

MEDIA RELEASE · EMBARGOED UNTIL 00:00 AEDT, SUNDAY 13 DECEMBER 2026

STONY CREEK, VIC, 13 December 2026 — The Australian New Zealand Electric Karting League (ANEKL) has announced its first full season for 2027, with six rounds starting on 27 March. The aim is to take both rental and race karting electric and grow the sport across Australia.

The 2027 season

Before the 2027 season starts, ANEKL is running a one-off premier race at Stony Creek, VIC this weekend, the 12th and 13th of December 2026. It gives drivers, teams and the public an early look at what's coming.

2027 is ANEKL's first full season and it starts in New South Wales, which has more karting tracks close together than anywhere else in Australia. The first state league has six rounds, from Orange in March to Manning Valley in October. Entry details will be out soon. After 2027 ANEKL will add more state leagues. Electric kart racing already runs in Europe, Japan and the United States, and ANEKL is bringing it to Australia and New Zealand.

Rental and racing

Most Australians first drive a kart at a rental track. Racing is a much smaller group of drivers and teams. ANEKL thinks electric karts can grow both, and bring more rental drivers into racing.

For rental centres, electric karts are quiet and don't give off fumes, so they can run in places petrol karts can't, like indoor centres, inner city sites and shopping centres. ANEKL says electric rental brings in more families, girls and women, and groups stay longer.

For racers, ANEKL is a league made up of state leagues, racing the same electric karts already used in Europe and the United States. Rental customers get a real way into racing, so the grid doesn't have to rely on the small number of existing racing families. In 2027 there is one class, X4. The plan is to grow to five classes, from X1 for the youngest drivers up to X5.

Karting centre partnerships

ANEKL is partnering with karting entertainment centres. The centre runs races for its customers and the winner gets a free test in a full race kart at an ANEKL event. It's a chance for rental drivers to try a real race kart.

Centres in the United States are already doing this. The American Electric Karting League (AEKL) works with indoor centres, including K1 Speed with more than 100 locations, and centre customers are picking up racing while still practising at their local centre.

Open to every electric kart

ANEKL is open to any electric kart that meets the league's safety standards and class requirements, whatever the make. Right now the X4 class runs on the BSR-X4, built by Latvian manufacturer Blue Shock Race (BSR) and supplied here by Blue Shock Race Asia Pacific. It puts out 27 kW from a 96-volt system and a 5.5 kWh battery.

BSR motors are plug and play and fit a full range of standard kart chassis, including Tony Kart, Birel ART, Arrow, Kart Republic and CKR. That means anyone can buy a motor from BSR and fit it to a standard go-kart chassis. The X4 and X5 are adult karts, so they need a full-size KZ type chassis.

Every Formula 1 driver started out in a kart at a local track. Karting is still the first step for anyone who wants to go further in motorsport, and ANEKL wants to be that first step in electric racing.

Building skills and industry at home

ANEKL is about more than racing. Electric karts use the same core parts as electric cars, trucks and boats: motors, batteries and the electronics that control them. As more electric cars hit Australian roads, more people will be needed to build, maintain and repair them.

The league wants mechanics and engineers who start on electric karts to take those skills into other industries, from EV servicing to motor and battery manufacturing. Australia is already one of the world's biggest lithium producers. Over time ANEKL wants Australian businesses making motors, batteries and parts for local and overseas markets instead of importing them. A local competition on this technology helps build demand for those businesses.

Building green infrastructure at the track

Karting entertainment centres that have switched to electric karts often use solar power to charge them. One of the hurdles ANEKL needs to deal with is the lack of power at race tracks.

Working with local governments and clubs to improve track infrastructure is a goal for 2027 and 2028. The aim is for the karts to run off the club's own power, not the main grid or a diesel generator.

In their words

> “Electric race karts are far closer to open-wheel car racing than normal ICE karts,” said Harrison Unsworth, ANEKL organiser. “The power delivery and balance makes the training process more connected to the higher forms of racing.”

> “When the karts are quiet and clean, the whole family comes along, not just the dads,” Unsworth added. “We're building a real pathway for girls and women into the sport, as drivers and as mechanics.”

Get on board

ANEKL wants to hear from karting centres, racers, teams, schools, universities and industry across Australia, whether you want to switch a rental fleet to electric, host a round or enter a team.

To enter a team or host an ANEKL race at your centre, contact ANEKL below. Partner contacts are on the last page.

Media opportunities

Journalists are welcome at the Stony Creek premier race event today, Sunday the 13th of December, at Stony Creek Go Karts, 2000 South Gippsland Highway, Stony Creek VIC. Interviews with drivers, parents and team members are available on request. Please contact ANEKL for any additional days, test drives or interviews.

— ENDS —

About ANEKL: The Australian New Zealand Electric Karting League (ANEKL) runs league rounds and test days in Australia, starting in NSW in 2027, under Eco Motorsport guidance for rules and regulations. The league is open to any electric kart that meets Eco Motorsport safety standards and class requirements. The BSR-X4 currently running in the league is supplied by Blue Shock Race Asia Pacific, the Australian importer of Blue Shock Race electric karts from Latvia. Around the world electric kart racing has already begun, with AEKL in the United States and EEKL in Europe.

MEDIA CONTACTS

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OUR PARTNERS

ANEKL works with the partners below. For partner enquiries, contact them directly.

SANCTIONING BODY

Karting NSW (KNSW)

Sanctions every 2027 NSW round. Issues the permits, provides officials and Stewards, licenses drivers and provides insurance under the KNSW Rule Book.

LICENCES, ENTRIES & PERMITS

Russell Becker, DKS Series Director
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REGULATORY PARTNER

Eco Motorsport

Writes and looks after the X4 electric class technical rules and bulletins, and puts them to KNSW for approval.

ELECTRIC CLASS RULES

Eco Motorsport
Requests@ecomotorsport.com.au

COMMUNITY & INCLUSION

Karting 2 Live

Helps drivers of all abilities get into karting, so the electric grid is open to everyone.

COMMUNITY & INCLUSION ENQUIRIES

Eric
chairman@karting2live.com.au

TECHNOLOGY PARTNER

Blue Shock Race Asia Pacific

Australian importer of Blue Shock Race electric karts from Latvia. Supplies the karts, batteries and parts, runs the Arrive-and-Drive program and appoints the Technical Delegate.

KARTS, ARRIVE-AND-DRIVE & TECHNICAL

Leigh Unsworth, Technical Delegate
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