May take place as a standalone session, or may be combined with a warm up or Practice session.
- The duration and format will be listed in the Supplementary Regulations.
- A Team/Driver/s may only qualify one (1) Kart in each Race.

f) The Grid Procedure

- Will be based on the times achieved in qualifying with the fastest on grid one (1), next fastest on grid two (2), and so on.

g) Race

- There will only be one Junior and/or Senior Race at a Meeting.
- The duration of each Race and the number of Drivers required, will be specified in the Supplementary Regulations.
- The required number of Compulsory Pit Stops and Refuelling Pit Stops will also be specified in the Supplementary Regulations.

h) Finishing

- The finishing order of the Race, after any post-Race penalties are taken into account, will decide the winners.

Section P

PENALTIES & PROTESTS

P.1 Breaches of the Regulations

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

P.1.1 Extent of Jurisdiction

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 who fails to see the Clerk of Course or Steward within the requested timeframe has breached this Regulation.

A person who fails to attend any Hearing, Tribunal or Appeal, of which they have been given notice and are required to attend, has breached this Regulation.

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 has breached this Regulation.

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 of any Official appointed to a Meeting has breached this Regulation.

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 and Bulletins; 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

Eligible Karts are those complying with these Regulations and the specific Class Regulations in which the Kart is competing.

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 who acts contrary to, or breaches the provisions of any Policy or Procedure of, or endorsed by KNSW will be in breach of the Regulations.

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

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

P.3.1 Application

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 another penalty deemed appropriate in the circumstances.

l) 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 that Competition, and also as they may count towards any overall Championship or series point score.

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

P.4.3 Exclusion from that Section of the Event.

Excludes the Licence Holder from any

entitlements (points / placing) for that section of an Event only.

P.4.4 Exclusion from the Event

Excludes the Licence Holder from any further participation in any section of that Event (Class), and any entitlements already gained for the relevant Class, for the entire Meeting.

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

P.4.5 Exclusion from the Meeting

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

- The penalty is applied and takes effect immediately. The licence holder is not permitted to take any further part in that Meeting; and
- The Licence Holder and/or Driver loses any points, placings or awards in all sections of Events (Classes) completed at that Meeting before the penalty of Exclusion was imposed; and
- The Licence Holder Competitor and/or Driver forfeits any fees paid in respect of that Meeting.

An automatic Exclusion does not prevent the imposition of any additional penalty for the same offence.

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 lap scoring, when a Licence Holder is Excluded from a Section of an Event, Excluded from an Event or Excluded from a Meeting, their relevant placing and points entitlements will be assumed by the relevant

succeeding Licence Holder with all subsequent placing and points entitlements adjusted accordingly.

P.4.7 Suspension

A sentence of suspension may only be imposed by a Tribunal or the Board.

A sentence of suspension shall entail the loss of any right that the License Holder may have had to participate in any capacity in any Competition held within the territory of KNSW.

Suspension shall render null and void an entry by or for the Licence holder for any Competition which may take place during the term of such suspension.

Suspension of 12 months or more shall entail the loss of any right that the Licence holder or Member may have had, or has, to hold any official or other position with KNSW for the term of such suspension.

KNSW shall endorse any Licence which has been suspended accordingly.

When separate penalties of suspension are imposed they shall be cumulative in effect.

If a suspension is imposed, the Licence holder must be advised that the period of suspension commences immediately.

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.

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

- a) The penalties listed in these Regulations are the KNSW recommended minimum penalties.
- b) They should be applied by the Stewards, or a Tribunal, for the breaches/offences listed

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

- a) 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.
- b) The specific steps in

Continue page 123

OFFENCE	REGULATION	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 of an disciplinary tribunal with a recommendation for a 24 month suspension
Advertising, Signs and Writing	G.6	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 the Competitor's Event	P.2.2 f)	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	+10 second time penalty
Driving Standard: Reckless	M.4.2	Exclusion from that section of the Event
Driving Standard: Dangerous	M.4.2	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 Competition Failure to Comply	M.2.10	Minor Ineligibility and rectified for the next meeting
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

OFFENCE	REGULATION	PENALTY
Drivers briefing failure to attend	M.2.5	\$50.00 fine
Ducking head to impede 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 b)	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 Owing	P.2.9	Suspension of Licence until payment made
Failure to obey an Official	P.2.10	Exclusion from that section of the Event
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 l)	Exclusion from that section of the Event plus a Written Warning
Flags: Black and Orange Dot failure to observe	M.3.3 m)	Exclusion from that section of the Event
Flags Chequered: passing karts after finish	M.3.3 o)	\$50.00 Fine
Flags Blue: failure to observe	M.3.3 g)	Shown Blue and Red Double Diagonal Flag
Flags Blue and Red Double Diagonal Flag: failure to comply	M.3.3 j)	Black Flag
Flags Red: failure to cease racing	M.3.3 h)	Exclusion from that section of the Event
Flags Yellow: failure to slow and signal appropriately	M.3.3 f)	+5 second time penalty
Flags Yellow: failure to maintain position	M.3.3 f)	+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.4.12 b)	Exclusion from that section of the Event plus Written Warning
Restart (push start) during qualifying/racing	M.4.12 f)	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

OFFENCE	REGULATION	PENALTY
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
Starting Engine during Drivers Briefing	T.6.7 c)	Written Warning
Timing Transponder: Failure to Comply	M.2.9	Exclusion from that Section of the Event

Technical -Minimum Recommended Penalties:

Airbox infringement (tampering)	T.3.9	Exclusion from that section of the Event
KNSW Kart Standard Infringement	T.1	Excluded from that section of the Event
Barcoded engine / chassis seals	T.7.5b)	Exclusion from the Meeting
Engine failed cc test or Engine failed cc volume squish	T.7.6 c)	Exclusion from the Meeting
Non-conforming engine	T.3.1 & Engine Regulations	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 Illegally Replaced State Champs	T.2.9 f)	Exclusion from the Meeting
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 b)	Excluded from that section of the Event
Illegally machined part	T.3.1 c)	Exclusion from the Meeting plus referral to a disciplinary tribunal with a recommendation for a minimum of a 12 month licence suspension
Restrictor infringement	T.3.13	Exclusion from the Meeting
Tampering of engine ports	T.3.1 c)	Exclusion from the Meeting plus referral to a disciplinary tribunal with a recommendation for a minimum of a 12 month licence suspension

OFFENCE	REGULATION	PENALTY
Tyres: Non-approved Tyres used	T.5.1 a)	Exclusion from the Meeting plus referral to a disciplinary tribunal with a recommendation for a minimum of a 12 month suspension
Tyres: Tampering with, modification or alterations to Tyres	T.5.1 d)	Exclusion from the Meeting plus referral to a disciplinary tribunal with a recommendation for a minimum of a 12 month suspension
Tyre Treatment	T.5.1 e)	Exclusion from the Meeting plus referral to a disciplinary tribunal with a recommendation for a minimum of a 12 month licence suspension
Weight Infringement	T.1.5	Exclusion from that section of the Event

Endurance Section - Minimum Recommended Penalties:

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 d)	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 - Failing to have minimum twenty (20) minute rest time	4E.8.2 b)	5 lap penalty
Driver - Weights attached to	T.7.1 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 through 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)	1st team offence - drive through penalty 2nd team offence - stop-go 30 second penalty 3rd team offence - stop-go 60 second penalty 4th team offence - stop-go 60 second penalty plus two (2) lap computer penalty
Pit Lane - Fuel bay queue jump	4E.9.5 j)	Drive through 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 through 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)	1st team offence - warning Further team breach - drive through penalty

OFFENCE	REGULATION	PENALTY
Pit Lane -Working on Kart outside of the regulations	4E.8.3 d)	Drive through penalty
Radio communication –accessing officials radio channel(s)	4E.7.1 d)	10 lap penalty
Radio communication –system not secure	4E.7.1 b)	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.1.5A	three (3) lap computer penalty for every one (1) kilogram, or part thereof, under-weight.

Speedway Section -Minimum Recommended Penalties:

SPEEDWAY OFFENCE	REGULATION	PENALTY
Driving Standard: Careless	M.4.2	+5second time penaltyor 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.3.5 h)	+10 second time penalty or Start Rear of Field

the Infringement Notice process are described below:

* If the penalty to be applied is prescribed in the Regulations, the Official will complete the Infringement Notice, as per the minimum recommendation.

c) 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.

d) The Licence Holder or Participant must 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.

e) 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.

f) 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

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

b) 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 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.

c) 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.

d) 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.
- e) Where possible, all Hearings are to be recorded for proof of accuracy.
- f) All the provisions of Regulations above will also apply in full to any Hearing conducted by a Tribunal.
- g) 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.
- h) 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.
- 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.6.3 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;

P.6.4 Stewards Decisions

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

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

e) 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

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

- KNSW
 - The KNSWC
 - A Club
 - A Licence Holder or Participant directly affected, who must be over eighteen (18) years of age.
- 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) Every Protest must be in writing on the KNSW "Infringement/Protest Form" addressed to the Stewards and accompanied by the Protest Fee.
- e) 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.
- f) A Infringement/Protest Form must be lodged where the Protest:
- is against the race results, must, except in

circumstances which the Stewards consider as physically impossible, be made within thirty (30) minutes after the publication of the provisional results;

- relates to any other matter occurring at a Meeting, no later than thirty (30) minutes after the publication of provisional results.
- g) The Stewards shall treat all Protests referred to above as urgent and shall hear them as soon as practicable.
- h) The time limits for lodging a Protest may only be extended by the Stewards, if it can be shown that there were exceptional circumstances.
- i) A Protest not dealt with by the Stewards must be referred to a Disciplinary Tribunal for a Hearing.
- j) A Tribunal shall not have jurisdiction to extend any time limits that have been determined by the Stewards.

P.7.2 Protesting the Actions of an Official

- a) A Protestor may Protest the actions of an Official, which must only relate to assault and/or intimidation of a person at a Meeting.
- b) 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.
- c) 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.
- d) 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; or
 - The Protest is frivolous and/or vexatious.
- e) 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.7.3 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.7.4 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.7.5 Right of Appeal

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

P.7.6 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.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.8 Tribunals

P.8.1 Overview

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

b) The KNSW 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.

c) The KNSW 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 a judicial capacity.
- Also, they 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.8.2 Disciplinary & Appeal Tribunals

a) 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.

b) 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
- to determine 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.

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

Tribunal Hearing.

d) Appeal Tribunals are appointed to hear an Appeal arising from a decision by:

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

e) 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.

f) It is important to note that the task of judicial bodies is to administer fairly and as expeditiously as possible, to enforce and apply the Regulations.

g) The prime function of the Tribunal is to do justice. Justice in this sense means the application of the Regulations to a particular set of circumstances.

h) When considering the application of the Regulations, and the matters covered within the Regulations, and in consideration of the facts of the matter before them, Tribunes and Stewards should 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 some defect in the form of the Regulations.

i) 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.

- But 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.

j) All persons that are directly involved in a Tribunal Hearing will be given reasonable notice to attend the Tribunal Hearing.

k) At a Tribunal Hearing, the Tribunes 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.

l) 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.

m) 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.

n) 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.

P.8.3 Scheduling of Tribunals

a) 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.

b) 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.

c) 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.

d) 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.

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

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

P.8.4 Disciplinary Tribunal Procedure

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.8.5 Tribunal Witnesses

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.8.6 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.8.7 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

a) 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.

b) 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.

c) 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.

d) 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.

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 reprimand;
- 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 R

RACE MEETINGS & OFFICIALS

R.1 Meeting Requirements

R.1.1 Meeting Permits

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

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

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

R.1.1 Official Noticeboard

Each Track must have an Official Noticeboard at every Meeting.

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

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

R.2 Race Meeting Officials

R.2.1 Overview

a) It will be the general duty of all Officials, irrespective of the duties assigned to them, and no matter how appointed, to act honestly and in good faith and in accordance with these Regulations, including all Policies and

procedures of KNSW and the general interests of the sport of Karting.

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

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

R.2.2 List of Officials

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

- Stewards
- Clerk of Course and Assistant Clerks of Course
- Secretary of the Meeting
- Chief Timekeeper
- Chief Scrutineer and Scrutineers
- Fuel Tester
- Tyre Tester
- Barcode Official
- Scale Marshals
- Flag Marshals
- Pit Marshals
- Starter
- Grid Marshals
- Noise Control Marshal
- Race Prosecutor (State Championships only)
- Officials Secretary (Steward's Secretary)

R.2.3 Officials Accreditation

a) All Officials must be a Minimum of 18 years of age.

b) The exception to this, is Junior Officials who must be a Minimum of 16 years of age. Their responsibilities will be determined in accordance with the KNSW Junior Officials Policy.

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

d) All Officials must satisfactorily complete an Officials accreditation course biennially, either electronically or in person, in order to retain their Official's accreditation.

e) KNSW must appoint a State Officials Coordinator. The KNSW Officials Coordinator must be able to officiate as a Clerk of Course or Steward.

R.2.4 Right of Supervision

a) In addition to the Officials above, KNSW may confer on persons specially qualified, the right to observe:

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

R.2.5 Essential Officials

a) At Club Competition Meetings, the Minimum number of essential Officials must be:

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

b) At Endurance Meetings, the Minimum number of essential Officials must be:

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

c) At Named Events or Zone Competitions, the Minimum number of essential Officials must be:

- A Chief Steward Grade 3 or higher;

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

d) For State Championships, the Minimum number of essential Officials must be:

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

R.2.6 Appointment of Officials

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

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

c) At any State Championship Meeting, the Chief Steward, Stewards, Clerk of Course, Chief Scrutineer and other essential Officials may be nominated by the Organiser, but will be appointed and approved by KNSW.

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

R.2.7 Plurality of Duties

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

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

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

R.2.8 Separation of Duties

- a) An Official shall not, at any Meeting, perform any duties other than those which are clearly attached to their appointment(s).
- b) An Official shall not be eligible to compete in any Competition at a Meeting at which they are acting as an Official, except as permitted by these Regulations.
- c) At a Club Competition Meeting:
 - A Competitor may act as an Official, except the Clerk of Course, Chief Steward or Chief Scrutineer, provided it is announced at the Driver's briefing and the Competitor is not responsible for any official documentation.
 - Where there are less than 50 entries, a Competitor may act as any Official, except Chief Steward or Clerk of Course, providing they possess the appropriate accreditation.

R.2.9 Remuneration of Officials

- a) All Officials, at any Meeting, shall act in an honorary capacity.
- b) All Officials refreshments and meals as required at the Track, are the responsibility of the Organisers.
- c) Appointed Meeting Officials:
 - Will have any overnight stay accommodation paid by the Organisers, and should be reimbursed for any fuel/travel and evening meal expenses by the Organisers in cash.
 - Evening meal expenses are \$40, per overnight stay.
- d) Any other Officials may also be reimbursed for their services by the Organisers.

R.2.10 Powers of the Stewards

The Stewards shall have authority to enforce these Regulations, including the Supplementary Regulations, any Addendum's and Bulletins issued, the program, and the instructions to Drivers (if any), and to adjudicate upon any dispute or complaint arising during the Meeting subject to the rights of appeal provided by these

Regulations, and in particular shall have power in accordance with these Regulations to:

- a) Keep order in conjunction with the civil authorities as have undertaken the policing of the Meeting and who are especially responsible for public safety.
- b) Decide what penalty to apply for a breach of these Regulations.
- c) Recommend that a penalty of suspension of a Competitor and/or Driver be imposed by a Tribunal.
- d) Amend the Supplementary Regulations in exceptional circumstances.
- e) Alter the composition of, or consolidate Heats.
- f) In the event of a dead-heat or tie on points, authorise a resolution in accordance with these Regulations.
- g) Accept a correction made by a Judge of Fact. A decision of a Judge of Fact may be altered after consultation between the Chief Steward and the Judge of Fact.
- h) Amend placing's and awards in accordance with these Regulations
- i) Prohibit from competing any Driver who, or any Kart which they consider to be dangerous, or is reported as such by the Clerk of Course or a Scrutineer.
- j) Exclude from one or more Competitions or for the duration of the Meeting any Competitor or Driver whom they consider to be, or who is reported to them by the Clerk of Course or Organisers, to be ineligible to take part therein, or whom they consider guilty of misbehaviour or unfair practice.
- k) Exclude from the Track and its precincts any Competitor or Driver who refuses to obey the order of a responsible Official.
- l) Postpone or alter the conditions of a Competition for reasons of safety or Force Majeure.
- m) Alter the Program at the request of the Clerk of Course or the Organisers.
- n) Appoint a temporary substitute(s) to replace any Steward(s) not able to perform their duties.

Such power shall be exercised by the remaining Steward(s) and shall be used to ensure that there are always at least two (2) Stewards of a Meeting.

- o) Use any video or electronic systems to assist them in reaching a decision.
- p) Approve the Start of a Competition/s.
- q) In exceptional circumstances, take the decision to stop / abandon / re-run a section of an Event when permitted by the Regulations.
- r) Settle any issue which might arise during a Meeting, subject to the 'Right of Appeal' in accordance with these Regulations.
- s) Appoint and use an Officials secretary to complete paperwork at a Meeting.

R.2.11 The Stewards Report

- a) The Stewards are not in any way responsible for the Organising of a Meeting, and in carrying out their duties do not incur any responsibility other than to KNSW, and/or the KNSWC, that issued the Organising Permit.
- b) As soon as practicable, but no later than five (5) days after the conclusion of a Meeting, the Stewards shall, with the help of information provided by the Clerk of Course, compile, sign and send a report giving the results of each Competition together with particulars of all Protests lodged, action taken thereon, Hearings, Penalties imposed, together with any recommendation in respect of such cases.
- c) The report shall also contain the Stewards general comments on the organisation of the Meeting and the exercise of their own powers in relation thereto, and any other observations as to the conduct of the Meeting which they consider should be made to KNSW as the authority under whose permit the Meeting was held.
- d) Any Appeal fees received in accordance with these Regulations must be submitted as a part of this report.
- e) The Stewards Report must be submitted to KNSW and must not be left in the possession of the Club or the Organisers of the Meeting.

R.2.12 Powers of KNSW Following Stewards Report

- a) If it appears to KNSW from any Stewards Report or otherwise, that a mistake has been made during Competition or that the results of a Competition have been improperly or incorrectly made out, KNSW shall be entitled to inquire into the matter.
- b) After giving the interested parties an opportunity to be heard, KNSW may make such order as it deems proper, even though no Protest or Appeal may be outstanding.
- c) No inquiry shall be ordered after the expiration of fourteen (14) days, after the publication of the results.

R.3 Officials Duties

R.3.1 Duties of the Clerk of Course

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

- a) Ensure that sufficient appropriately qualified Officials are present for the conduct of the Meeting, and report any deficiencies to the Chief Steward.
- b) Ensure that all Officials are provided with the information and equipment necessary for carrying out their duties.
- c) Before the commencement of untimed practice / Competition, instruct the drivers of the ambulance and pick-up vehicle(s) not to move their vehicles inside the Race Track area whilst Karts are in motion.
- d) Control Competitors and their Karts and prevent any ineligible Competitor, Driver or Kart from taking part.
- e) Send the Karts to the start in their right order and, if necessary, start them.
- f) Convey to the Chief Steward any proposal to modify the Program.
- g) Convey to the Chief Steward any report that deals with the misbehaviour of, or breach of

Regulation by, a Competitor or Driver.

- h) Receive Protests from Competitors and immediately transmit them to the Stewards.
- i) Provide the information necessary to enable the Chief Steward to compile their report.
- j) Obtain the approval from the Chief Steward to commence practice or Competitions.
- k) Constantly liaise with the Stewards in order to ensure the smooth running of each Event.
- l) Collect the reports of the Medical Officer for delivery to the Stewards.
- m) Assistant Clerks of Course may be appointed to occupy posts along the Race Track assigned to them by the Clerk of Course. They shall immediately report by any means at their disposal, all incidents and accidents which occur on the section of the Race Track for which they are responsible.
- n) The Clerk of Course may request a written report of all incidents noticed by the Assistant Clerks of Course.

R.3.2 Duties of the Secretary of the Meeting

- a) The Secretary of the Meeting shall be responsible for the organisation of the Meeting as regards all material and notices required in connection therewith.
- b) They shall satisfy themselves that the various Officials are acquainted with their duties and are furnished with the necessary equipment, and check their Officials identification.
- c) If necessary they shall assist the Clerk of Course in the preparation of the information required for the Stewards Report.

R.3.3 Duties of the Chief Timekeeper

- a) At the start of the Meeting to report to the Clerk of Course for instructions.
- b) To start the timing of Competitions if so instructed by the Clerk of Course.
- c) To use the timing equipment in accordance with the Regulations.

- d) To oversee the timing of each Competition in accordance with the Regulations.
- e) Declaration of times taken in order to compile the results of each Competition.
- f) To prepare and sign timing reports and to send them, with all necessary supporting documents, to the Clerk of Course.
- g) To send on request their original time sheets either to the Stewards or to KNSW.
- h) To communicate any times or results only to the Stewards and the Clerk of Course, or in accordance with their instructions.
- i) The Chief Timekeeper is a Judge of Fact, so as to confirm and register times and results.

R.3.4 Duties of Chief Scrutineer and Scrutineers

- a) The Chief Scrutineer and Scrutineers are generally responsible for ensuring compliance of each Kart and associated equipment, including apparel, with the Regulations.
- b) The functions of Chief Scrutineer, Scrutineers, Fuel Tester, Scale Marshal, Tyre Tester, Barcode Official and Noise Control Marshal may be combined at the discretion of the Chief Scrutineer.
- c) The responsibilities of the Chief Scrutineer shall include:
 - Make inspections before, during or after a Meeting.
 - At the start of a Meeting report to the Clerk of Course.
 - Use only such measuring instruments and/or procedure as may be specified or approved by KNSW, or as deemed necessary by the Chief Scrutineer to determine compliance.
 - Communicate official information only to KNSW, the Organisers, the Stewards and the Clerk of Course.
 - Prepare the relevant information from their inspections and forward to the Stewards or the Clerk of Course as may be appropriate.

R.3.5 Duties of Flag Marshals

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

R.3.6 Duties of Judges of Fact

a) The Judges of Fact at each Meeting are the Starter, Chief Timekeeper, Scale Marshal, Fuel Tester, Barcode Official, Grid Marshal, Noise Control Marshal and Chief Scrutineer.

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

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

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

d) A Protest or Complaint cannot be made against the decision of a Judge of Fact.

e) Any decision will be accepted as final, unless corrected as herein after.

f) The finding, though final as regards the fact decided, shall not constitute a statement of results because it will not have taken into account the conditions under which the Karts have completed a Competition.

g) The Stewards may use any video or electronic systems to assist them in reaching a decision.

h) If any Judge considers that they may have made a mistake they may correct it, subject to this correction being accepted by the Stewards of the Meeting.

R.3.7 Duties of the Starter

a) To signal the start of Competition in a manner that is fair for all Competitors.

b) To signal Competitors with flags, lights and boards as required by these Regulations.

c) Signalling the end of a Competition.

d) To report to the Stewards and/or Clerk of Course any Competitor whose conduct before Start of a Race is not satisfactory.

e) The Starter is a Judge of Fact and will determine Competitors who are in breach of the relevant Starting Procedure.

R.3.8 Duties of the Pit Marshals

a) The Pit Marshals shall be responsible for the general organisation, layout and control of the pit/paddock area.

R.3.9 Duties of the Grid Marshals

a) The Grid Marshals shall be responsible for the marshalling of the Karts in their correct grid positions, and controlling Karts until such time as they are placed in the hands of the Starter.

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

R.3.10 Duties of Scale Marshals

a) The Scale Marshal shall be responsible to the Chief Scrutineer.

b) The Scale Marshals shall be responsible for weighing and recording the weight of each of the Karts and Drivers in accordance with these Regulations.

c) Competitors must weigh to the scales of the day.

d) Should a Competitor fail their first test they may request one (1) additional test.

e) The Scale Marshal shall be Judge of Fact, as to measuring the weight of any Kart and Driver at the completion of any Competition.

R.3.11 Duties of Noise Control Marshal

a) The Noise Control Marshal shall be:

- Responsible to the Chief Scrutineer;
- Judge of Fact, as to the noise level recorded by any individual Kart;
- Responsible for monitoring and reporting on noise levels of all Karts.

R.3.12 Duties of a Race Prosecutor

a) KNSW may appoint one or more Race Prosecutors at State Championship Meetings.

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

R.4 Officials Licensing

R.4.1 Accreditation & Upgrade Procedure

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

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

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

R.4.2 Downgrade, Suspension or Revocation Procedure

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

- Failure to adequately and competently perform the duties required for their appointed position and current licence grading at any KNSW Meeting;

- Failure to successfully officiate at the Minimum number of Meetings required to retain their current licence grading, unless approved by the KNSW Officials Coordinator.

b) Any action to downgrade, suspend or revoke the Licence of an Official must take place within a reasonable period of time.

c) Officials cannot be represented by an Advocate.

d) Any appeal from these proceedings disciplining Officials, can only be made in writing to the KNSW Officials Coordinator. Such appeal must be received within fourteen (14) days of receipt of the written notification of downgrade, suspension or revocation of the Official's Licence. Upon receipt it will be referred to the KNSW Tribunal Registrar for determination.

e) When an Officials Licence is downgraded for more than two (2) months, the process to upgrade must begin from the level downgraded to, unless otherwise instructed by the KNSW Officials Coordinator.

LET'S GET THE
PARTY

Started



#Letsrace2019

Section C

Classes - Sprint

C.1 Overview

- a) The following Regulations define the current Sprint racing Classes available.
- b) For the Drivers each Class Section will specify:
 - The Licensing;
 - Ages;
 - Eligibility;
 - any additional Safety requirements.
- c) For the Kart specifications each Class Section:
 - Must comply with the standard Technical Regulations.
 - Will list the additional, or updated, specifications permitted to that Class, such as:
 - Chassis or Drivetrain specifications;
 - Engine Models;
 - Tyres;
 - minimum Weights etc.
 - For the detailed Drivetrain and Engine specifications for each Brand/Model, please see the
 - corresponding Engine Regulations.
- d) Anything which is not expressly allowed in the Class, Technical or Engine Regulations is forbidden.
- e) When only one (1) single Division is competing at an Event, the Class weight may be the average between the Light, Heavy and Super Heavy Divisions, or as agreed by the Officials.
- f) Note that at all Competitions, the Officials could observe parity issues with different Kart engine packages in the same Class. In this case the details of the disparity should be included in the Stewards report for further investigation.

LETS GET THE
PARTY

Started



#Letsrace2019

C.2 Novice

C.2.1 Driver Requirements

- a) Must hold a **KNSW Novice** Licence.
- b) **Six (6) year** old drivers may Practice only.
- c) Rib protectors are mandatory and as per manufacturers recommendations.
- d) Neck braces and chest protectors are recommended.

C.2.2 Competition Eligibility

- a) Club Competition: Any eligible engine.
- b) Named Event: Any eligible engine.
- c) Zone Competition: Any eligible engine.
- d) State Championship:
 - Only eligible engine is **Vortex Mini Rok**.
 - Driver must hold a minimum **C grade** Licence.

C.2.3 Drivetrain

- a) Eligible Engines
 - Comer SW80
 - Vortex Mini Rok (with 16mm restrictor)
 - Yamaha KT100J (with 16mm restrictor)

C.2.4 Tyres

a) Dry Tyres	b) Wet Weather Tyres
MAXXIS SPORT	Dunlop KT12SLW2
Front: 10 x 4.50-5	Front: 10 x 4.50-5
Rear: 10 x 4.50-5	Rear: 10 x 4.50-5

C.2.5 Minimum Weight

- a) Minimum weight including the Driver:
 - Comer SW80: 80 kg
 - Vortex Mini Rok: 99 kg
 - Yamaha KT100J: 100 kg

C.2.6 Competition Numbers

- a) Red number on White plate/background

C.3 Rookie

C.3.1 Driver Requirements

- a) Must hold a **KNSW Rookie** Licence.
- b) Rib protectors are mandatory and as per manufacturers recommendations.
- c) Neck braces and chest protectors are recommended.

C.3.2 Competition Eligibility

- a) Club Competition: Any eligible engine.
- b) Named Event: Any eligible engine.
- c) Zone Competition: Any eligible engine.
- d) State Championship:
 - Only eligible engine is Vortex Mini Rok.
 - Driver must hold a minimum **C grade** Licence.

C.3.3 Drivetrain

- a) Eligible Engines
 - Vortex Mini Rok
 - Yamaha KT100J (with 18mm restrictor)

C.3.4 Tyres

a) Dry Tyres	b) Wet Weather Tyres
MAXXIS SPORT	Dunlop KT12SLW2
Front: 10 x 4.50-5	Front: 10 x 4.50-5
Rear: 10 x 4.50-5	Rear: 10 x 4.50-5

C.3.5 Minimum Weight

- a) Minimum weight including the Driver:
 - Vortex Mini Rok: 112 kg
 - Yamaha KT100J: 110kg

C.3.6 Competition Numbers

- a) Red number on White plate/background

C.4 Juniors

C.4.1 Driver Requirements

- a) Must hold a **KNSW Junior** Licence.
- b) Rib protectors are mandatory and as per manufacturers recommendations.
- c) Neck braces and chest protectors are recommended.

C.4.2 Competition Eligibility

- a) Club Competition: Any eligible engine.
- b) Named Event: Any eligible engine.
- c) Zone Competition: Any eligible engine.
- d) State Championship:
 - Only eligible engine is IAME 100 Reedjet.
 - Driver must hold a minimum C grade Licence.

C.4.3 Drivetrain

- a) Eligible Engines
 - Yamaha KT100J
 - Yamaha KT100S (with 25mm restrictor)
 - IAME 100 Reedjet (with 19mm restrictor)

C.4.4 Tyres

- | | |
|---------------------|-----------------------------|
| a) Dry Tyres | b) Wet Weather Tyres |
| MAXXIS SPORT | Dunlop KT12SLW2 |
| Front: 10 x 4.50-5 | Front: 10 x 4.50-5 |
| Rear: 11 x 7.10-5 | Rear: 11 x 6.50-5 |

C.4.5 Minimum Weight

- a) Minimum weight divisions including the Driver:

DIVISION & ENGINE	YAMAHA KT100J	YAMAHA KT100S	IAME 100 REEDJET
JUNIOR LIGHT	115KG	120KG	128KG
JUNIOR MID	125KG	130KG	138KG
JUNIOR HEAVY	135KG	140KG	148KG

- b) Maximum Kart weight for Heavy division, excluding the Driver:

89KG	89KG	96KG
------	------	------

C.4.6 Competition Numbers

- a) Black number on Whiteplate/background.

C.5 Junior Performance

C.5.1 Driver Requirements

- a) Must hold a **KNSW Junior** Licence.
- b) Must hold a minimum B grade Licence.
- c) Must be a minimum of 13 years of age.
- d) Rib protectors are mandatory and as per manufacturers recommendations.
- e) Neck braces and chest protectors are recommended.

C.5.2 Competition Eligibility

- a) Club Competition: Any eligible engine.
- b) Named Event: Any eligible engine.
- c) Zone Competition: Any eligible engine.
- d) State Championship:
 - Only eligible engine is IAME 100 Reedjet.

C.5.3 Drivetrain

- a) Eligible Engines
 - Yamaha KT100S
 - IAME 100 Reedjet

C.5.4 Tyres

- | | |
|--|---|
| a) Dry Tyres
MAXXIS SPORT
Front: 10 x 4.50-5
Rear: 11 x 7.10-5 | b) Wet Weather Tyres
Dunlop KT12SLW2
Front: 10 x 4.50-5
Rear: 11 x 6.50-5 |
|--|---|

C.5.5 Minimum Weight

- a) Minimum weight including the Driver:
 - Yamaha KT100S: 130kg
 - IAME 100 Reedjet: 144kg

C.5.6 Competition Numbers

- a) Junior: Black numbers on White plate/background.

C.6 Seniors

C.6.1 Driver Requirements

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

C.6.2 Competition Eligibility

- a) Club Competition: Any eligible engine.
- b) Named Event: Any eligible engine.
- c) Zone Competition: Any eligible engine.
- d) State Championship:
 - Only eligible engine is IAME 100 Reedjet.
 - Driver must hold a minimum C grade Licence.

C.6.3 Drivetrain

- a) Eligible Engines
 - Yamaha KT100J
 - Yamaha KT100S (with 25mm restrictor)
 - IAME 100 Reedjet (with 19mm restrictor)

C.6.4 Tyres

- | | |
|--|---|
| a) Dry Tyres
MAXXIS SPORT
Front: 10 x 4.50-5
Rear: 11 x 7.10-5 | b) Wet Weather Tyres
Dunlop KT12SLW2
Front: 10 x 4.50-5
Rear: 11 x 6.50-5 |
|--|---|

C.6.5 Minimum Weight

- a) Minimum weight divisions including the Driver:

DIVISION & ENGINE	YAMAHA KT100J	YAMAHA KT100S	IAME 100 REEDJET
SENIOR LIGHT	135KG	140KG	148KG
SENIOR HEAVY	150KG	155KG	163KG
SENIOR SUPER HEAVY	165KG	170KG	178KG
SENIOR MASTERS	150KG	155KG	163KG

- b) Maximum Kart weight for Heavy division, excluding the Driver:

89KG	89KG	96KG
------	------	------

C.6.6 Competition Numbers

- a) Black numbers on Yellow plate/background

C.7 Senior Classic J/S

C.7.1 Driver Requirements

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

C.7.2 Competition Eligibility

- a) Club Competition
- b) Named Event

C.7.3 Drivetrain

- a) Eligible Engine
 - Yamaha KT100J or Yamaha KT100S

C.7.4 Tyres

- | | |
|--|---|
| a) Dry Tyres
MAXXIS SPORT
Front: 10 x 4.50-5
Rear: 11 x 7.10-5 | b) Wet Weather Tyres
Dunlop KT12SLW2
Front: 10 x 4.50-5
Rear: 11 x 6.50-5 |
|--|---|

C.7.5 Minimum Weight

- a) Minimum weight divisions including the Driver:

DIVISION & ENGINE	YAMAHA KT100J	YAMAHA KT100S
SENIOR CLASSIC LIGHT	135KG	140KG
SENIOR CLASSIC HEAVY	155KG	160KG
SENIOR CLASSIC SUPER HEAVY	175KG	180KG
SENIOR CLASSIC MASTERS	155KG	160KG

- b) Maximum Kart weight for Heavy division, excluding the Driver:

89KG	89KG
------	------

C.7.6 Competition Numbers

- a) Black numbers on Yellow plate/background.

C.8 Senior Performance

C.8.1 Driver Requirements

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

C.8.2 Competition Eligibility

- a) Club Competition: Any eligible engine.
- b) Named Event: Any eligible engine.
- c) Zone Competition: Any eligible engine.
- d) State Championship:
 - Only eligible engine is IAME 100 Reedjet.
 - Driver must hold a minimum C grade Licence.

C.8.3 Drivetrain

- a) Eligible Engines
 - IAME 100 Reedjet
 - Yamaha KT100S

C.8.4 Tyres

- | | |
|--|---|
| a) Dry Tyres
MAXXIS SPORT
Front: 10 x 4.50-5
Rear: 11 x 7.10-5 | b) Wet Weather Tyres
Dunlop KT12SLW2
Front: 10 x 4.50-5
Rear: 11 x 6.50-5 |
|--|---|

C.8.5 Minimum Weight

- a) Minimum weight divisions including the Driver:

DIVISION & ENGINE	YAMAHA KT100S	IAME 100 REEDJET
SENIOR PERFORMANCE LIGHT	130KG	149KG
SENIOR PERFORMANCE HEAVY	150KG	169KG
SENIOR PERFORMANCE SUPER HEAVY	170KG	189KG
SENIOR PERFORMANCE MASTERS	150KG	169KG

- b) Maximum Kart weight for Heavy & Super Heavy division, excluding the Driver:

88KG	97KG
------	------

C.8.6 Competition Numbers

- a) Black numbers on Yellow plate/background.

LETS GET THE
PARTY

Started



#Letsrace2019

C.9 Tag Restricted

C.9.1 Driver Requirements

- a) Must hold a KNSW Senior Licence.
- b) Masters division: Minimum of 40 years of age to compete

C.9.2 Competition Eligibility

- a) Club Competition
- b) Named Event
- c) Zone Competition

C.9.3 Drivetrain

- a) Eligible Engines
 - Yamaha KT100S (Unrestricted)
 - IAME X30
 - PRD Fireball 125
 - PRD Galaxy 125
 - Parilla Leopard 125
 - Rotax 125 Max (non EVO and EVO)
 - Rotax 125 Junior Max (non EVO and EVO)
 - SQ Cheetah 125
- b) Exhaust–Restrictor Plates
 - Each engine listed below must be fitted with an Exhaust Restrictor Plate, complying with the Regulations, and the maximum internal hole size listed.

ENGINE MODEL	RESTRICTOR	WHOLE SIZE
IAME X30	AKA X30	23.40MM
PRD FIREBALL 125	AKA F1	24.5MM
PRD GALAXY 125	G1	24.95MM
PARILLA LEOPARD 125 - BLACK MODULE	AKA L1	23.00MM
PARILLA LEOPARD 125 - GREEN MODULE AKA20L	AKA L2	23.80MM
ROTAX 125 MAX (NON EVO AND EVO)	AKA SR2	24.50MM
ROTAX 125 JUNIOR MAX (NON EVO AND EVO)	AKA JR1	26.00MM
SQ CHEETAH 125	AKA SQ1	25.00MM

c) Ignition

- The specific ignition for the following engines are:
- Parilla Leopard 125 -Selettra Digital K Ignition & black ignition module; or
- Parilla Leopard 125 -Selettra Digital K Ignition & green ignition module AKA20L.
- All others are as per the engine specifications in the Engine Regulations.

C.9.4 Tyres**a) DryTyres**

MAXXIS SPORT

Front: 10 x 4.50-5

Rear: 11 x 7.10-5

b) Wet Weather Tyres

Dunlop KT12SLW2

Front: 10 x 4.50-5

Rear: 11 x 6.50-5

C.9.5 Minimum Weight**a) Minimum weight divisions including the Driver:**

DIVISION & ENGINE	YAMAHA KT100S	ROTAX	ALL OTHER ENGINES
TAG RESTRICTED LIGHT	140KG	167KG	162KG
TAG RESTRICTED HEAVY	160KG	187KG	182KG
TAG RESTRICTED SUPER HEAVY	180KG	207KG	202KG
TAG RESTRICTED MASTERS	160KG	187KG	182KG

b) Maximum Kart weight for Heavy & Super Heavy division, excluding the Driver:

89KG	102KG	102KG
------	-------	-------

C.9.6 Competition Numbers**a) Black number on Yellow plate/background.**

C.10 Tag 125

C.10.1 Driver Requirements

- a) Must hold a **KNSW Senior** Licence.
- b) Must hold a minimum **B grade** Licence.
- c) Masters division: Minimum of **40 years** of age to compete.

C.10.2 Competition Eligibility

- a) Club Competition
- b) Named Event
- c) Zone Competition
- d) State Championship

C.10.3 Drivetrain

- a) Eligible Engines
 - IAME X30
 - PRD Fireball 125
 - PRD Galaxy 125
 - Parilla Leopard 125
 - Rotax Max 125 (non EVO and EVO)
 - SQ Cheetah 125

C.10.4 Tyres

- a) **Dry Tyres**
- b) **Wet Weather Tyres**

MAXXIS SPORT

Dunlop KT12SLW2

Front: 10 x 4.50-5

Front: 10 x 4.50-5

Rear: 11 x 7.10-5

Rear: 11 x 6.50-5

- Must be fitted with bead retention.

C.10.5 Minimum Weight

- a) Minimum weight divisions including Driver:

DIVISION & ENGINE	PRD FIREBALL 125 PARILLA LEOPARD 125 SQ CHEETAH 125	IAME X30	ROTAX MAX 125	PRD GALAXY 125
TAG125 LIGHT	155KG	160KG	162KG	156KG
TAG 125 HEAVY	175KG	180KG	182KG	176KG
TAG 125 MASTERS	175KG	180KG	182KG	176KG

- b) Maximum kart weight for heavy division, excluding driver: **102kg**

C.10.6 Competition Numbers

- a) Black numbers on Yellowplate/background.

C.11 KZ2

C.11.1 Driver Requirements

- a) Must hold a KNSW Senior Licence.
- b) Must hold a minimum B grade Licence.
- c) Masters division:
 - Minimum of 35 years of age to compete.

C.11.2 Competition Eligibility

- a) Club Competition
- b) Named Event
- c) Zone Competition
- d) State Championship

C.11.3 Drivetrain

- a) Eligible Engines
 - Any 125cc water cooled, single cylinder, reed valve engine, currently or previously Homologated by CIK-FIA, or approved by KNSW for KZ2 competition.
 - The competitor must at all times have a copy of the Homologation and/or approval documents relating to the engine and exhaust being used.

C.11.4 Tyres

a) Dry Tyres b) Wet Weather Tyres

MG FZ (Yellow)	MG WT (White)
Front: 10 x 4.60-5	Front: 10 x 4.20-5
Rear: 11 x 7.10-5	Rear: 11 x 6.00-5

- Must be fitted with bead retention.
- c) Tyre Usage
 - As per Technical Regulations, unless specified in the Supplementary Regulations.

C.11.5 Minimum Weight

- a) Minimum weight divisions including the driver:
 - KZ2: 178kg
 - KZ2 Masters: 188kg

C.11.6 Competition Numbers

- a) Black number on Yellow plate/background

C.12 Open Performance

C.12.1 Driver Requirements

- a) Must hold a KNSW Senior Licence.
- b) Must hold a minimum B grade Licence.

C.12.2 Competition Eligibility

- a) Club Competition
- b) Named Event
- c) Zone Competition

C.12.3 Chassis

- a) Front wheel braking is permitted.

C.12.4 Drivetrain

- a) Eligible Engines
 - Vortex Rok DVS SV (Senior)
 - IAME Super X30
 - IAME Super X30 Shifter
 - Torini TC 250 (factory sealed)
- b) Engine Qualifications
 - May be either Two Stroke or Four Stroke.

If Two Stroke:

- Must be no more than 255cc total cylinder volume, when two (2) 125cc engines of the same brand and model are used at the same time.
- Must be no more than 206cc total cylinder volume for a single engine.

If Four Stroke:

- Must be no more than 430cc total cylinder volume when two (2) Torini TC250 engines are used at the same time.
- Must be a series production engine.
- May be either air or water cooled.

c) Number of Engines

- A Kart may have no more than two (2) engines fitted at one time.
- Maximum Number of engines per meeting:

Single Engine:

- Two (2)

Twin Engine:

- Four (4)

d) Carburettor

- Must have one (1) single throat carburettor per cylinder.
- e) Exhaust -Muffler
- Twin engine installation exhaust systems may be modified to suit the installation and packaging requirements.
 - The overall lengths must remain within +/-2mm of the original for each individual cut.
 - Concave relief of the muffler/silencer is permitted to provide a smaller overall packaging space.
- f) Ignition System
- Digital Ignition Systems are only permitted if the same type and style as the OEM system.
- g) Cooling
- If the type of cooling system is included in the Engine Regulations, for the specific Engine Model chosen, it must be used.
 - For all other engine types the cooling system is unrestricted.

C.12.5 Tyres

a) Dry Tyres b) Wet Weather Tyres

MG FZ (Yellow)

MG WT (White)

Front: 10 x 4.60-5

Front: 10 x 4.20-5

Rear: 11 x 7.10-5

Rear: 11 x 6.00-5

- Must be fitted with bead retention.

C.12.6 Minimum Weight

- a) Minimum weight including the driver, will be specified in the Supplementary Regulations.

C.12.7 Competition Numbers

- a) Black numbers on Yellowplate/background

C.13 4SS

(4 Stroke Sprint)

C.13.1 Driver Requirements

a) Junior:

- Must hold a KNSW Junior Licence.
- Rib protectors are mandatory and as per manufacturers recommendations.
- Neck braces and chest protectors are recommended.

b) Senior:

- Must hold a KNSW Senior Licence.

C.13.2 Competition Eligibility

a) Club Competition

b) Named Event

C.13.3 Drivetrain

a) Eligible engines:

- Briggs & Stratton 206
From: Briggs & Stratton Racing
 - Subaru KX21DU
From: Fuji Heavy Industries
 - Torini Clubmaxx 210
From: Austech Industries Pty Ltd
- b) Only Single engine configurations are permitted.
- c) Engine seals:
- Briggs & Stratton 206
Minimum of two (2) factory seals.
Agent: AussieSpeed-AHPI Pty Ltd
Agent: IKD-International Karting Distributors
 - Subaru KX21DU

Minimum three (3) approved 4SKANSW seals.

Agent: AussieSpeed-AHPI Pty Ltd

Agent: Four Stroke Karting Association of NSW Inc.

- Torini Clubmaxx 210

Minimum four (4) factory "TCSEAL" seals.

Agent: Austech Industries Pty Ltd

- You must ensure all engines used are factory sealed by only using the authorised agents listed above.
- Should any seals be missing, tampered with, or broken, the Scrutineer of the meeting may allow an engine to continue to compete, but reserves the right to have the engine fully inspected by an authorised agent listed above, should they wish to do so.

C.13.4 Tyres

a) VEGA VAH (Dry)

- Front: 10 x 4.50-5, Rear: 11 x 7.10-5

b) VEGA W2 (Wet Weather)

- Front: 10 x 4.00-5, Rear: 11 x 6.50-5

C.13.5 Weight

a) Minimum weight Divisions including the Driver:

- 4SS Junior: 135 Kg
- 4SS Senior Light*: 160 Kg
- 4SS Senior Heavy*: 175 Kg

b) *4SS Senior Classes may be combined on the Race Track, in the same Heats and Finals.

C.13.6 Competition Numbers

a) Junior: Black number on White plate/ background.

b) Senior: Black number on Yellow plate/ background.

C.14 Rotax 125

C.14.1 Driver Requirements

- a) Must hold a **KNSW Senior** Licence.
- b) Must hold a minimum **B grade** Licence.

C.14.2 Competition Eligibility

- a) Club Competition
- b) Named Event

C.14.3 Drivetrain

- a) Eligible Engines
 - Rotax 125 Max (non-EVO and EVO)
 - The engine must be manufactured by BRP Rotax, and have the Official Formula Rotax Australia Stamp on the crankcase and the reed block face of the cylinder.

C.14.4 Tyres

- | | |
|---------------------|-----------------------------|
| a) Dry Tyres | b) Wet Weather Tyres |
|---------------------|-----------------------------|

Mojo D2

Mojo W3

Front: 10 x 4.50-5

Front: 10 x 4.5-5

Rear: 11 x 7.10-5

Rear: 11 x 6.00-5

- Must be fitted with bead retention.

C.14.5 Minimum Weight

- a) Minimum weight divisions including the Driver:
 - Rotax 125 Light: 160kg
 - Rotax 125 Heavy: 180kg
- b) Maximum Kart weight for Heavy divisions, excluding driver: 100kg

C.14.6 Competition Numbers

- a) Black numbers on Yellowplate/background

C.15 Rotax DD2

C.15.1 Driver Requirements

- a) Must hold a **KNSW Senior** Licence.
- b) Must hold a minimum **B grade** Licence.
- c) Masters division: Minimum of **32 years** of age to compete.

C.15.2 Competition Eligibility

- a) Club Competition
- b) Named Event

C.15.3 Chassis

- a) Must use a DD2 specific chassis with front brakes and rear tyre protection system.

C.15.4 Drivetrain

- a) Eligible Engines
 - Rotax 125 Max DD2 (non-EVO and EVO)
 - The engine must be manufactured by BRP Rotax, and have the Official Formula Rotax Australia Stamp on the crankcase and the reed block face of the cylinder.
- b) Transmission
 - Must have a two (2) speed gearbox only, with a chainless drive system.

C.15.5 Tyre

- | | |
|---------------------|-----------------------------|
| a) Dry Tyres | b) Wet Weather Tyres |
|---------------------|-----------------------------|

Mojo D5

Mojo W3

Front: 10 x 4.50-5

Front: 10 x 4.5-5

Rear: 11 x 7.10-5

Rear: 11 x 6.00-5

- Must be fitted with bead retention

C.15.6 Minimum Weight

- a) Minimum weight divisions including the driver:
 - Rotax DD2 Open: 173 kg
 - Rotax DD2 Masters: 180kg

C.15.7 Competition Numbers

- a) Black numbers on Yellow plate/background.

C.16 Rotax Junior Max

C.16.1 Driver Requirements

- a) Must hold a **KNSW Junior** Licence.
- b) Must hold a minimum **B grade** Licence.
- c) Must be a minimum of **13 years** of age.
- d) Rib protectors are mandatory and as per manufacturers recommendations.
- e) Neck braces and chest protectors are recommended.

C.16.2 Competition Eligibility

- a) Club Competition
- b) Named Event

C.16.3 Drivetrain

- a) Eligible Engines
 - Rotax 125 Junior Max (non EVO and EVO)
 - The engine must be manufactured by BRP Rotax, and have the Official Formula Rotax Australia Stamp on the crankcase and the reed block face of the cylinder.

C.16.4 Tyres

- | a) Dry Tyres | b) Wet Weather Tyres |
|--------------------|----------------------|
| Mojo D2 | Mojo W3 |
| Front: 10 x 4.50-5 | Front: 10 x 4.5-5 |
| Rear: 11 x 7.10-5 | Rear: 11 x 6.00-5 |

- Bead retention must be used.

C.16.5 Minimum Weight

- a) Minimum weight including the Driver:
 - Rotax Junior Max: 145 kg

C.16.6 Competition Numbers

- a) Black numbers on White plate/background.

C.17 Rotax Mini Max

C.17.1 Driver Requirements

- a) Must hold a **KNSW Rookie** Licence.
- b) Must hold a minimum **C grade** Licence.
- c) Rib protectors are mandatory and as per manufacturers recommendations.
- d) Neck braces and chest protectors are recommended.

C.17.2 Competition Eligibility

- a) Club Competition
- b) Named Event

C.17.3 Drivetrain

- a) Eligible Engines
 - Rotax 125 Mini Max (non EVO and EVO)
 - The engine must be manufactured by BRP Rotax.

C.17.4 Tyres

a) Dry Tyres	b) Wet Weather Tyres
Mojo C2	Mojo CW
Front: 10 x 4.00-5	Front: 10 x3.6-5
Rear: 11 x 5.00-5	Rear: 11 x 4.50-5

C.17.5 Minimum Weight

- a) Minimum weight including the Driver:
 - Rotax Mini Max: 125 kg

C.17.6 Competition Numbers

- a) Red numbers on White plate/background

C.18 Rotax Micro Max

C.18.1 Driver Requirements

- a) Must hold a **KNSW Rookie** Licence.
- b) Must hold a minimum **C grade** Licence.
- c) Rib protectors are mandatory and as per manufacturers recommendations.
- d) Neck braces and chest protectors are recommended.

C.18.2 Competition Eligibility

- a) Club Competition
- b) Named Event

C.18.3 Drivetrain

- a) Eligible engines:
 - Rotax 125 Micro Max (non EVO and EVO)
The engine must be manufactured by BRP Rotax.

C.18.4 Tyres

- | a) Dry Tyres | b) Wet Weather Tyres |
|---------------------|-----------------------------|
| Mojo C2 | Mojo CW |
| Front: 10 x 4.00-5 | Front: 10 x 3.6-5 |
| Rear: 11 x 5.00-5 | Rear: 11 x 4.50-5 |

C.18.5 Minimum Weight

- a) Minimum weight including the Driver for:
 - Rotax Micro Max: 110 kg

C.18.6 Competition Numbers

- a) Red number on White plate/background

Section 4E

4 STROKE ENDURANCE (4SE)

Engine Models, Tyres, Fuel, Minimum Weights etc.

4E.1 4SE Class Overview

Welcome to Endurance Karting, be part of a team, incorporate strategy, and race for longer.

Endurance Karting events are team events. Teams compete against each other in Races with a Minimum time period of one (1) hour.

These events include compulsory Pit Stops, and are run at Tracks with a sealed surface.

The Race distances will be defined in the Supplementary Regulations and can be:

- Laps completed;
- Time Elapsed;
- Number of Laps but with a time certain cut-off.

4E.1.1 Driver Requirements

a) Junior:

- Must hold a KNSW Junior Licence.
- Rib protectors are mandatory and as per manufacturers recommendations.
- Neck braces and chest protectors are recommended.

b) Senior:

- Must hold a KNSW Senior Licence.

4E.1.2 Competition Eligibility

- Endurance Meeting

4E.1.3 4SE Specifications

The Kart specifications below:

- Must comply with the standard Technical and corresponding Engine Regulations.
- Will only list the additional specifications permitted, such as Chassis, Drivetrain,

4E.2 Chassis

4E.2.1 Brakes

Pads – Must ensure you have adequate brake pad life for the race duration.

Safety wire and brake rod – Ensure these are in good condition. A thicker safety wire is recommended.

The Maximum number of brake calipers permitted is four (4), with two (2) on each side.

4E.2.2 Exhaust Fitment

The chassis must allow for fitment of the control exhaust without any modifications.

4E.2.3 Rear Hubs

The Maximum rear hub length is 140mm.

Plastic sleeves to prevent hub movement are permitted.

4E.2.4 Frame Replacement

Will be as per Technical Regulations – Section T.2.2 but with the following amendments:

- The team will present a completely bare replacement frame to the Chief Scrutineer, who will either take note of the frame number or tag the frame, before the replacement work begins.
- A new Scrutineering form will need to be completed.

4E.2.5 Other Specifications

List of other specifications based on Single or Twin Engine Karts.

Chassis Component(s)

Single Engine class

CHASSIS COMPONENT(S)	SINGLE ENGINE CLASS	TWIN ENGINE CLASS
Maximum number of engines on chassis	1	2
Engine location	Right hand side of chassis	One each side of chassis
Chain and sprocket location	In-board	N/A
Number of sprockets mounted -per engine	1	1
Axle specificationsAll axles must be metallic in construction	30mm, 40mm & 50mm Max length 1100mm	30mm only Max length 1100mm Solid or hollow (min wall thickness of 5mm)
Axle collars (must not exceed 35mm width)fitted adjacent to the axle bearings	Maximum of two (2) Must be metallic	Maximum of four (4) Must be metallic
Maximum calipers for rear braking	Four calipers (two each side)	Four calipers (two each side)

4E.3 Drivetrain

4E.3.1 Eligible engines

a) 4 Stroke Models:

- Briggs & Stratton 206
- Briggs Animal Model/Type 124332 8003-01
- Honda GX200 Series QXU/QX2
- Subaru KX21DU
- Torini Clubmaxx 210

b) See the Engine Regulations section for full engine and component specifications.

c) There is no Maximum number of engines permitted to be used at a Meeting.

d) Each engine fitted to a Kart, must be as supplied and sealed by the authorised agents, prior to being used in any Competition.

4E.3.2 Carburettor

a) Honda GX200 Series:

- Various carburettor jets are allowed, as per the Engine Specifications.

4E.3.3 Transmission

a) Gearbox not permitted.

b) Gearing and Sprockets:

- Only one (1) sprocket may be fitted to the rear axle for each engine.
- Honda GX200 Series must use a 66 tooth final drive sprocket.
- Briggs Animal must use a 71 tooth final drive sprocket.

4E.3.4 Exhaust & Muffler

a) Briggs and Stratton 206

- Various options available based on Single or Twin Engine use.

b) Briggs Animal

- Various options available based on Twin Engine use.

c) Honda GX200 Series

- Standard Honda exhaust/muffler including heat shield; or after market exhaust by GKRC.

4E.3.5 Clutch

a) All Clutch specifications and the Maximum engagement RPM – are as per the Engine Regulations.

4E.4 Fuel

4E.4.1 Type and Supply

- a) Each Competitor must purchase the required quantity of fuel, as listed in the Supplementary Regulations, for each Kart they enter into the Meeting.
- b) Fuel for practice sessions will be provided by each team and administered from fuel safe containers in the Paddock area.
- c) This fuel must be delivered by each team to the refuelling bay and the fuel receipt presented at driver sign on. All fuel must be in 10L or 20L plastic fuel safe containers. Each container must display the teams Kart number for identification purposes.
- d) This fuel will be added to the Meetings common fuel and will be dispensed via the Meetings fuel rig, by the fuelling marshals, for all Qualifying and Races.

4E.4.2 Fuel Tanks

- a) Fuel tanks cannot exceed 9 Litres in capacity, and cannot be heat treated or expanded in any way. Tanks can be tested at any time for conformity with the rules, by the Chief Scrutineer.
- b) Teams will be required to have a line on the side of their fuel tank at a prescribed litre measurement. This line will be used as a Maximum filling marker for the refuelling marshal for classes who have Maximum fuel limits under the size of the capacity of the fuel tank.

4E.5 Tyres

4E.5.1 Specifications

a) Dunlop SL1A (Dry)

Front: 10 x 4.50 x 5

Rear: 11 x 7.10 x 5

b) Dunlop KT12SLW2 (Wet Weather)

Front: 10 x 4.50 x 5

Rear: 11 x 6.50 x 5

4E.5.2 Restrictions & Use

- a) Any restrictions on the number of Dry and Wet Weather Tyres permitted to be used during a Meeting, will be specified in the Supplementary Regulations.
- b) Prior to the commencement of the first qualifying session, all tyres permitted to be used during a Meeting may be marked and/or recorded.
- c) The tyres used on a Kart at the start of qualifying, must be used to start the Race, unless:
 - The track is deemed open after qualifying, when there has been a change in weather conditions. In this case Karts/teams start in their Qualifying position.
 - Any damaged tyres which are replaced, following the Technical Regulations – Section T.5.4, will result in a rear of grid position for the start of qualifying, for the Kart or Team(s) affected.
- d) Any change in weather conditions must be confirmed by the Officials.

4E.6 Weight

4E.6.1 Minimum Weight including Driver

- a) Single Engine Classes:
 - Briggs & Stratton 206: 175kg
 - Subaru KX21DU: 175kg
 - Torini Clubmaxx 210: 175kg
- b) Twin Engine Classes:
 - Honda GX200 Series: 185kg
 - Briggs & Stratton 206: 190kg
 - Briggs Animal: 190kg
- c) A Kart may be weighed at any time during a
- d) Oversized washers must be a Minimum of OD 24mm.

Meeting, including during qualifying, the Race and at post-race Scrutineering.

4E.6.2 Weight Specifications

- a) All weights must be secured to the satisfaction of the Chief Scrutineer.
- b) Weights can only be fixed to a Kart when the Kart is stationary.
- c) The following table specifies how weights may be installed:

Weight Type	Max Weight	Minimum Fixing Required
Fixed -bolted to the chassis or the seat.	5Kg per block	One(1)high tensile M8 bolt, oversized washer and nylocnut, per each 2.5Kg of weight is mandatory.
Weight Canister	20Kg	Canisters must have a Minimum of three (3) fixing points attaching to the chassis or seat. Where possible, all fixing points should be via high tensile M8 bolts, oversized washers and nyloc nuts.
Seat Inserts	30Kg	Motor vehicle seat belt straps and seat belt latches are the preferred method of securing the seat insert to the seator chassis For seat inserts 10Kg and under, Minimumof two (2) fixing points.For seat inserts above 10Kg, Minimum of three (3) three fixing points.

E.7 General

4E.7.1 Radio Equipment

- a) A two-way radio communication system between the Driver and their pit crew is permitted.
- b) Two-way radios must be securely attached to the Kart at all times and to the satisfaction of the Chief Scrutineer.
- c) Bluetooth communication systems must be securely attached or incorporated into the Drivers helmet at all times.
- d) A Competitor is not permitted to use radio equipment that is able to access, or interfere with, the Official's radio channel(s).

4E.7.2 Competition Numbers

- a) Juniors: Black number on White plate/ background
- b) Seniors: Black number on Yellow plate/ background
- c) Outright Club Championship:
 - Any colour number on Blue plate/ background
 - The number 1 is permitted to be used by the outright championship winner, in the following season, at Meetings/ events organised by the Club, where the championship victory occurred.

4E.7.3 Endurance Meeting Track Density

- a) An Organising committee can apply for up to a 20% increase in a Track's Maximum Density, when applying for an Endurance Meeting Race Permit.

4E.8 Meeting Format

4E.8.1 Minimum Drivers:

- a) The Minimum number of Drivers required to enter an Event are:

Race Duration	Drivers
Up to and including 6 hours	2
Over 6 hours and up to and including 12 hours	3
Over 12 hours but less than 24 hours	4
24 hour events	5

- b) No Driver is permitted to cross-enter during qualifying or racing at an Event.

4E.8.2 Driving Time Limits

- a) Each Driving stint must not exceed 60 minutes.
- b) Each Driver must have a Minimum of 20 minutes of rest time between stints.
- c) When a Driver enters Pit Lane for any reason, and the same driver exits Pit Lane, this does not reset the stint time. Instead, this tour of Pit Lane and time spent in the Kart thereafter is considered a continuation of the one stint, and the driver must ensure they return to the pits and finish their stint inside of the sixty (60) minute Maximum stint time.
- d) Time spent circulating under a Full Course Yellow still contributes to stint time.
- e) Should Pit Lane be closed, or a full course Yellow period results in a driver exceeding their sixty (60) minute Maximum time limit, no penalty will be applied so long as the Kart pits at the first opportunity when back under the Green flag.

4E.8.3 Pit Lane Area

- a) Persons wishing to participate as pit crew for a team who access the Pit Lane area during periods practice, qualifying or racing, must be a KNSW Licence holder or sign a KNSW Indemnity form.
- b) A Maximum of two (2) pit crew per Kart are permitted in the Pit Lane, for the purposes of signalling their driver or assisting with a Pit Stop. At all other times pit crew should remain outside of the Pit Lane.
- c) The Maximum Pit Lane speed is 15 km/h at all times during the Meeting.
- d) The Pit Lane is divided into the following sections:
 - Lane: The area between the entry marker cone indicating the beginning of Pit Lane and the exit marker cone indicating the end point of Pit Lane.

The 15 km/h speed limit applies between these two marker cones.

- Break Down Area: The Supplementary Regulations may specify an area where work on Karts is permitted, otherwise all work is to be completed in the Paddock area.
- Driver Change Area: The area where teams change Drivers, adjust weights, can adjust tyre pressures, swap a faulty or missing transponder and do minor repairs that only require cable ties and/or race tape.
- Refuelling Area: The area where refuelling of Karts by the refuelling marshals occurs prior to qualifying and during the Event. Due to safety, only the Driver of the Kart being refuelled and the refuelling marshal is permitted in this area.
- Weigh Bridge Area: The area where Karts are weighed. Only the driver of the Kart being weighed, and the weigh in marshal is permitted in this area.
- Chain Lubing Mat: The Supplementary Regulations may specify an area with a mat, where lubing of chains can occur, which is within the confines of Pit Lane.

- e) No work what-so-ever can be carried out on

Karts in the Refuelling or Weigh Bridge areas.

4E.8.4 Timing

- a) Competitors are required to provide an operational KNSW authorised transponder for each Kart.
- b) Should a transponder become dislodged or fail during Competition, this is deemed a mechanical failure and no compensation of laps will be considered.
- c) Should the timing system fail the session will be Red flagged and Karts will be:
 - Re-gridded for a restart in the order of the last complete lap the timing system has registered, if less than 75% of the Race has been completed and there is at least one hour or more racing time remaining before a time certain finish or track curfew; or
 - The event will be declared as at the last completed lap the timing system has registered, if more than 75% of the Race distance has been completed.
- d) Timing Loops can be installed in the Pit Lane. The timing loop that registers the Pit Stop will be located at the Pit Lane entry.

4E.8.5 Practice

Practice will be in accordance with Competition Regulations - Section M.2.16.

- a) Any Practice session which is a part of the Meeting, must be included in the Supplementary Regulations.

4E.8.6 Qualifying

This Regulation replaces Competition Regulations - Section M.2.17.

- a) Qualifying will take place at each Meeting.
- b) The duration and format of the qualifying session will be listed in the Supplementary Regulations.

4E.8.7 Grid Determination

This Regulation replaces Competition Regulations – Section M.2.18.

- a) The starting grid will be based on the results of qualifying, in order of fastest to slowest.
- b) D Grade Licenced Drivers will start the race at the rear of the grid, in their qualifying order.

4E.9 Race Format

4E.9.1 Duration

- a) The duration of a race will be specified in the Supplementary Regulations, and will generally be expressed as a set time.

4E.9.2 Start Procedure

This Regulation will mainly follow Competition Regulations - Section M.2.20 d).

- a) However, the start will begin with either Green flag/lights or an Australian Flag.

- The method of starting will be communicated at the Drivers Briefing.

- b) Any Kart that is in Pit Lane when the exit gate closes for a Race Start, will Start from Pit Lane.

4E.9.3 Compulsory Pit Stops (CPS)

- a) The Supplementary Regulations for a Meeting will outline:

- The required number of Pit Stops each Kart/ Team must complete by the time the Race leader receives the Chequered flag.
- Any times during a Race where Pit Stops do not count towards the CPS total.
- Whether the Organisers will display Pit Stop information on Timing screens or applications.

- b) For the purposes of Organisers, the recommended Minimum number of Pit Stops, per an Events race duration is below. The Organisers may increase this number if required.

- 1 Hour Race: 1 CPS
- 2 Hour Race: 3 CPS
- 3 Hour Race: 4 CPS
- 4 Hour Race: 6 CPS
- 6 Hour Race: 8 CPS
- 7 Hour Race: 10 CPS
- 8 Hour Race: 11 CPS
- 9 Hour Race: 12 CPS
- 12 Hour Race: 17 CPS
- 24 Hour Race: 34 CPS

- c) A Kart is not permitted to complete a CPS, until after it has Started the Race and completed one lap.

- d) Any Pit Lane Drive-thru or Stop-go penalty, as directed by the Clerk of Course, does not count as a CPS.

- e) A Pit Stop will not count as a CPS, if a Kart enters the Pit Lane, during a Full Course Yellow period. This is a Judge of Fact ruling.

4E.9.4 Timed Pit Stops

- a) The purpose of a Minimum Pit Stop time is to slow everything in Pit Lane down. Mistakes and accidents are more likely to occur when teams rush. Setting of a Minimum time a Kart is permitted to transit the lane is not only sensible in terms of safety, it also means that racing is done out on the Race Track, not in the Pit Lane.

- b) Only, if stated in the Supplementary Regulations, will there will be a Minimum Pit Stop time at an event.

- c) The Minimum Pit Stop time is the Minimum time set by the Organisers between the pit entry loop and the pit exit loop. These loops will be clearly marked by cones and/or signage.

- d) The Minimum Pit Stop times will be listed prior to qualifying, on the Pit Lane notice board, and may be issued in an event bulletin. The Minimum Pit Stop times will vary from Track to Track due to the layout of each Pit Lane area.

e) It is the responsibility of the Team to be aware of the Minimum Pit Stop times for each type or passing. Passing may include Minimum times for but not exclusive to:

- Drive thru penalty;
- A stop that includes a Driver change;
- A stop that does not include a Driver change;
- A stop that involves being weighed;
- A stop that involves being refuelled.

f) All of this detail will be covered in the Drivers Briefing and displayed on the Minimum Pit Stop time notice board, which competitors can view at the Pit Lane.

g) Minimum Pit Stop times apply only to Racing Events.

4E.9.5 Refuelling Pit Stop

a) The Minimum number refuelling stops required, will be outlined in the Supplementary Regulations.

b) During racing, all refuelling stops must be administered by the fuel marshal in the refuelling area.

c) All refuelling stops will be timed, and unless stated otherwise, will be one (1) minute in duration from the time the fuel timer is activated. Karts must not leave the fuel bay until the timing light indicate they can do so.

d) The electronic fuel timing system will be activated by either the driver, or the fuel marshal, and only once the engine(s) are off. The Organiser reserves the right to choose whether it is the fuel marshal or driver that activates the fuel timing lights and this will be listed in the Supplementary Regulations.

e) It is the responsibility of the refuelling marshal to remove and replace the fuel cap. It is the responsibility of the driver to ensure they are happy with the replacement of the fuel cap prior to returning to the race.

f) If a Kart enters the Pit Lane under a full course Yellow period, the Kart is not permitted to refuel.

g) Karts already in the Pit Lane when a full

course Yellow period is called are permitted to complete refuelling.

h) During refuelling, the driver must exit the Kart prior to any fuel delivery, and stand by the fire extinguisher and be ready to operate the extinguisher should a fire or major spillage occur.

i) The Organisers will be required to list any additional refuelling procedures in the Supplementary Regulations.

j) Queue jumping will result in a Drive-thru penalty.

4E.9.6 Weighing Pit Stop

a) During a Race, Karts will be weighed at random.

b) Where a Track is utilising Drive-on Drive-off weigh scales, and is following the Minimum Pit Stop time rules, the weigh stop will not be timed.

c) Tracks that do not have Drive-on Drive-off weigh scales, may include a Minimum time for weigh-ins at their discretion.

d) When a Kart is directed to the weigh scales, the driver will drive onto the scales when the scales marshal indicates to do so.

* The Driver and Kart will then be weighed, and once the scales marshal is satisfied the Kart meets the Minimum required weight, the Kart will be instructed to move from the scales and continue on with their CPS.

e) During the weighing Pit Stop the Kart and Driver cannot make any contact with anyone else to ensure transparency.

f) If the reading on the scales indicates a Kart & driver are underweight, the Kart will be pushed off the weigh scales and given an additional chance to weigh.

g) Should the Kart still be deemed underweight, a penalty will be applied.

4E.9.7 Kart Stoppage on Race Track

This Regulation replaces Competition Regulations - Section M.2.21.

- a) Working on a Kart during a race, on the race Track is permitted only if the Kart is pushed into a safe position. Should a Kart not be pushed into a safe position, a Full Course Yellow period will be established by the Clerk of Course.
- b) The removal of any Drivers safety apparel including gloves, driving suit or helmet is strictly prohibited.
- c) The driver is able to work on the Kart to affect minor repairs, and if successful is permitted to re-join the race.
- d) No tools are able to be used to affect repairs, nor are any tools able to be handed to a Driver attempting to repair a Kart.
- e) If the driver cannot fix the Kart, the Driver should indicate to the nearest Official, or the control tower, they need assistance to return to the pits by moving behind the nearest barrier and crossing both arms above their head. A Full Course Yellow period will then be established by the Clerk of Course, and once the race is neutralised, team members in high visibility clothing or vests can retrieve the Kart.
- f) The Organisers may elect to have a vehicle assist in the retrieval of Karts. A recovery vehicle will only be given access to the race track, once racing has been neutralised by a Full Course Yellow period. The recovery vehicle will have direct communication with the tower and will follow all instructions from the Clerk of Course.
- c) At the Start/Finish line a board with the lead Kart number will be shown. The lead Kart must slow to a reduced pace and raise one hand. All other Karts must proceed at a speed that allows them to form a single line of Karts behind the leader, being careful not to put stationary Karts or drivers at any risk.
- d) Only once the line is formed and all Karts are travelling at a very reduced speed, will officials or recovery crews be permitted to enter the Race Track.
- e) No overtaking is permitted under these circumstances, unless a Kart suffers a mechanical problem, and cannot maintain its position, and indicates Karts behind to pass.
- f) Karts will continue to circulate slowly until the Race Track is clear of the incident that caused the Full Course Yellow period.
- g) The lead Kart is in control of the restart; the lead Kart cannot accelerate until they are within full sight of the Start/Finish line, and only after the Green flag or light is given to indicate a resumption of Racing.
- h) Karts should maintain a distance of no more than one Kart length at all times, and at the restart, Karts cannot pass until they cross the Start/Finish line.
- i) At a restart, if a Kart is deemed to have slowed to give Karts in front an advantage, the driver will be given a Drive-thru penalty, and will be required to see the Clerk of Course after the completion of their driving stint. At the discretion of the Clerk of Course, the driver may face a Stewards hearing.

4E.9.8 Full Course Yellow

This Flag/Light Regulation replaces Competition Regulations - Section M.3.3 f).

- a) A Full Course Yellow period will be indicated by Virtual Safety Kart boards (VSK). This will be accompanied by waved flags or yellow lights depending on the equipment available to the Organisers.
- b) Once a Full Course Yellow period is underway Pit Lane is closed. Any Kart that enters the lane under these conditions will not have a compulsory Pit Stop counted, and may only re-join the Race once given approval by a Pit Lane official.
- j) Laps under Full Course Yellow periods count towards the Race laps of the Event. Should a Driver time limit of 60 minutes be exceeded because of a full course Yellow period, no penalty will apply so long as the Kart enters the pits no later than the first lap after the resumption of Racing.
- k) The Chequered flag can be shown to the lead Kart under full course Yellow conditions, if the Race duration expires.

4E.9.9 Race Stoppage Procedure

This Regulation replaces the Competition Regulations - Section M.2.22.

a) A Race may, in extreme circumstances, be stopped by the Clerk of Course by using the Red flag/lights.

b) During a Red flag stoppage, all Karts will be placed under Parc Fermé conditions.

c) If 75% of the race has been completed, or if there is less than one (1) hour further race time remaining, the event will be declared as at the last completed lap, and championship full points allocated; otherwise:

- No adjustments or repairs are permitted to a Kart, between the time a race was stopped and prior to the restart of the race.
- Any Kart with damage that is deemed dangerous can proceed to the Pit Lane, but cannot be worked on until the race returns to green conditions. This stop in Pit Lane will not count as a CPS.
- All drivers must remain with their Karts. The driver that was in the Kart at the stoppage, must take part in the restart. If the stoppage is longer than twenty (20) minutes this is considered a rest break and the sixty (60) minute stint length resets for all drivers.

4E.9.10 Race Restart Procedure

This Regulation replaces the Competition Regulations – Section M.2.23.

a) After a Red flag the race can only be restarted if less than 75% of the event has been run, or there is a Minimum of one (1) hour remaining before any time certain point listed in the Supplementary Regulations or curfew that the Track must adhere to.

b) Any Kart involved in an incident that causes a red flag, and is stationary on the race track, or is in the pit paddock at the time of the red flag, can take part in the restart but must start rear of grid.

c) Any Kart within Pit Lane affecting a CPS, is able to take part at the restart. The stop will also count towards their CPS total. Any Kart within the refuelling bay will also have that stop count.

Karts in this instance must start rear of field in their pit order, which will be determined by the Chief Timing Officer.

d) The method of restart will be the same as a restart for a Full Course Yellow period.

4E.9.11 Finishing

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

a) The Race is deemed finished on the lap that the lead Kart greets the Chequered flag after:

- Completing the prescribed number of laps; or
- Completing one lap after the official Racing time has elapsed; or
- Completing one lap after a prescribed curfew, cut off time or if the event has become time certain.

b) No CPS can be made by a Kart/team, once the lead Kart greets the Chequered flag.

c) To be classified a finisher, a Kart must cross the finish line within three (3) minutes of the winning Kart doing so.

d) All Karts must cross the Finish Line under their own power.

e) Each Kart/team must complete all of its CPS, fuel stops and any penalties incurred.

f) Final positions will not be official until any post-race penalties are applied.

g) The Organisers will be responsible for choosing a point score and tie-breaking system for their championship.

4E.10 Technical Conformity

4E.10.1 Overview

a) The Chief Scrutineer or approved technical engine inspector, can be appointed by an Organiser or KNSW to inspect an engine for conformity. Fees can be charged for these checks.

b) All engines must be sealed, with seals

recognised by the Organisers prior to the start of a Meeting.

c) The Competitor is responsible for ensuring all seals are intact. It is at the discretion of the Organisers to refuse entry to a team with an engine with missing or broken seals. The Organising committee can elect to allow a Competitor/team to Race, upon the agreement that the engine will be bagged and tagged and be sent to an Authorised Agent for inspection, immediately after the Event.

d) An inspection will be based on the Technical & Engine Regulations, and in regards to the finish of engine components as compared with original components.

e) Any engine found to not conform with the Technical & Engine Regulations, will be handed back in pieces and will be required to pay any fees owing, before having a future race entry accepted.

4E.10.2 Engine Sealing - Authorised Agents

The agents listed within this Regulation are currently authorised to carry out maintenance, repairs and (re)sealing of engines.

a) Briggs & Stratton 206 / Briggs Animal:

- AHPI Pty Ltd (AussieSpeed) or an appointed agent
- Geoff James (Via TEKA)
- WAR Motorsport (Via TEKA)
- International Karting Distributors (IKD)

b) Honda GX200 Series:

- Goulburn Kart Club (Sportsman Enduro Karting NSW)

c) Subaru KX21DU:

- AHPI Pty Ltd (Aussiespeed)
- The Four Stroke Karting Association of NSW Inc.

d) Torini Clubmaxx 210:

- Austech Industries Pty Ltd – Acacia Ridge QLD
- St George Kart Centre – Milperra NSW

4E.10.3 Club Specifications

In addition to these Regulations, 4 Stroke Clubs can have further regulations regarding engines. Such items may include additional tagging of components, rebuilding of engines, log books, and the way in which engines are purchased from new.

4E.10.4 Additional Information

Please check the following websites for any further information:

- 4SKANSW Inc. www.4skansw.com.au/engine_eligibility
- Sportsman Enduro Karting NSW www.seknsw.com
- The Endurance Karting Association (TEKA) www.teka.com.au

LET'S GET THE
PARTY

Started



#Letsrace2019

Section S

SPEEDWAY KARTING

S.1 Overview

- a) This chapter describes the Regulations specific to Speedway Karting & Speedway Tracks.
- b) 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

- a) 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.
- b) Any new Tracks proposed or major alterations to an existing Track, must be submitted to KNSW for all necessary inspections and approvals.
- c) 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.
- d) 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.
- e) 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

- a) 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.

- b) There are no other Race Track Lines/ Markings used.

S.1.3 Baulk Line

This Regulation replaces the Track Licencing & Use Regulations –Section K.2.2.

- a) The Baulk Line signifies the limit at which a Kart must be operating under its own motive power.
- b) 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) 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).
- b) Quad Bikes may be used to start or restart Karts, or help remove Karts from the Race Track.
- c) 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

- a) 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; and
- The manner in which the winner of each Event is determined.
- For Zone Meetings, the Clubs participating, no. of Meetings proposed, and any Series Regulations.
- 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;
- Advise the Grid procedure and point-score system to be used;
- State if any Qualifying sessions would take place;

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; and
 - The format of the grid procedure and the point score system to be used; and
 - 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; and
 - 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;

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 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, 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, as per the Speedway Track licenses.

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).
- Each qualifying session must be a minimum of two(2) minutes in duration.
- Timing for each qualifying session will commence when the first Kart crosses the Start/ Finish Line.
- The chequered flag will signal the end

of a qualifying session and will be shown after the designated qualifying session time has elapsed. Drivers will continue to be timed, until the completion of their lap.

e) The fastest single lap for each Driver, from all qualifying sessions, for each Class, will determine their respective grid positions for their Class.

S.3.3 Grid Determination

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

a) 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.
- 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 grid.
- The Supplementary Regulations will also specify the number of Heats which will use this grid order.

b) If qualifying has not taken place:

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

c) 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 two (2) minute 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.

- b) The Pole position Kart will lead the field and will maintain a reduced but reasonable speed.
- c) Once all Karts are in grid formation, they will maintain this constant speed towards the Start Line.
- d) The Yellow Flags/Lights will be withdrawn/turned off, in anticipation of a Race start.
- e) When approaching the Start Line, Karts may only accelerate once the Green Flag/Lights are displayed to signal the Start.
- f) If no Start signal is given, Karts must continue to maintain their reduced but reasonable speed.
- g) Any additional rollup laps may be deducted from the scheduled race distance at the discretion of the Clerk of Course or Stewards.
- h) 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.
- b) The Officials will not allow any Kart to restart if it has a mechanical defect.
- c) 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

- a) Will be in accordance with the Competition Regulations -Section M.2.22 & M.2.23, except for M.2.22 b).
- b) 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.

- Karts which were stationary when the Race was stopped will not be classified as finishers.

S.3.11 Finishing

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

a) 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;

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; 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.

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.

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 or Lights will be used to start (or restart) any practice session 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/Light: 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 of the Meeting.

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 Driver holding a D Grade Licence.

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 their 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

Side Pods must be fitted to a Kart at all times and comply with the Technical Regulations.

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 leading edges covered so as not to produce any sharp edges.

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®.



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 CrashBar and Rear Impact Protection.

Either a Rear CrashBar 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.

The front and rear facing Competition numbers must be displayed in the correct colour combination that identifies the Speedway Class.

b) Side facing Competition numbers:

Must be 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 insideplane of each side pod.

This Regulation replaces the Competition Regulation – Section M.2.10 g)

c) In the case of two (2) Karts with the same Competition number entering in any one (1) Class 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.

b) A maximum of four (4) video recording systems are permitted.

c) The video recording equipment must consist of either;

A self-contained (Go-Pro style) camera unit; or

A camera with a separate recorder unit.

d) It must not have any optical flashing function.

e) 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.

f) Each video recording system 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.

g) 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.

h) 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) It is the Drivers responsibility to supply/ use a compatible Race Receiver, and ensure their Race Receiver is correctly functioning whilst they are competing.

c) The Clerk of Course will undertake a test procedure (including Channel/Frequency selection) with Drivers prior to the start of Competition.

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

a) Competition Eligibility

for all classes is as follows:

Club Competition: Any Licence grade.

Zone Competition: Any Licence grade.

Named Events: The Supplementary Regulations will specify any minimum Licence grade.

b) When only one (1) single Division is competing at an Event, the Class weight may be the average between the Light and Medium or Heavy Divisions, or as agreed by the Officials.

c) 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.

d) Tyre Limit

A Competitor is permitted to use a maximum of six (6) Tyres per class, once Qualifying or Competition starts.

e) No. Engines

Once Qualifying or Competition starts, a competitor is permitted to use a maximum of two (2) Engines in all Classes.

f) Aluminium rear axles are permitted to be used in all Speedway Classes, but must be as per the Technical Regulations.

g) Chain oilers are permitted to be used in all Speedway Classes.

h) Oiling of Airbox internal filters is permitted in all Speedway Classes.

i) Drivers must have a device on their helmets to retain tear offs (i.e. rubber grommet).

j) The following Regulations define the current Speedway Race Classes available:

- For the Drivers - each Class Section:
- Will specify the Licensing, Ages and any additional Safety requirements.
- For the Kart specifications -each Class Section:
- Must comply with the standard Technical Regulations.
- Will list the additional, or updated, specifications permitted to that Class, such as Chassis or Drivetrain specifications, Engine Models, Tyres, minimum Weights etc.
- For the detailed Drivetrain and Engine specifications for each Brand/Model, please see the corresponding Engine Regulations.

k) Anything which is not expressly allowed in the Class, Technical or Engine Regulations is forbidden.

LET'S GET THE
PARTY

Started



#Letsrace2019

S.6.2 Speedway Novice

a) Driver Requirements

- Must hold a **KNSW Novice** Licence.
- **Six (6) year** old Drivers may practice only.
- Rib protectors are mandatory and as per manufacturers recommendations.
- Neck braces and chest protectors are recommended.

b) Drivetrain Eligible Engines

- Comer SW80
- Yamaha KT100J (with 14mm restrictor)

Engine Displacement: Maximum bore size diameter is increased to 52.90mm.

- Vortex Mini Rok (with 16mm restrictor)

Clutch

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

c) Tyres

MG WT (White)	Dunlop KT6SLW1	Dunlop KT12SLW2
Front: 10 x 4.20-5	Front: 10 x 4.00-5	Front: 10 x 4.50-5
Rear: 11 x 6.00-5	Rear: 11 x 6.50-5	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 above.

d) Class minimum weight including the Driver:

ENGINE	MIN WEIGHT OF KART & DRIVER
Comer SW80:	85KG
Yamaha KT100J:	95KG
Vortex Mini Rok:	99KG

e) Competition Numbers

Red number on White plate/background

S.6.3 Speedway Rookie

a) Driver Requirements

- Must hold a **KNSW Rookie** Licence.
- Rib protectors are mandatory and as per manufacturers recommendations.
- Neck braces and chest protectors are recommended.

b) Drivetrain Eligible Engines

- Yamaha KT100J (with 16mm restrictor)

Engine Displacement: Maximum bore size diameter is increased to 52.90mm.

- Vortex Mini Rok

Clutch

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

c) Tyres

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 above.

d) Class minimum weight including the Driver:

ENGINE	MIN WEIGHT OF KART & DRIVER
Yamaha KT100J:	100KG
Vortex Mini Rok:	103KG

e) Competition Numbers

Red number on White Plate/Background

S.6.4 Speedway Junior

a) Driver Requirements

- Must hold a **KNSW Junior** Licence.
- Rib protectors are mandatory and as per manufacturers recommendations.
- Neck braces and chest protectors are recommended.

b) Drivetrain Eligible Engines

- Yamaha KT100J

Engine Displacement: Maximum bore size diameter is increased to 52.90mm.

- Yamaha KT100S (with 25mm restrictor)

Engine Displacement: Maximum bore size diameter is standard 53.10mm.

- IAME 100 Reedjet (with 19mm restrictor)

Clutch

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

c) Tyres

MG WT (White)	Dunlop KT6SLW1	Dunlop KT12SLW2
Front: 10 x 4.20-5	Front: 10 x 4.00-5	Front: 10 x 4.50-5
Rear: 11 x 6.00-5	Rear: 11 x 6.50-5	Rear: 11 x 6.50-5

- The hand grooving or siping of a tyre is permitted.
- May use any combination of tyres listed above.

d) Minimum weight divisions including the Driver:

DIVISION & ENGINE	KT100J	KT100S	IAME 100
Speedway Junior Light	110KG	115KG	117KG
Speedway Junior Mid	120KG	125KG	127KG
Speedway Junior Heavy	130KG	135KG	137KG

e) Maximum Kart weight for Heavy division, excluding the Driver:

83KG	88KG	90KG
------	------	------

f) Competition Numbers

Black number on White Plate/Background

S.6.5 Speedway KT Standard

a) Driver Requirements

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

b) Drivetrain Engine

- Yamaha KT100S

Clutch - The fitment and use of a clutch is optional.

c) Tyres

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 above

d) Minimum weight divisions including the Driver:

CLASS

Speedway KT Standard Light 130KG

Speedway KT Standard Heavy: 150KG

Speedway KT Standard Super Heavy: 170KG

Speedway KT Standard Masters: 150KG

Maximum Kart weight for Heavy & Super Heavy divisions, excluding Driver: **83kg**

e) Competition Numbers

Black number on Yellow Plate/Background.

S6.6 Speedway KT Modified

a) Driver Requirements

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

b) Drivetrain Engine

- Yamaha KT100S

Engine Displacement:

- Maximum bore size (not piston/ring size) diameter is increased to 55.10mm (110%).
- Maximum stroke remains at 46.13mm.
- 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.
- 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.



c) Tyres

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

The hand grooving or siping of a tyre is permitted.

A competitor may use any combination of tyres.

- May use any combination of tyres listed above

d) Minimum weight divisions including the Driver:

CLASS

Speedway KT Modified Light	130KG
Speedway KT Modified Heavy:	150KG
Speedway KT Modified Super Heavy:	170KG
Speedway KT Modified Masters:	150KG

e) Maximum Kart weight for Heavy & Super Heavy divisions, excluding Driver: **83 kg**

f) Competition Numbers

White number on Red Plate/Background.

S.6.7 Speedway Pro Standard

a) Driver Requirements

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

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

- IAME 100 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
- All engines and their respective ancillaries must conform to the Technical and Engine Regulations.
- Restricted engines must comply with the Restrictor Plates defined in Class Regulations –Section C.8.3 b).
- **Radiators** – If used, any commercially available radiator is permitted.

Clutch –

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

c) Brakes-Are not permitted to be fitted to the front wheels of a Kart.

d) Tyres

- 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.

e) Minimum weight divisions including the Driver:

DIVISION & ENGINE	KT100S	IAME 100	ALL OTHER ENGINES
Speedway Pro Standard Light	130KG	142KG	150KG
Speedway Pro Standard Mid	150KG	162KG	170KG
Speedway Pro Standard Heavy	170KG	182KG	190KG

f) Maximum Kart weight for Heavy & Super Heavy division, excluding the Driver:

83KG 95KG 100KG

g) Competition Numbers

Black number on White Plate/Background

S.6.8 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

All engines and their respective ancillaries must conform to the Technical and Engine Regulations.

Radiators—Any commercially available radiator is permitted.

c) Brakes—Are not permitted to be fitted to the front wheels of a Kart.

d) Tyres

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.

DIVISION Minimum weight divisions including the Driver:

Speedway Pro Open Light 150KG

Speedway Pro Open Mid 170KG

Speedway Pro Open Heavy 190KG

f) Maximum Kart weight for Heavy & Super Heavy Divisions (excluding Driver): **100kg**

g) Competition Numbers

Black number on White Plate/Background

S.6.9 Speedway Pro Gearbox

a) Driver Requirements

- Must hold a **KNSW Senior** Licence.
- Must hold a minimum **B grade** Licence

b) 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.

c) Clutch

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

d) Carburettor

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

e) Radiator

- Any commercially available radiator is permitted.

f) Exhaust Header and Muffler

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

g) Airbox

- Any commercially available Air box assembly is permitted.
- An air filter must be fitted.

h) Brakes

- Minimum of one (1) rear disc brake must be fitted.
- Front wheel disc brakes are optional.

i) Tyres

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

j) Class minimum weight including the Driver:

- All engines: 160 kg

k) Competition Numbers

Black number on White Plate/Background.

Section V

VINTAGE KARTING

V.1 Vintage Class

V.1.1 Overview

The Vintage Classes in Karting are used to preserve, promote, monitor, co-ordinate and regulate Vintage and Historic Karting and its related activities.

The definitions of Vintage/Historic Karts are specified within these Regulations.

Generally, racing of Vintage/Historic Karts is not permitted, however Time Trials as defined within these Regulations are allowed.

No other form of Competition is allowed without specific permission from both the VHKA & KNSW.

These Regulations will be administered by a committee set up by KNSW, which will contain, as a minimum 51% (Rounded up) of Vintage and Historic Australia Club Members.

V.1.2 Driver Requirements

a) Must hold either a:

- **KNSW Senior Licence;** or
- **KNSW Vintage Licence.**

V.2 Kart Registration

V.2.1 Registration Application

All Vintage/historic karts must be registered.

To be eligible for registration, a Vintage / Historic Kart and engines must be either:

- An original;
- An original restoration;
- A faithful replica of an original.

The validity of a Kart to be registered will be

made by the VHKA Technical committee.

The onus of proof will be always with the applicant, who will complete the required application form (available from VHKA or KNSW) and pay the designated fee.

The application form must be accompanied by at least 4 photographs of the Kart. As a Minimum, one frontal photo, one of each side, and one from the back. Photos must be clear enough to identify the features of the Kart.

V.2.2 Registration & Logbook

Upon acceptance of an application:

a) A registration sticker for the Kart will be issued:

Which is to be affixed to the frame of the Kart and must remain affixed to the Kart at all times as proof of registration.

b) A Log Book will be issued:

- Which will clearly identify the Kart, and contain the 4 photos as described in rule V.2.1, as well as the registration number, the model, the Year, and the relevant Class or Classes of the Kart.
- Any alterations to the Kart must be advised to the committee for approval and recording.
- Different motors may be used on a Log Booked Kart, providing that they are from the same ERA and are acceptable to the Scrutineer.
- The Log Book should always remain with the Kart, and should be transferred to the new owner via the VHKA Registration committee.
- A Kart can only be driven on the track, if specifications and appearance match the issued Log Book.

c) The following fees will apply and be payable to the VHKA:

- A Log Book Administration fee.
- A transfer to another owner fee.

V.2.3 Classes

a) The following are the current Vintage/Historic Class names & specifications:

- Vintage ERA 1: Pre 1963 Karts and Engines of the same ERA
- Vintage ERA 2: 1964 – 1969 Karts and Engines of the same ERA
- Vintage ERA 3: 1970 – 1980 Karts and Engines of the same ERA
- Vintage ERA 4: 1981 – 1991 Karts and Engines of the same ERA
- Vintage ERA 5: 1992 – 2000 Karts and Engines of the same ERA

V.3 Vintage Events/Meetings

V.3.1 Regulations

All Vintage Events/Meetings will be conducted by the VHKA, or an Organiser, with the approval of KNSW, and be in accordance with the Regulations, any KNSW Policies in force, and the approved Supplementary Regulations for those Events or Meeting.

a) Vintage Events may be held as:

- A Stand-alone Vintage/Historic Meeting; or
- Part of another Kart Meeting.

b) Application for an Organising Permit:

- At least one (1) month prior to the scheduled Event/Meeting date, the VHKA, or Organiser, must login to the KNSW MyKarting Portal and apply/create the Vintage Event/Meeting Supplementary Regulations.
- The details regarding any of the four (4) Event Types to be run must be specified.
- The minimum number of appointed Vintage/Historic Officials must be assigned.
- As part of the approval process, the Event/Meeting Regulations will be distributed to those Vintage/Historic Officials and attendance confirmations sought.
- If part of another Kart Meeting, then the

Vintage Event(s) Supplementary Regulations will be a subset of the main Kart Meeting Supplementary Regulations.

c) Entry to an Event/Meeting:

- Entries for an Event/Meeting will close on the Thursday prior to the start of the Event/Meeting.
- Late entries may be accepted in accordance with provisions in the Supplementary Regulations.
- The Entry Fee for each Kart shall be decided by the VHKA, or the Organiser.

V.3.2 Scrutineering

a) Registration stickers must be affixed to the frame of the Kart.

b) Log Books must be made available for inspection by the relevant Official when requested.

c) All Karts are required to pass scrutineering in accordance with all Regulations, before entering the Race Track. The Scrutineer will affix an Event/Meeting sticker to the rear of the Kart, to identify the Kart is cleared to participate.

d) Tyres to be used, will be of a similar size, profile, and compound as the Kart was originally raced, otherwise the default tyre shall be of SL type.

e) Chain Guards must be fitted.

f) All safety apparel must be in good condition.

g) Approved "Push Kart/Karts" may be used to start the Vintage/Historic Karts. The riders must be persons 16 years of age minimum, have signed an indemnity form, be wearing a suitable helmet, and been briefed on their use. They are not allowed to enter the Race Track, unless directed by the Clerk of Course.

V.4 Event Types

The details of each Event Type must be specified in the Supplementary Regulations.

V.4.1 Practice Sessions

- a) Karts of varying Class ERAs may be combined in groups.
- b) The number of Karts may not exceed 70% of the Tracks density.
- c) Overtaking must be done with absolute safety.
- d) Any dangerous or unsportsmanlike driving is prohibited and may result in Exclusion.
- e) The Drivers safety apparel must be as per the Technical Regulations T.8 - Apparel.

V.4.2 A Parade

- a) Is simply a display of a either a single, or group of Karts, operating at a moderate speed.
- b) A pace Kart as designated by the Clerk of Course, will lead the Parade.
- c) Overtaking is strictly forbidden.
- d) The Drivers safety apparel, such as helmets, overalls and any other clothing, can be in keeping with that worn/used in the ERA of the Kart.

V.4.3 Multi-Kart Demonstration

- a) Where possible Karts of each Class ERA must be kept as a single group.
- b) Karts of varying Class ERAs may be combined, preferably with no greater than one Class above, at the discretion of the Clerk of Course.
- c) The number of Karts may not exceed 70% of the Tracks density.
- d) Overtaking must be done with absolute safety.
- e) Any dangerous or unsportsmanlike driving is prohibited and may result in Exclusion.
- f) The Drivers safety apparel must be as per the Technical Regulations T.8 – Apparel.

V.4.4 Time Trials

- a) Each competitor will complete one warm up lap, followed by 2 timed laps, then one final cool down lap, a total of 4 laps.
- b) Two (2) will be the Maximum number of Karts on the Race Track at the same time.
- c) The Karts will leave the out-grid half a lap apart.
- d) Time trialling may be split into different Classes or groupings.
- e) The Drivers safety apparel must be as per the Technical Regulations T.8 - Apparel.

LET'S GET THE
PARTY

Started



#Letsrace2019

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 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 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, the following materials are permitted:

Lead or aluminium only.

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 specifically 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 bumper bar.

- The following components must be constructed of a plastic material

Nose cone, number plates.

- Chassis Skid Plates, must be constructed from a flexible plastic material with radiused corners.

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 specifically allowed in a Regulation:

Titanium or any of its alloys

Metal Matrix Composite Materials

Inter-metallic materials

Iridium alloys (excluding spark plug electrodes)

Rhenium alloys

Alloys containing more than 5% Beryllium

Tungsten

Uranium

Cadmium

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;
- e) 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 tractive effort 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.
- b) It must not extend sideways beyond the outside wall of any tyre.
- c) The following items must be mounted with appropriately sized fixings directly to the frame:
 - Engine
 - Seat
 - Steering
 - Pedals
 - Front and Rear Axles
 - 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;
 - And 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 Marshall 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.
- b) Must minimise lateral and rearward movement of the driver.
- c) Must be constructed in such a manner to safely cope with all applied loads under all conditions.
- d) Must have a plate placed on either side between the seat and the frame mounting points and
 - 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.
- e) May only have the following items mounted to it:
 - Weights
 - Ignition Module
 - Overflow Bottle
- f) The mounting of any items must not compromise the structural integrity of the seat.

T.2.5 Wheels

- a) The total number of wheels and tyres must be four (4).
- b) Front wheels may be mounted via Stub Axles or Wheel Hubs and:
 - Shall revolve on ball or roller type bearings on each front stub axle;
 - And Wheel Hubs must be retained by a nyloc nut.
- c) Rear wheels shall:
 - Be driven directly by a single axle shaft via a wheel hub.
 - Be secured to the wheel hub by bolts or studs with nyloc nuts.
- d) Any wheel hub bolts, studs and/or nuts must be a minimum of Grade 8.8.
- e) Where specifically mandated by a Class Regulation, Wheels must incorporate tyre bead retention on the outer rim when Dry Tyres are fitted.
 - This tyre 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) Unless specifically allowed by a Class Regulation, the rear axle must be Steel.
- 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) Where specifically allowed by a Class Regulation, the rear axle may be aluminium.

f) Aluminium Axles:

- Must have an external diameter of 40.0mm.
- Must have a wall thickness of at least 4.85mm – except under a keyway.
- Must have a maximum internal taper of 25.0mm from each end of the axle shaft.

- g) The wheel hub is to be keyed as well as clamped to the rear axle.

- h) 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

- a) Only the following bodywork or aerodynamic aids are permitted:

- Nose Cone
- Side Pods
- Nassau Panel
- Floor Pan
- Rear Crash Bar
- 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

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

b) From the start of the first Heat until the conclusion of the Final, each driver must enter the out-grid area with the Nose Cone detached from their Kart.

c) A pit crew member, or the driver themselves, must mount the Nose Cone in the out-grid area under the supervision of a Scrutineer or an appointed Official.

d) From the commencement of the first Heat onwards, the Nose Cone must be in the correct position at all times during a Competition (see Section T.10.6).

e) If a Judge of Fact reports that the Nose Cone on one or more karts, was no longer in the correct position as the Karts arrive on the in-grid, after the finish of a Competition, a penalty will be imposed automatically on the Driver(s)

concerned.

f) Should a Driver be found/proved to have intentionally replaced/adjusted a Nose Cone, which was not in the correct position as the Karts arrive on the in-grid, after the finish of a Competition, they will be given an exclusion penalty.

g) These penalties will not be subject to protest or appeal.

T.2.10 Side Pods

a) Must be fitted and be separate from the floor pan.

b) Must not cover any part of the driver when seated normally in the Kart.

c) Must not have any part of the Frame, or side pod mounting bars on the outside of its widest surface.

d) When viewed from underneath, must allow the Frame to remain fully visible.

e) Must consist of a minimum of two (2) side faces, a top and a bottom.

f) The outer side face must:

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

g) 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.

h) Must comply with the dimensions as illustrated in Regulation T.10.1.

i) Must 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.

j) 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.

k) 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.

l) The entire top surface must be at least 100mm off the ground (H) with the tyres inflated to the manufacturers recommended minimum inflation pressure

m) Must be at least 50mm wide (G) along its entire length.

n) Must form a gap to the rear tyre which is no greater than 80mm (D) measured at the wheel centre height.

o) Measured along the line between the front and rear wheel centres, must be at least 70% of the distance between the front and rear tyres, with the tyres inflated to the manufacturers recommended minimum inflation pressure.

p) Must have all edges and corners radiused to a minimum of 5mm.

q) Must be attached to Side Pod mounting bars at a minimum of two (2) locations.

r) The Side Pod mounting bars

- Must be less than 30mm diameter.
- Must have open ends radiused.
- Must not be drilled for lightness.
- * Must be pinned or bolted to the Frame at each end of the bar.
- A Chassis using springs as the primary mounting method must have a multi-strand wire tether through the existing spring mounts.

T.2.11 Nassau Panel

a) Must be fitted at all times in accordance with the Chassis manufacturers specifications.

b) Must not restrict the driver:

- When seated normally in the Kart;
- When entering or exiting the normal seated

position in the Kart;

- Vision in any way.

c) Must not be higher than the dimensions detailed in Section T.10.1.

d) Must be no wider than:

- 300mm for Competitions on bitumen Tracks.
- 500mm for Competitions on dirt or Speedway Tracks.

e) Must be attached and securely fastened with either bolts or split pins.

T.2.12 Floor Pan

a) Must be fitted at all times and be in good condition.

b) Must be a continuous, uniform, non-perforated rigid sheet.

c) Must not extend beyond the inside of the Frame rails.

d) Must not allow any void large enough for any part of a drivers body to pass through.

e) 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

f) Bolts must be secured with nyloc nuts:

- All floor pan bolts are to be bolted upward with the nut on the top.

T.2.13 Rear Crash Bar

a) Are not permitted to be used by Sprint Classes during a Race Meeting.

b) May be used at all times for Vintage, 4SS, Endurance and Speedway Classes, and on any Kart fitted with two (2) engines.

c) Must be bolted or clamped at all fixing points.

d) Must not protrude outside the plane E-E of Section T.10.1 passing through the outer edge of the rear tyres.

e) Must not have any sharp edges.

f) Must not incorporate metal tubes greater than 20.0mm diameter.

g) Must not have any part or item including the mounting drilled for lightness.

h) May incorporate safety rollers which:

- Must be no larger than 50.0mm diameter
- Must meet the dimensional requirements above.

T.2.14 CIK Rear Impact Protection

a) Must be fitted at all times by Sprint Classes (except 4SS) during a Meeting.

b) May be used by all other classes, and any Kart fitted with two (2) engines.

c) 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 in place of a CIK-FIA Homologated device.

d) The rear impact protection must comply with the provisions of the CIK-FIA Technical Regulations.

e) The surface of the rear impact protection must be uniform and smooth; the rear protection must not comprise holes or cuttings other than those necessary for its attachment and/or present at the homologation.

f) Must be fitted in accordance with the manufacturers' specifications.

g) The unit must 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

h) It is not permitted to modify the chassis to fit the rear protection (chassis modification only allowed by the Manufacturer of the chassis, in the respect of the Homologation Form and of possible Extensions).

i) Must not protrude outside the plane E-E of Section T.10.1 passing through the outer edge of the rear tyres.

j) The gap between the front of the rear impact protection and the rear wheels surface:

- 15 mm Minimum, 150 mm Maximum.

k) Must at all times provide rear impact protection to the satisfaction of the Chief Scrutineer.

l) It is recommended that a secondary restraint is used in securing the rear impact protection.

T.2.15 Skid Plates/Pads

a) May be fitted.

b) Must not provide any aerodynamic benefit.

c) Must not pass under the brake disc or drive chain/belt.

d) Must 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 items:

b) Steering Wheel - the Steering control device directly held in the drivers hands:

o Handlebar type steering wheels are not permitted.

o Must have a continuous outer rim.

o Must allow a drivers hands to fully grip the rim.

o May take any shape judged as reasonable by the Chief Scrutineer.

o 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:
- 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) Must be fitted and operational at all times.
- b) Must be either hydraulic or mechanically operated Disc Brakes.
- CIK-FIA homologated brake systems/ components are permitted.
 - Duracan brake components are not permitted.
- c) Must act simultaneously on the rear wheels only.
- d) Must be operated by the driver's foot, unless otherwise approved by KNSW.
- Where specifically allowed, front brakes must be operated by either the driver's foot or hand.
 - At all times, a foot brake pedal must remain wholly within the limits of the Frame, which includes the front crash bar.
- e) Where the individual Class definition allows two (2) engines, if no front brakes are fitted then dual rear brake systems must be fitted and be operational otherwise a single rear brake system is permitted in combination with operational front brakes. This Rule does not apply to the Endurance Class.
- f) Must 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.
- g) 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.

h) 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.

i) 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) Must be internal combustion, reciprocating piston engines only, working on either the two (2)

or four (4) stroke principle.

b) All engines must be Homologated and/or approved by KNSW.

c) Any internal or external modifications to engines are not permitted, unless specified in the Engine Regulations.

d) 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.

- Timed port edge damage must pass either the Piston Travel Gauge test or comply with the Port Opening angles in the relevant Engine Specifications.

e) Number of Engines

- The maximum number of Engines permitted for use on a Kart at a meeting is limited to two (2).
- This limit may be altered in the individual Class Regulations 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.

f) 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.

g) Gaskets

- Cylinder Head Gaskets must be retained.
- Cylinder Base Gaskets are dimensionally free.
- Carburettor base and phenolic spacer gaskets are 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.

h) 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'.

i) 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

Fulcrum spring (carburettor meter levering spring)

Gudgeon pins

Main bearings

Coolant sealing "O" rings

- 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 regulation starting system attached at all times.

b) If the attached starting system fails, the engine may be started using an external starting

system.

- 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. The fastening must be to the satisfaction of the Chief Scrutineer.

- Must be of one of the following types.

Dry Cell, Gel, Valve regulated sealed lead acid, Lithium ion, Lithium polymer.

T.3.3 Transmissions

a) The transfer of power from the engine to the rear axle must be accomplished by either a single chain or belt drive.

b) With the exception of those Classes in which it is specifically allowed, 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) However, 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 the individual Class Regulations.

b) Ducting of air to the engine is not permitted.

c) 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

a) Only Carburettors in the Engine Regulations are permitted to be used.

b) All engine air must pass through the carburettor inlet throat.

c) Carburettor throttles must be fitted with two (2) idle return springs.

d) Adjustment of Carburettor Jet needles must be done by manually turning the Jet needle, or its extension, only.

e) A mechanical stop may be fitted to limit the range of Carburettor Jet needle adjustment.

- Modification of the Carburettor for mounting of the stop is not permitted.
- Carburettor throttle actuation must be by mechanical means only.

T.3.9 Airbox

- a) Must be fitted at all times.
- b) Unless specified by a Class or Engine Regulation, must be the Regulation AKA43 airbox assembly.
- c) 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.
- d) All engine air must pass through the AKA43 inlet tubes and internal filter.
- e) 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.
- f) Internal or external adjustable induction systems are permitted.
- g) Where allowed by a Class or Engine Regulation, the following Airboxes are permitted:
 - Righetti Rodlfi K560/22 - an internal filter may be used, if so it must be the AKA43

item.

- Square style socoremm of at least 94.5mm in length must be used with the X30 engine, an internal filter may be used, if so it must be the genuine IAME filter.
- h) Airbox adaptor
 - Must be fitted at all times.
 - *The Airbox adaptor must conform to the specifications as given in Regulation T.10.2.

The centre hole must be at least 28.8mm diameter.

The overall length must be no greater than 25.0mm.

T.3.10 Exhaust System

- a) A complete Exhaust System must be fitted at all times.
- b) Must be arranged to carry all exhaust gases away from and to the rear of the driver.
- c) Must not have any item, including the mountings, or be arranged in such a manner, that it may be a hazard.
- d) All engine exhaust gases must 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.
- e) Must be non-adjustable during Competition.
- f) May have a single fitting for the mounting of an exhaust temperature probe.
- g) Exhaust Header Pipe - Must be as per the Engine Regulations.
- h) Where specific freedom is allowed by a Class Regulation, it must conform to the original type and shape of the original header pipe designated for that engine.
 - Must have parallel internal diameter.
 - Must conform to diagram in Regulation T.10.3.
 - The length must be at least 120mm
 - Must have an inside diameter greater than

34.0mm but less than 36.0mm

- 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) Must be fitted, and meet the allowable noise levels at all times.

b) Must 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 used between the exhaust components and the mounting cradle and springs.

c) Must have a safety device which prevents the exhaust system from becoming detached from the Kart.

- This safety device must comprise a multi-strand wire
- One end of this wire must be tethered securely to the Frame.
- The other end must be secured through a fixing lug on the muffler.
- The fixing lug may take the form of a hose clamp.

d) Reed and Rotary valve engines may use any CIK-FIA homologated muffler.

e) 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.
- They must conform dimensionally as in the corresponding Engine Specifications.
- Any modification, or attempted modification, of any dimension is not permitted.
- Any accidental damage to the control muffler, which does not affect the passing of exhaust gases through the control muffler, will not be considered a breach of these Regulations.
- A fixing lug for the purposes of the required multi-strand wired safety device, may be welded to the external surface of a control muffler body and end cap.
- The flex end tube may be replaced or repaired.
- Any replacement or repair must respect all the standard dimensions.
- End-Caps Identification
- The following systems are permitted to be used in a Competition:

A complete KNSW Control Muffler assembly is identified by an alphanumerical stamp on the main body at the inlet end, and on the end-cap. (eg S00514457).

A KNSW Control Muffler end-cap replacement is identified by an alphanumerical stamp beginning with R on the end-cap. (eg R156368)

A pre-alphanumerical AKA14 control muffler assembly is identified by the AKA14 stamp on the main body of the muffler and the end-cap.

- The following systems are not permitted to be used in a Competition:

An AKA39 'R' end-cap fitted to an AKA14 'J' body is not permitted.

An AKA14 'R' end-cap fitted to an AKA39 'S' body is not permitted.

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

T.3.12 Exhaust Connecting Tube

- a) Exhaust spacers are permitted and must conform to the specifications outlined in these Regulations.
- 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.
- c) This Connection 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.
- b) Must be fitted between the cylinder and Exhaust Header Pipe.
- c) Must be no more than 2.1mm thick or be a Homologated component for the engine.
- d) All exhaust gases must pass through the internal hole of the restrictor plate.
 - The diameter of the internal hole is defined in the individual 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 each exhaust header studs.
- e) Nuts complying with Section T.7.5 g) must be fitted to the engine exhaust studs.
- f) Each engine must have its own Exhaust Restrictor and Header Pipe.
- * Changing or swapping Exhaust Restrictors

and/or Header Pipes is not permitted.

- g) The Internal Hole in the Exhaust Restrictor Plate must be no larger than the diameter listed.
- h) 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 is permitted.
- b) Electronic Dash Displays are permitted.
- c) 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.
- d) If the probe or sensor is used in the following engines, it must be fitted to the Exhaust header pipe:
 - KT100J
 - KT100S
 - Fireball
 - Cheetah
- e) If the probe or sensor is used in the following engines, it must be fitted to the Muffler between the converging and diverging cones:
 - X30
 - IAME 100 Reedjet
 - PRD Galaxy

T.3.16 Video Recording Systems

- a) The fitting of video recording equipment to a Kart is permitted.
- b) A maximum of four (4) video recording systems are permitted.
- c) If a video recording system is fitted, one (1) unit must record vision in a forward direction only and must be mounted on the Nassau Panel in accordance with these Regulations.
- d) It 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.
- e) 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.
- f) If a video recording system is fitted, one (1) video recording system 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 be forward of the front face of the Nassau Panel.
- g) Each video recording system 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.
- h) 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.

i) It is recommended to have a video recording system that is mounted and operating in accordance with these Regulations for all Meetings.

j) 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).

b) A mixture of Pump Fuels with the same hydrocarbon profile is permitted.

c) A Driver or Competitor whose Kart contains fuel which does not comply with the prescriptions herein, will be penalised in accordance with the Regulations.

T.4.2 Control Fuel

a) 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) Must be a KNSW Permitted fuel.

c) May apply to all Karts or to individual Classes at a Meeting.

d) Must be fully detailed on approved Supplementary Regulations.

e) The Supplementary Regulations must include:

- Fuel Brand – eg. Caltex;
- Fuel Type – eg. PULP 98;
- Supplier Name & Address;
- Applicable Classes (if required);
- Date and Time from which the Fuel must be

purchased;

- Time in the meeting from which the Fuel must be used.

T.4.3 Fuel Oxidants

- a) Only air may be mixed with the fuel as an oxidant.
- b) The use of nitrous oxide is not permitted.
- c) The use of a substance which is capable of exothermic reaction in the absence of external oxygen is not permitted.

T.4.4 Fuel Additives

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

T.5 Tyres

T.5.1 Overview

- a) Only Tyres approved by KNSW are permitted to be used.
- b) Each individual Class definition lists the Tyres approved for use.
- c) 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.
- d) The intentional removal, either completely or partially, of any official/manufacturers marking or label is not permitted.
- e) It is the Driver's responsibility to ensure that at least one barcode per Tyre remains 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 with the

race number and Class they are allocated to.

- This must be recorded by the scrutineers prior to leaving the in-grid/impound area.
- f) Any modifications or alterations to Tyres, other than that which occurs through normal use, are not permitted. This Regulation does not apply to specific Speedway Classes.
 - g) 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 is not permitted.
 - h) It is highly recommended solvent based lubricants for the purposes of installing Tyres onto wheels are not used. (Recommend soapy water).
 - i) The only medium to be used to pressurise Tyres fitted to a wheel is air.
 - j) The use of any form of automatic pressure control device, including bleed off valves, is not permitted.
 - k) Apart from normal use of the Tyre according to the Regulations, 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.
 - l) The use of a heat gun, or any other device, to remove build-up on Tyre treads is not permitted.
 - m) Dry and Wet Weather Tyres must not be used on a Kart at the same time.
 - * This Regulation does not apply to Speedway Classes.
 - n) 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.
 - o) 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.5.2 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.5.3 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.5.4 Replacement Tyres

a) Any replacement tyre, required for any reason other than a manufacturing defect, will be at the competitors cost.

b) Any replacement tyre must be at the approval of the Chief Scrutineer.

c) 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.

- Replacements cannot be reversed.
- Driver’s receiving a new replacement tyre must start at the rear of the grid in their next event in the Class.
- Drivers are only permitted to retain their allocated starting position in the next session 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.

d) Any Tyre that has been replaced must be surrendered to the Chief Scrutineer, as it will be held until the end of the meeting.

T.5.5 Tyre Pooling

a) Supplementary Regulations for a meeting must specify whether 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 are entered in.
- 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 restricted tyre Classes will include the cost of one (1) set of tyres per Class they are entering.
- 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

- a) KNSW recognises noise is a part of Karting.
- b) 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

- a) 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 “Guide to the 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.
- c) Paddock Area:
 - The starting of Kart engines in the Paddock area is only permitted for a maximum of ten (10) seconds.
 - A competitor wishing to start a Kart engine

for longer than 10 seconds must do so in the designated engine starting area.

- The starting of any Kart engine during the time scheduled for any Drivers Briefing is strictly prohibited.
- d) Starting of Kart engines in the out-grid is only permissible under the instruction of the Grid Marshal.
- e) 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 for longer than 10 seconds.
- 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 and 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 noncompliance 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.

Any such loss, damage or illegibility must be reported to the Chief Scrutineer immediately, and you must not leave the area until corrected.

d) In the event of a Competitors Exclusion from a Meeting, or part thereof, due to non-compliance on the grounds of safety, they are not permitted to protest or appeal the decision.

e) Inspections take the following 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.

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 being allowed to participate in competition, each complete Kart, or a replacement component:

- Must be Scrutineered by an authorised person.
 - The Competitor must submit to the designated Meeting Official the correct Scrutineering Form relevant to the Class being entered, fully completed with the signature of the authorised person who carried out the Scrutineering.
 - This signifies, independent of the type of authorised person, 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 must 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 Bay.
- It will only be released back to the Competitor upon the direction of the Chief Scrutineer.

T.7.3 Technical Conformity Testing

- a) May be carried out on any item.
- 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.
- It will remain in Parc Fermé conditions until released by the Chief Scrutineer.

- It must be sealed and identification tagged by the Chief Scrutineer or their representative.

The Competitor will be provided with a receipt.

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.

- Technical Conformity Testing must occur during the Parc Fermé conditions.
- The Chief Scrutineer has control of the item whilst it is in Parc Fermé conditions.

Depending on the specifics of the situation, the competitor may still use the item whilst it is in Parc Fermé conditions.

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 note in the following form:

- "In my view, the minor non-compliance noted herein and advised to this Competitor does not improve the performance to such an extent that the Competitor should be excluded from this meeting, and thus they may compete in this condition for this meeting only."

c) Upon receipt of the note referred to above, the Chief Steward may then permit the competitor to keep participating in the meeting.

d) If the Chief Steward has specifically 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, must be remain in place at all times.

c) Must only be removed by the Chief Scrutineer or their designated representative.

d) Tails on plastic seals must be left at full length.

e) All engines must have provision for sealing.

f) Sealing must be done in accordance with these Regulations.

g) Specific Details for KNSW Engine Seals

- 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.
- Engine Seals/Tags are typically fitted to the following nuts:

Extended Cylinder Head

Cylinder

Exhaust Nut

- 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.

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.

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 specifically 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
- Gloves
- Shoes
- Any item mandated in an individual Class definition.

b) The use of the following items are highly recommended, unless required in Class Regulations:

- Neck Brace

- Kidney Belt
- Rib and/or Chest protectors
- Ear Plugs

c) Long hair must be securely retained.

- It must not be retained within the Helmet.
- Retention within the following is permitted:

Hair Net

Hood

Balaclava

Driving Suit

d) Cool suits are permitted.

- 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) Must be fitted and worn according to the manufacturer's instructions.

b) Must at all times be fit for purpose and safe for use in Competition.

- Competitors are cautioned against using a helmet which has been damaged, or involved in an accident.

c) Must be of the 'Full Face' type.

d) Must bear a label indicating they comply with at least one of the following standards:

- AS/ NZS1698
- ECE-2204, and ECE-2205 and ECER-2205
- Snell SA2010, SAH2010, K2010, SA2015 (Not permitted for use after 31/12/2023),
- Snell K2015

- Snell-FIA CMR2007, CMS2007, CMR2016, CMS2016
- SFI Specific 24.1
- FIA 8860-2004, (Not permitted for use after 31/12/2020)
- FIA 8860-2010, FIA 8859-2015

e) The use of Helmets 10 years after their date of manufacture is not permitted.

f) The use of chin cups is not permitted.

g) Unless done in compliance with instructions approved and supplied by the manufacturer, modification of any Helmet from its manufactured specification is not permitted.

h) 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.

i) Visors

- Must be attached to the Helmet at all times.
- Must be as supplied by the Helmet manufacturer.
- Must protect the eyes and face at all times.
- Must protect any prescription glasses or contact lenses if these are required by the Driver.
- Must be optically clear.
- For all competition conducted after sunset must be either non-tinted or specifically a 'Night Visor'.
- May be modified to accept a spinning rain deflector.
- Goggles in place of a Visor are not permitted.

j) In the special case of a Cadet 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.

In this case the wearing of goggles is compulsory.

These goggles must meet the AS1609-1981 standard.

T.8.3 Driving Suit

a) Must be a one-piece protective item of clothing.

b) Must have full length sleeves and trousers

c) Must be adequately secured at the neck, wrists and ankles.

d) Driving suits using leather, vinyl or abrasive resistant materials are highly recommended.

e) Boiler suit type overalls with 'POP' type buttons are not permitted.

f) Drivers must wear only one (1) driving suit at any one (1) time.

g) When the Track has been declared 'Wet' by the Clerk of Course and the Chief Steward, clothing for the purpose of providing wet weather protection may be worn over an approved driving suit.

h) 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

a) Must be securely fastened at the wrist.

b) Must provide full finger protection.

c) Must be resistant to abrasion.

T.8.5 Shoes

a) Must be securely fastened.

b) Must cover and provide protection to the ankles.

c) Must be resistant to abrasion.

T.8.6 Pit Crew Apparel

a) It is the Competitors responsibility to ensure any pit crew are suitably attired, including closed in shoes.

T.9 Homologation Procedures

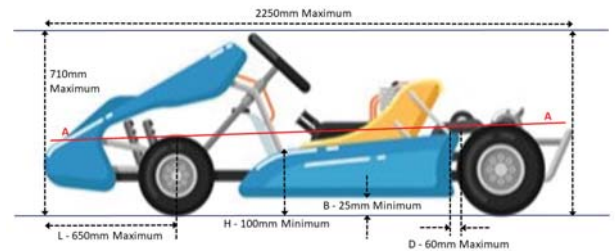
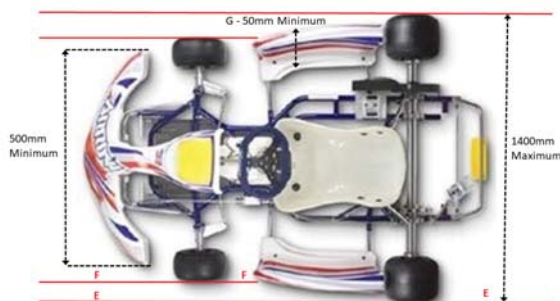
- The use of all equipment and components, as listed and used in any KNSW authorised activity requires official KNSW Homologation.
- The KNSW Homologation Policy and Procedures will be determined by KNSW from time to time. A copy is available upon request from KNSW.
- Successful Homologation will only 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/ 2.9 – 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 j) – Maximum Dimensions

T.10.3 – Exhaust Header Pipe

a) Regulation References:

- T.3.10 g) – Dimensions
- b) See image



T.10.4 – Piston Travel Measurements

ENGINE	MAXIMUM STROKE	TDC TO EXHAUST OPENING	EXHAUST OPENING TO INLET OPEN	EXHAUST OPEN TO TRANSFER OPEN (USING ROD WITH 5 GROOVES)	EXHAUST OPEN TO TRANSFER OPEN (USING ROD WITH 4 GROOVES)
COMER SW80	38.10	31.20 Min / 32.20 Max	21.40 Min	3.70 Min	
KT100J	50.05	38.30 Min	26.80 Min	6.00 Min	
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
X30 125	54.00	36.70 Min / 37.00 Max			10.30 Min
CHEETAH 125	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

Legend:

A) No parts (of the screws for example) are admitted in this area.

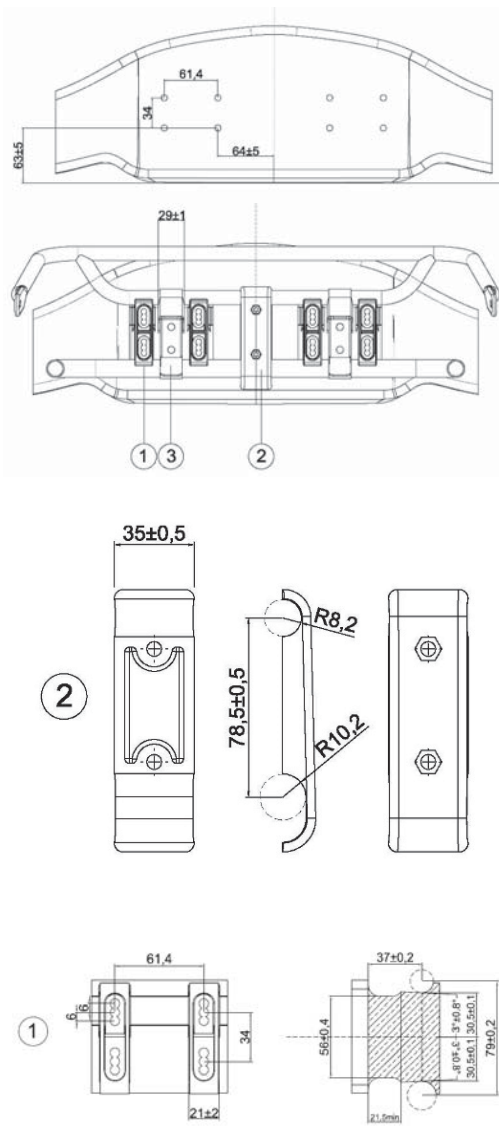
1) Mounting bracket kit for Nose Cone (2 pieces + 8 screws in total).

2) Front bumper support (2 half shells + 2 screws in total).

3) Adjustable hook clamps (the 2 pieces, shall be made of metal).

b) It is only permitted to fix the Nose Cone onto the Kart using the Mounting Kit. No other device is authorised.

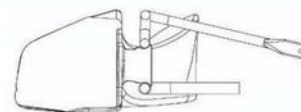
- c) It must be possible for the Nose Cone to move freely back in the direction of the chassis without any obstruction from any part that may restrict movement.
- d) The front bumpers (lower and upper tube) must be rigidly connected with the chassis and must have a smooth surface.
- e) Any mechanical 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»

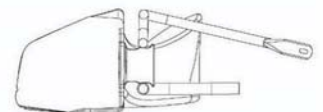
Position correcte / Correct position



TECHNICAL DRAWING No. 2d

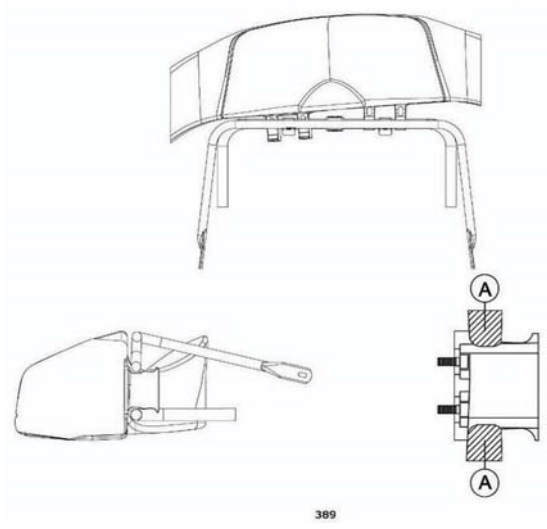
Correct installation of the "Front Fairing"

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).



389

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 (or equivalent KA licence in 2019) 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, for each day/session they attend the club/Track for practice. The Club must retain all 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 their 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 - Apparel (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.

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

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

Section Y

COME & TRY

Y.1 Overview

Come & Try Days, or Come & Try activities, are designed to introduce potential new participants/drivers to the sport of Karting under controlled conditions.

Most Come & Try activities conducted by KNSW clubs are covered by the KNSW insurance policies. However, please check with KNSW prior to any activity if you are in doubt.

Y.2 Regulations

Y.2.1 Stand-alone Activity

If a stand-alone Come & Try Activity is intended to be conducted, or if it is intended to be conducted as part of a club Social day, the organising body must complete and have Supplementary Regulations approved.

These Regulations should detail all matters surrounding the activity, including the names and responsibilities of the licenced Officials who will be in attendance to organise and run the activity.

Y.2.2 Race Meeting Activity

If a Come & Try Activity is intended to be conducted as part of a Race meeting, the details of the Come & Try Activity must be included in the Supplementary Regulations for the Race meeting.

Y.2.3 Supervision

Licenced Officials must directly supervise all Come & Try Activities and must be present at the Track at all times when a Come & Try Activity is in progress.

Y.3 Requirements

Y.3.1 Participants

All Drivers/participants must be given a briefing on Kart driving and Track safety, including Flag Signals/Lights (Competition Rules – Section M.3.3) immediately prior to the start of the Come & Try Activity. All drivers/participants must wear racing apparel that complies with the KNSW Technical Regulations:

Full face Helmet with visor;

One piece driving suit with long sleeves and trousers;

Gloves that resist abrasion and provide full finger protection;

Closed in shoes.

Long hair must be securely retained with a hair net, hood, balaclava or driving suit at all times.

Y.3.2 Indemnity

All drivers/participants must read and have explained to them the wording of the Indemnity form provided.

All drivers/participants must acknowledge the terms and conditions of the indemnity, and must sign the indemnity form before being permitted to drive a Kart.

If a driver/participant is under 18 years of age, the driver/participant and their guardian must both sign the indemnity form, before being permitted to drive a Kart.

KNSW insurance only provides cover to drivers/participants who hold a current KNSW license. Non-licensed drivers/participants in Come & Try days are not eligible for personal accident insurance.

The information provided by our Insurers is considered general advice only and does not take into account your personal or financial situation. This information must be read in conjunction with the insurance program documentation including the policy wording. For a copy of the policy wording, please contact KNSW.

Y.4 On the Track

Y.4.1 Permitted Karts

Please refer to the KNSW Class Regulations for any driver/participant age restrictions.

Drivers/participants over the age of 15 years (Seniors), are not permitted to drive a Kart with an engine that is more powerful than Class – Tag Restricted, or Class - 4SS-4 Stroke Sprint.

The number of Karts permitted to drive on the Race Track at the same time is limited to a maximum of 25% of the Track density.

Y.4.2 Essential Rules

Drivers must stay approximately 50 metres from the kart in front of them, unless they slow significantly or stop in, which case they may be overtaken.

When leaving the out-grid (or start area), drivers must leave in a controlled manner under the direction of an Official.

Weaving across the Track and sudden changes of direction are not permitted.

When exiting the Track, or if a driver is slowing and has an issue on the Track, they should raise their hand so that the driver behind can clearly see that they are not continuing as normal.

If a driver spins out or stops on the Track and cannot restart the Kart, they must get out of the kart when safe to do so, and move to a place of safety. They must keep all safety apparel (including the helmet) on, until they return to the pits.

Seniors, Juniors and Novice/Rookie driver groups are not permitted to be on the Track at the same time.

Novice and Rookie drivers are permitted to be on the Track at the same time.

KNSW Licensed drivers are not permitted to be on the Race Track at the same time as Come & Try drivers.

Section A – Administration 3	C.4.2 Competition Eligibility 4
Karting NSW Inc (KNSW) State Executive 3	C.4.3 Drivetrain 4
Board of Directors of Karting (NSW) Incorporated 3	C.4.4 Tyres 4
Appointed Officials & Coordinators 4	C.4.5 Weight 4
Tribunals & Appeals 4	C.4.6 Competition Numbers 4
A.1 KNSW Guiding Principles 5	C.5 Junior Performance 5
A.2 Definitions 6	C.5.1 Driver Requirements 5
A.3 Administrative Procedures 8	C.5.2 Competition Eligibility 5
A.3.1 Communications 8	C.5.3 Drivetrain 5
A.3.2 General 8	C.5.4 Tyres 5
A.3.3 Commencement and Duration 9	C.5.5 Weight 5
A.4 Appointments 9	C.5.6 Competition Numbers 5
A.4.1 Appointed Officials and Co-ordinators 9	C.6 Senior 6
A.4.2 Committees 10	C.6.1 Driver Requirements 6
A.5 Club Affiliation Requirements 10	C.6.2 Competition Eligibility 6
A.5.1 Affiliation 10	C.6.3 Drivetrain 6
A.5.2 Activities 10	C.6.4 Tyres 6
A.6 Fees 10	C.6.5 Weight 6
A.7 Insurance 11	C.6.6 Competition Numbers 6
Section C – Classes - Sprint 1	C.7 Senior Classic J & Senior Classic S 7
C.1 Overview 1	C.7.1 Driver Requirements 7
C.2 Novice 2	C.7.2 Competition Eligibility 7
C.2.1 Driver Requirements 2	C.7.3 Drivetrain 7
C.2.2 Competition Eligibility 2	C.7.4 Tyres 7
C.2.3 Drivetrain 2	C.7.5 Weight 7
C.2.4 Tyres 2	C.7.6 Competition Numbers 7
C.2.5 Weight 2	C.8 Senior Performance 8
C.2.6 Competition Numbers 2	C.8.1 Driver Requirements 8
C.3 Rookie 3	C.8.2 Competition Eligibility 8
C.3.1 Driver Requirements 3	C.8.3 Drivetrain 8
C.3.2 Competition Eligibility 3	C.8.4 Tyres 8
C.3.3 Drivetrain 3	C.8.5 Weight 8
C.3.4 Tyres 3	C.8.6 Competition Numbers 8
C.3.5 Weight 3	C.9 Tag Restricted 9
C.3.6 Competition Numbers 3	C.9.1 Driver Requirements 9
C.4 Junior 4	C.9.2 Competition Eligibility 9
C.4.1 Driver Requirements 4	C.9.3 Drivetrain 9

C.9.4 Tyres	9
C.9.5 Weight	9
C.9.6 Competition Numbers	10
C.10 Tag	125 11
C.10.1 Driver Requirements	11
C.10.2 Competition Eligibility	11
C.10.3 Drivetrain	11
C.10.4 Tyres	11
C.10.5 Weight	11
C.10.6 Competition Numbers	11
C.11 KZ2	12
C.11.1 Driver Requirements	12
C.11.2 Competition Eligibility	12
C.11.3 Drivetrain	12
C.11.4 Tyres	12
C.11.5 Weight	12
C.11.6 Competition Numbers	12
C.12 Open Performance	13
C.12.1 Driver Requirements	13
C.12.2 Competition Eligibility	13
C.12.3 Chassis	13
C.12.4 Drivetrain	13
C.12.5 Tyres	14
C.12.6 Weight	14
C.12.7 Competition Numbers	14
C.13 4SS (4 Stroke Sprint)	15
C.13.1 Driver Requirements	15
C.13.2 Competition Eligibility	15
C.13.3 Drivetrain	15
C.13.4 Tyres	15
C.13.5 Weight	15
C.13.6 Competition Numbers	16
Rotax Classes	17
C.14 Rotax 125	17
C.14.1 Driver Requirements	17
C.14.2 Competition Eligibility	17
C.14.3 Drivetrain	17

C.14.4 Tyres	17
C.14.5 Weight	17
C.14.6 Competition Numbers	17
C.15 Rotax DD2	18
C.15.1 Driver Requirements	18
C.15.2 Competition Eligibility	18
C.15.3 Chassis	18
C.15.4 Drivetrain	18
C.15.5 Tyres	18
C.15.6 Weight	18
C.15.7 Competition Numbers	18
C.16 Rotax Junior Max	19
C.16.1 Driver Requirements	19
C.16.2 Competition Eligibility	19
C.16.3 Drivetrain	19
C.16.4 Tyres	19
C.16.5 Minimum Weight	19
C.16.6 Competition Numbers	19
C.17 Rotax Mini Max	20
C.17.1 Driver Requirements	20
C.17.2 Competition Eligibility	20
C.17.3 Drivetrain	20
C.17.4 Tyres	20
C.17.5 Weight	20
C.17.6 Competition Numbers	20
C.18 Rotax Micro Max	21
C.18.1 Driver Requirements	21
C.18.2 Competition Eligibility	21
C.18.3 Drivetrain	21
C.18.4 Tyres	21
C.18.5 Weight	21
C.18.6 Competition Numbers	21
Section E – Engine Regulations	22
E.1 Overview	22
E.2 Two Stroke Engines up to 100cc	22
E.2.1 Comer SW80	22
E.2.2 Yamaha KT100J	22

- E.2.3 Yamaha KT100S 22
- E.2.4 Vortex Mini Rok 22
- E.2.5 IAME 100 Reedjet 22
- E.3 Two Stroke Engines 125cc and over 22
 - E.3.1 IAME X30 22
 - E.3.2 PRD Fireball 125 22
 - E.3.3 PRD Galaxy 125 22
 - E.3.4 Parilla Leopard 125 22
 - E.3.5 SQ Cheetah 125 22
 - E.3.6 Rotax 125 Micro Max (non EVO and EVO) 23
 - E.3.7 Rotax 125 Mini Max (non EVO and EVO) 23
 - E.3.8 Rotax 125 Junior Max (non EVO and EVO) 23
 - E.3.9 Rotax 125 Max (non EVO and EVO) 23
 - E.3.10 Rotax 125 Max DD2 (non EVO and EVO) 23
 - E.3.11 Vortex Rok DVS SV 23
 - E.3.12 IAME Super X30 23
- E.4 Four Stroke Engines 23
 - E.4.1 BRIGGS & STRATTON 206 / BRIGGS ANIMAL 23
 - E.4.2 HONDA GX200 Series 24
 - E.4.3 SUBARU KX21DU 26
 - E.4.4 TORINI CLUBMAXX 210 27
 - E.4.5 Torini TC 250 29
- Section G - General Regulations 1
 - G.1 Overview 1
 - G.1.1 Authority & Application 1
 - G.1.2 Club Membership 1
 - G.1.3 Bound by the Regulations 1
 - G.1.4 Acquaintance with Regulations 2
 - G.2 Competition Permits 2
 - G.2.1 Competition Types 2
 - G.2.2 Competition Variations 3
 - G.2.3 Organising Permit & Approval 3
 - G.2.4 Meeting Jurisdiction 3
 - G.2.5 Timing & Timing System 4
 - G.2.6 Format of Racing & Determination of Results 4
 - G.2.7 Duration of a Meeting 4
 - G.3 Competitions 4
 - G.3.1 Entries 4
 - G.3.2 Acceptance of Entry 4
 - G.3.3 Karts & Scrutineering 4
 - G.3.4 Running in an engine 5
 - G.3.5 Competition Withdrawal 5
 - G.3.6 Unauthorised Competitions 5
 - G.3.7 Competition Alteration 5
 - G.3.8 Distribution of Prizes 6
 - G.4 Advertising, Signs and Writing 6
 - G.5 KNSW Member Protection Policy 6
- Section K - Track & Safety 1
 - K.1 Track Licences 1
 - K.1.1 Licence Requirements 1
 - K.1.2 Track Inspectors & Club Safety Officers 1
 - K.1.3 Biennial Track Inspection 1
 - K.1.4 Race Track Maintenance 2
 - K.1.5 Race Track Density 3
 - K.2 Track Markings 4
 - K.2.1 Overview 4
 - K.2.2 Baulk Line 4
 - K.2.3 Formation Line 4
 - K.2.4 CIK Starting Grid (if applicable) 4
 - K.2.5 No Mans Land (if applicable) 4
 - K.2.6 Control/Start/Finish Line 5
 - K.2.7 Breakdown Lane 5
 - K.2.8 Temporary Circuit Guidelines 5
 - K.3 Track Safety 5
 - K.3.1 Parc Fermé 5
 - K.3.2 Paddock Area 5
 - K.3.3 Safety of Karters & Officials 6
 - K.3.4 Radio Communications 6
 - K.3.5 Emergency & Medical Services 7
 - K.3.6 Smoking and Welding 7
 - K.3.7 Cleaning Fluid 7
 - K.3.8 Retrieval Vehicles and Trailers 7
- Section L – Licencing 1

L.1 Licences Overview 1	M.2.4 Competitors Under Eighteen (18) Years of Age 10
L.1.1. Overview 1	M.2.5 Driver's Briefing 10
L.1.2 Granting a Licence 1	M.2.6 Safety Apparel 10
L.1.3 Licence Issue 1	M.2.7 Injured Driver Clearance 10
L.1.4 Medical Declaration 1	M.2.8 Consolidation of Classes 10
L.1.5 Safety Training 2	M.2.9 Timing Transponders 11
L.1.6 Driving Test 2	M.2.10 Competition Numbers 11
L.1.7 Licence Expiry 2	M.2.11 Observed Driving 12
L.1.8 Withdrawal of a KNSW Drivers Licence 2	M.2.12 Forward Vision 13
L.1.9 Refusal of a Licence 2	M.2.13 Driver's Shaking Hands 13
L.2 KNSW Competition Licences 2	M.2.14 Stopping on Race Track / Stalled Kart 13
L.2.1 Drivers Licences 2	M.2.15 Warm Up 13
L.2.2 KNSW Novice Licence 3	M.2.16 Practice 13
L.2.3 KNSW Rookie Licence 3	M.2.17 Qualifying 13
L.2.4 KNSW Junior Licence 4	M.2.18 Grid Determination 14
L.2.5 KNSW Senior Licence 4	M.2.19 System of Gridding 14
L.3 KNSW Restricted Licences 5	M.2.20 Start Procedure 14
L.3.1 Overview 5	M.2.21 Restarting of Karts 16
L.3.2 KNSW Legal Guardian Licence 5	M.2.22 Race Stoppage Procedure 17
L.3.3 KNSW Pit Crew Licence (Coming Soon) 5	M.2.23 Race Restart Procedure 17
L.3.4 KNSW Practice Licence 5	M.2.24 Finishing 17
L.3.5 KNSW Event Licence (Coming Soon) 5	M.2.25 Win by Default 18
L.3.6 KNSW 30-Day Licence 6	M.2.26 Winner of a Tie 18
L.3.7 KNSW Vintage Licence 6	M.3 Standard Flag/Light Signals 18
L.4 Licence Grading 7	M.3.1 Light Signals 18
L.4.1 Licence Grades 7	M.3.2 Flag Size 18
L.4.2 Licence Grading Process 7	M.3.3 Flag Signals 18
Section M - Competition Rules 9	M.4 Driving Standards 20
M.1 General Requirements 9	M.4.1 Observance of Signals 20
M.1.1 Organisation of a Meeting 9	M.4.2 Applicable Standards 20
M.1.2 Supplementary Regulation Format 9	M.4.3 Race Track Use 21
M.1.3 Meeting Entry 9	M.4.4 Being Lapped during a Race 21
M.2 Competition Regulations 9	M.4.5 Rejoining a Race 21
M.2.1 Overview 9	M.4.6 Overlap and Passing Overlap 21
M.2.1 Direction of Racing 9	M.4.7 Blocking/Overlap on Corner Approach 22
M.2.2 Meeting Program 10	M.4.8 Overtaking on Corner Entry 23
M.2.3 Alterations to Competition 10	

- M.4.9 Overtaking on Corner Exit 23
- M.4.10 Defending Your Position 23
- M.4.11 Driving Breaches 23
- M.4.12 Stopping During Competition 23
- Section N - Competition Levels 1
- N.1 Overview 1
- N.1.1 State Championship 1
- N.1.2 Zone Competition 1
- N.1.3 Named Event 1
- N.1.4 Club Competition 1
- N.1.5 Endurance Meeting 1
- N.2 Event Formats 2
- N.2.1 State Championship 2
- N.2.2 Zone Competition 6
- N.2.3 Named Event 7
- N.2.4 Club Competition 8
- N.2.5 Endurance Meeting 9
- Section P – Penalties & Protests 11
- P.1 Breaches of the Regulations 11
- P.1.1 Extent of Jurisdiction 11
- P.1.2 Responsibility for Offences 11
- P.2 Offence List 11
- P.2.1 Actual Physical Contact 11
- P.2.2 Compliance with KNSW Member Protection Policies 11
- P.2.3 Bribery 11
- P.2.4 Conduct Prejudicial 11
- P.2.5 Damage 11
- P.2.6 Duty of Care 12
- P.2.7 Fail to Attend 12
- P.2.8 Fail to Give Evidence 12
- P.2.9 Fail to Pay 12
- P.2.10 Fail to Obey 12
- P.2.11 False Information 12
- P.2.12 Fraudulent Misrepresentation 12
- P.2.13 Intimidation, Abuse & Threats 12
- P.2.14 Regulations and Bulletins 12
- P.2.15 Vilification 12
- P.2.16 Technical Ineligibility 12
- P.2.17 Policies and Procedures 13
- P.2.18 Social Media Policy 13
- P.3 Penalties 13
- P.3.1 Application 13
- P.3.2 Stewards Hearing on Penalty 13
- P.3.3 Stewards Take Account 13
- P.3.4 Reasoning 13
- P.3.5 Multiple Penalties 13
- P.3.6 Other Penalties 14
- P.4 Penalty Types 14
- P.4.1 Written Warning 14
- P.4.2 Points Penalty 14
- P.4.3 Exclusion from that Section of the Event. 14
- P.4.4 Exclusion from the Event 14
- P.4.5 Exclusion from the Meeting 15
- P.4.6 Consequences of Exclusion 15
- P.4.7 Suspension 15
- P.4.8 Drive-Thru Penalty 15
- P.4.9 Stop Go Penalty 16
- P.4.10 Computer Lap Penalty 16
- P.4.11 Judge of Fact Penalty 16
- P.4.12 Liability to Pay Fines and/or Costs 16
- P.4.13 Time for Payment 16
- P.4.14 Allocation of Financial Penalties 16
- P.4.15 Endorsement of Licence 17
- P.4.16 Recommended Minimum Penalties 17
- P.4.17 Penalties from a Tribunal 22
- P.5 Infringement Notices 22
- P.5.1 Overview 22
- P.5.2 Process 22
- P.6 Stewards Hearings 23
- P.6.1 Overview 23
- P.6.2 Hearings 23
- P.6.3 Procedures of Hearings 24
- P.6.4 Stewards Decisions 24

P.7 Protests 25	R.2.10 Powers of the Stewards 34
P.7.1 Overview 25	R.2.11 The Stewards Report 35
P.7.2 Protesting the Actions of an Official 25	R.2.12 Powers of KNSW Following Stewards Report 35
P.7.3 No Right of Protest 26	R.3 Officials Duties 35
P.7.4 Hearing and Judgement 26	R.3.1 Duties of the Clerk of Course 35
P.7.5 Right of Appeal 26	R.3.2 Duties of the Secretary of the Meeting 36
P.7.6 Forfeiture of Fee 26	R.3.3 Duties of the Chief Timekeeper 36
P.7.7 Vexatious Protests 26	R.3.4 Duties of Chief Scrutineer and Scrutineers 36
P.8 Tribunals 26	R.3.5 Duties of Flag Marshals 37
P.8.1 Overview 26	R.3.6 Duties of Judges of Fact 37
P.8.2 Disciplinary & Appeal Tribunals 27	R.3.7 Duties of the Starter 37
P.8.3 Scheduling of Tribunals 28	R.3.8 Duties of the Pit Marshals 37
P.8.4 Disciplinary Tribunal Procedure 28	R.3.9 Duties of the Grid Marshals 37
P.8.5 Tribunal Witnesses 29	R.3.10 Duties of Scale Marshals 37
P.8.6 Degree of Proof 29	R.3.11 Duties of Noise Control Marshal 38
P.8.7 General Conduct 29	R.3.12 Duties of a Race Prosecutor 38
P.9 Appeals 29	R.4 Officials Licensing 38
P.9.1 Types of Appeals 29	R.4.1 Accreditation & Upgrade Procedure 38
P.9.2 Right of Appeal to an Appeal Tribunal 29	R.4.2 Downgrade, Suspension or Revocation Procedure 38
P.9.3 Procedures, Time Limits and Fees 30	Section S - Speedway Karting 1
P.9.4 Appellant Status 30	S.1 Overview 1
P.9.5 Appeal Tribunal Powers 31	S.1.1 Track Conditions 1
P.9.6 Vexatious Appeals 31	S.1.2 Track Markings 1
Section R – Race Meetings & Officials 32	S.1.3 Baulk Line 1
R.1 Meeting Requirements 32	S.1.4 Starting Karts with Quad Bikes 1
R.1.1 Meeting Permits 32	S.2 Supplementary Regulations 2
R.1.1 Official Noticeboard 32	S.2.1 Club & Zone Competitions 2
R.2 Race Meeting Officials 32	S.2.2 Named Events 2
R.2.1 Overview 32	S.2.3 State Speedway Titles 2
R.2.2 List of Officials 32	S.3 Method of Racing 2
R.2.3 Officials Accreditation 33	S.3.1 Direction of Racing 2
R.2.4 Right of Supervision 33	S.3.2 Qualifying (Optional) 3
R.2.5 Essential Officials 33	S.3.3 Grid Determination 3
R.2.6 Appointment of Officials 33	S.3.4 System of Gridding 3
R.2.7 Plurality of Duties 34	S.3.5 Rollup Laps 3
R.2.8 Separation of Duties 34	
R.2.9 Renumeration of Officials 34	

S.3.6 Starting Procedure 4	T.2.4 Seat 3
S.3.7 Restarting of Karts 4	T.2.5 Wheels 4
S.3.8 Kart Restarts during Finals 4	T.2.6 Axles 4
S.3.9 Track Limits 4	T.2.7 Bodywork 4
S.3.10 Race Stoppages & Restarts 4	T.2.8 Nose Cone – Non Championship Meetings 5
S.3.11 Finishing 5	T.2.9 Nose Cone – Championship Meetings 5
S.4 Speedway Flag/Light Signals 5	T.2.10 Side Pods 5
S.4.1 Signal Colours 5	T.2.11 Nassau Panel 6
S.5 Additional Kart Specifications 7	T.2.12 Floor Pan 6
S.5.1 Bodywork 7	T.2.13 Rear Crash Bar 6
S.5.2 Competition Numbers 8	T.2.14 CIK Rear Impact Protection 7
S.5.3 Video Recording Systems 8	T.2.15 Skid Plates/Pads 7
S.5.4 Race Receivers 8	T.2.16 Steering 7
S.6 Speedway Classes 9	T.2.17 Brakes 8
S.6.1 Overview 9	T.2.18 Throttle 9
S.6.2 Speedway Novice 9	T.3 Kart Standard – Engines & Electrical 9
S.6.3 Speedway Rookie 10	T.3.1 Engines 9
S.6.4 Speedway Junior 11	T.3.2 Starting Systems 10
S.6.5 Speedway KT Standard 11	T.3.3 Transmissions 10
S.6.6 Speedway KT Modified 12	T.3.4 Clutches 10
S.6.7 Speedway Pro Standard 13	T.3.5 Guards 10
S.6.8 Speedway Pro Open 14	T.3.6 Cooling 11
S.6.9 Speedway Pro Gearbox 15	T.3.7 Fuel System 11
Section T - Technical Regulations 1	T.3.8 Carburettor 11
T.1 Kart Standard – Overview 1	T.3.9 Airbox 11
T.1.1 Overview 1	T.3.10 Exhaust System 12
T.1.2 Responsibility 1	T.3.11 Muffler 12
T.1.3 Repairs 1	T.3.12 Exhaust Connecting Tube 13
T.1.4 Materials 1	T.3.13 Exhaust Restrictor 13
T.1.5 Weights 2	T.3.14 Timing Transponder 14
T.1.6 Nuts and Bolts 2	T.3.15 Data Logging and Dash Displays 14
T.1.7 Specific “Non-Permitted” Items 2	T.3.16 Video Recording Systems 14
T.1.8 Karts Modified for Special Needs Drivers 3	T.4 Fuel 15
T.2 Kart Standard – Chassis 3	T.4.1 Permitted Fuels 15
T.2.1 Frame 3	T.4.2 Control Fuel 15
T.2.2 Frame Replacement 3	T.4.3 Fuel Oxidants 15
T.2.3 Dimensions 3	T.5 Tyres 15

T.5.1 Overview	15
T.5.2 Tyre Types Allowed	16
T.5.3 Tyre Usage	16
T.5.4 Replacement Tyres	16
T.5.5 Tyre Pooling	17
T.6 Noise Control	17
T.6.1 Overview	17
T.6.2 Permitted Noise Level	17
T.6.3 Noise Testing	17
T.6.4 Supplementary Testing	18
T.6.5 Noise Officials	18
T.6.6 Noise Offences	18
T.6.7 Noise Safety	18
T.7 Scrutineering and Technical Conformity	19
T.7.1 Overview	19
T.7.2 Scrutineering	19
T.7.3 Technical Conformity Testing	20
T.7.4 Minor Ineligibility	20
T.7.5 Seals	20
T.7.6 Technical Conformity Tests	21
T.8 Apparel	22
T.8.1 Driver Requirements	22
T.8.2 Helmets	22
T.8.3 Driving Suit	23
T.8.4 Gloves	23
T.8.5 Shoes	23
T.8.6 Pit Crew Apparel	23
T.9 Homologation Procedures	23
T.10 Figures	25
T.10.1 - Kart Standard Dimensions	25
T.10.2 – Airbox Adaptor	25
T.10.3 – Exhaust Header Pipe	26
T.10.4 – Piston Travel Measurements	26
T.10.5 – General Tolerances	27
T.10.6 – Nose Cone Mounting Kit	28
Section V - Vintage Karting	32
V.1 Vintage Class	32

V.1.1 Overview	32
V.1.2 Driver Requirements	32
V.2 Kart Registration	32
V.2.1 Registration Application	32
V.2.2 Registration & Logbook	32
V.2.3 Classes	33
V.3 Vintage Events/Meetings	33
V.3.1 Regulations	33
V.3.2 Scrutineering	34
V.4 Event Types	34
V.4.1 Practice Sessions	34
V.4.2 A Parade	34
V.4.3 Multi-Kart Demonstration	34
V.4.4 Time Trials	34
Section X – Practice	1
X.1 Overview	1
X.1.1 Practice Permits	1
X.1.2 Emergencies	1
X.2 Driver Requirements	1
X.2.1 Compliance	1
X.2.2 Kart Classes	1
X.3 Track Configurations	2
X.3.1 Full Track	2
X.3.2 Alternate Configuration	2
X.3.3 Direction of Travel	2
X.3.4 Signage	2
X.3.5 Supervision	2
X.4 General Conditions	2
X.4.1 Safety Apparel	2
X.4.2 Practice Sessions	2
Section Y – Come & Try	4
Y.1 Overview	4
Y.2 Regulations	4
Y.2.1 Stand-alone Activity	4
Y.2.2 Race Meeting Activity	4
Y.2.3 Supervision	4
Y.3 Requirements	4

Y.3.1 Participants 4	4E.8.2 Driving Time Limits 5
Y.3.2 Indemnity 4	4E.8.3 Pit Lane Area 6
Y.4 On the Track 5	4E.8.4 Timing 6
Y.4.1 Permitted Karts 5	4E.8.5 Practice 7
Y.4.2 Essential Rules 5	4E.8.6 Qualifying 7
Section 4E - 4 Stroke Endurance (4SE) 1	4E.8.7 Grid Determination 7
4E.1 4SE Class Overview 1	4E.9 Race Format 7
4E.1.1 Driver Requirements 1	4E.9.1 Duration 7
4E.1.2 Competition Eligibility 1	4E.9.2 Start Procedure 7
4E.1.3 4SE Specifications 1	4E.9.3 Compulsory Pit Stops (CPS) 7
4E.2 Chassis 1	4E.9.4 Timed Pit Stops 8
4E.2.1 Brakes 1	4E.9.5 Refuelling Pit Stop 8
4E.2.2 Exhaust Fitment 1	4E.9.6 Weighing Pit Stop 9
4E.2.3 Rear Hubs 1	4E.9.7 Kart Stoppage on Race Track 9
4E.2.4 Frame Replacement 2	4E.9.8 Full Course Yellow 9
4E.2.5 Other Specifications 2	4E.9.9 Race Stoppage Procedure 10
4E.3 Drivetrain 2	4E.9.10 Race Restart Procedure 10
4E.3.1 Eligible engines 2	4E.9.11 Finishing 10
4E.3.2 Carburettor 2	4E.10 Technical Conformity 11
4E.3.3 Transmission 3	4E.10.1 Overview 11
4E.3.4 Exhaust & Muffler 3	4E.10.2 Engine Sealing - Authorised Agents 11
4E.3.5 Clutch 3	4E.10.3 Club Specifications 11
4E.4 Fuel 3	4E.10.4 Additional Information 12
4E.4.1 Type and Supply 3	
4E.4.2 Fuel Tanks 3	
4E.5 Tyres 3	
4E.5.1 Specifications 3	
4E.5.2 Restrictions & Use 4	
4E.6 Weight 4	
4E.6.1 Minimum Weight including Driver 4	
4E.6.2 Weight Specifications 4	
4E.7 General 5	
4E.7.1 Radio Equipment 5	
4E.7.2 Competition Numbers 5	
4E.7.3 Endurance Meeting Track Density 5	
4E.8 Meeting Format 5	
4E.8.1 Minimum Drivers: 5	

LET'S GET THE
PARTY

Started



#Letsrace2019

Women in Motorsport

