

2023 KA Manual (National Competition Rules) – Major Adjustments

Following are the significant adjustments that have been made for the 2023 National Competition Rules and have been marked in the 2023 Manual.

The major adjustments are shown in the blue shaded cells in the table below.

Explanatory Notes for Cadet and Junior Licence Criteria and Combined Driver & Kart Weigh Adjustments can be found on Page 6.

All new and adjusted Rules will take effect from 1 January 2023 and apply to next year's Competitions.

RULE NO.	RULE	COMMENT
Definitions	Karting Activity Controller	New Means a person who holds a Karting Activity Controller's Licence (Grade 5) or a Senior Race Official's Licence of any Grade (4, 3, 2, or 1) issued by KA and whose name has been advised to the relevant SKA in accordance with article 2 c) (i) of Appendix 1 to the NCR's and who is in control of a Karting Activity in accordance with Appendix 1 .
Definitions	KOMP	New KOMP

GENERAL RULES		
Chapter 1 Rule 35	International Starting Permission	Updated - Clarification Minimum number of National Championship, National Series and or State Championship Events to be completed in the 24 months preceding the application for the International Licence is increased to 5 Events (as foreshadowed in 2022).
Chapter 2	Fees	Updated 2023 Fees to be increased in line with the Bylaw B6 as ratified by the Board.
Chapter 4 Rule 12	Trackside Assistance Personnel	New A person whose role it is, is to assist a Driver whose kart has come to a stop due to mechanical failure or accident damage.
Chapter 5 Rule 6 b) and g)	Entry	Clarification Circumstances where an Entry Fee refund may be warranted by an Organiser of a meeting.
Chapter 7 Rule 1	KA Policy P25 'Race Officials Licence Policy'	New Refers to Policy P25 as the governing principles for Officials Licence grading.
Chapter 7 Rule 4	Minimum Essential Officials	Updated To fully reflect the requirements pf Policy P25 as it relates to the minimum Officials at a Meeting.
Chapter 8 Rule 5 m)	Misrepresentation	New A person must not either intentionally or unintentionally, by words or deeds or by wearing an Official's full uniform or shirt or vest, or jacket or high visibility vest at a Meeting, impersonate a Race Official or a person acting in the capacity of a Race Official's Assistant.
Chapter 9 Rule 13	Minimum Recommended Penalties	New Misrepresentation First Offence: Reprimand Subsequent Offences: \$50 Fine

Chapter 11 Rule 2	Stewards Hearings	New Guidance Notes for issuing notice of a Hearing.
Chapter 12 Rule 1	Protests	New Delivery of a Protest can now be provided to any of: Chief Steward, Steward, Clerk of the Course or Deputy Clerk of the Course.
Chapter 12 Rule 1	Protests	Clarification That it is the responsibility of the Protestor to ensure that the Protest Form is properly completed in full, submitted on time in accordance with the Rules and the correct Protest Fee is paid.
Chapter 13 Rules 5, 7, 8	Tribunals	New – Clarification “At the discretion of the Chair, each Tribunal proceeds as follows”... New The Tribunal “may reserve its judgement to be delivered in writing to the parties at a later time...”
Chapter 15	Communicable Diseases	Adjustment Specific COVID-19 provisions have been removed. General Protection and Mitigation Principles and Requirements (Including for but not limited to COVID-19) have been included.

COMPETITION RULES		
Chapter 4, Rules 2 – 11, 13 - 14	Licences	New Licence application process has been rewritten to take account of the new licensing system.
Chapter 4 Rule 26	Cadet 9 Licence Criteria	New Cadet 9 Licence to be restricted to a maximum of C Grade. Cadet 9 B Grade licence holder as of 31 December 2022 will be permitted to retain their Cadet 9 B Grade Licence.
Chapter 4 Rule 27	Cadet 12 Licence Criteria	New Cadet 12 Licence to be restricted to a maximum of C Grade. Cadet 12 B Grade licence holder as of 31 December 2022 will be permitted to retain their Cadet 9 B Grade Licence.
Chapter 5 Rule 4	State Championship	Adjustment Mandatory State Championship Classes have been reduced to five (5) Classes. SKA can recommend up to 7 additional Classes/Divisions of their choice.
Chapter 5 Rule 9	Pilot Project	New Definition and guiding principles for the conduct of a Pilot Project. The purpose of a Pilot Project is primarily to prove or disprove the viability of a project idea. This could involve either the exploration of a new approach or idea or concept.

TECHNICAL RULES		
Chapter 1, Rule 8 h)	Steering Wheel	Clarification That a steering wheel must be generally circular in shape. Examples given.
Chapter 3 Rule 3	Control Fuel	Clarification That a control fuel is required to be a sole fuel – i.e. it comes from a single source of supply for an Meeting, Series or Championship.
Chapter 3 Rule 5	Additives and Engine Lubricants	New Unless otherwise specified by KA or as may be specified in the homologation document of an engine, the only oils permitted are those approved by KA or specified in the current CIK-FIA list of homologated lubricants.
Chapter 3 Rule 5	Additives and Engine Lubricants	New The use of a Control Oil for a Competition Class may be specified in Championship, Series and/or Supplementary Regulations
Chapter 4 Rule 1 and All Class Rules	Tyres General	New Tyres permitted for use in 2021 are no longer permitted for use in a (Social) Karting Activity.
Chapter 7 Rules 3, 4, 5	Apparel Driving Suit, Gloves and Shoes	Updated Modernised wording to comply with CIK language related to Apparel. Updated FIA standard 8877-2022 to apply
Chapter 7 Rule 3h)	Apparel Driving Suit	New From 1 January 2023, Drivers competing in KA2 and KZ2 Classes at National Level Meetings must wear a CIK-FIA homologated driving suit during Competition. From 1 January 2024, Drivers competing in all National Level Meetings must wear a CIK-FIA homologated driving suit during Competition.

CLASS RULES		
Chapter 1 Rule 4	Cadet 9 Licence Requirements	New National Level Events: A Driver must hold a Minimum C Grade Cadet 9 licence.
Chapter 3 Rule 4	Cadet 12 Licence Requirements	New National Level Events: A Driver must hold a Minimum C Grade Cadet 12 licence.
Chapter 3 Rule 9	Cadet 12 Kart Weight	New Mini Rok Driver/kart weight increased from 108 to 110 kg.
Chapter 5	KA4	New Becomes a State Regulation Class only from 2023 KA4 Junior Championship weight removed.
Chapter 6	KA3 Licence	New National Level Events: A Driver must hold a Minimum C Grade Junior licence.
Chapter 6	KA3 Junior Restrictor	New 22mm Type 3 IAME KA100 Restrictor in accordance with the Homologation must always be used.

Chapter 6	KA3 Minimum Kart/Driver Weight	<p>New</p> <p>Weights for KA3 Junior</p> <ol style="list-style-type: none"> 1) KA3 Junior – Championship: 137kg 2) KA3 Junior Light: 132kg 3) KA3 Junior Heavy: 150kg <p>Adjusted by +1kg</p> <ol style="list-style-type: none"> 4) KA3 Senior – Championship: 160kg 5) KA3 Senior - Light: 150kg 6) KA3 Senior - Medium: 170kg 7) KA3 Senior - Heavy: 190kg (Unless otherwise specified in State Regulations) 8) KA3 Masters: 170kg (Unless otherwise specified in SR's)
Chapter 7	Junior Performance	<p>Engine Removed</p> <p>Vortex KF3 engine is no longer eligible for competition.</p>
Chapter 9	KA2	<p>Updated</p> <p>All Levels of Competition</p> <p>Driver must hold a Minimum B Grade Junior licence</p>
Chapter 12	TaG 125 Restricted	<p>Updated</p> <p>Rotax Max 125 Engine AKA SR3 23.5mm Restrictor to be used.</p>
Chapter 13	TaG 125	<p>Updated</p> <p>Championship Weight is standardised at 172kg for all engines used at National Championship Level.</p> <p>Reduction in Minimum Driver and kart weight – Rotax Max 125 and Vortex Rok GP across other Divisions</p> <ol style="list-style-type: none"> 1) Championship <ol style="list-style-type: none"> a. IAME X30: 172kg b. Rotax Max 125: 172kg c. PRD Galaxy: 172kg d. Vortex Rok GP: 172kg 2) Light <ol style="list-style-type: none"> a. Rotax Max 125: 160kg b. Vortex Rok GP: 160kg 3) Heavy <ol style="list-style-type: none"> a. Rotax Max 125: 180kg b. Vortex Rok GP: 180kg 4) Masters <ol style="list-style-type: none"> a. Rotax Max 125: 180kg b. Vortex Rok GP: 180kg
Chapter 18	Gearbox	<p>Updated</p> <p>Permitted Class in National Cup and National Series Competition</p>
Chapter 21	4SS	<p>Clarification</p> <p>Cadet chassis must have a minimum wheelbase of 880mm</p> <p>Torini Clubmaxx 210 has four (4) seals attached to it and all must always be fully intact</p>
		<p>New</p> <p>Maxxis Super Sport Dry Weather tyre will become available to use in 4SS and 4SS Super Competition and Social karting.</p> <p>Both the Vega VAH and the Maxxis Super Sport will be permitted for use in Competition once the Maxxis Super Sport become available for purchase in Australia. ETA of the Maxxis Super Sport in Australia is February/March 2023</p>

		The change in tyres has been made as a result of supply chain and price increases of the Vega VAH tyres.
		Updated Briggs and Stratton 206 is no longer eligible for Competition
Chapter 22	4SS Super	New Maxxis Super Sport Dry Weather tyre will become available to use in 4SS and 4SS Super Competition and Social karting. Both the Vega VAH and the Maxxis Super Sport will be permitted for use in Competition once the Maxxis Super Sport become available for purchase in Australia. ETA of the Maxxis Super Sport in Australia is February/March 2023
Chapter 23	4SE	Updated Briggs and Stratton 206 is no longer eligible for Competition

APPENDICIES		
Appendix 1	ORGANISED SOCIAL (Recreational) KARTING SESSIONS	Merged and Clarified Appendix 1 and Appendix 3 have been merged and the overlapping requirements have been deleted. The requirements of the: <ul style="list-style-type: none"> • Club in preparing the Annual Karting Activity Supplementary Regulations and applying for an Organising permit, • SKA in approving the “Provisional” Supplementary Regulations and the “Provisional” Organising Permit, • KAC in activating the Provisional Regulations and the Organising Permit, • Driver (and/or their parent), in completing a Scrutineering form and declaration, have been expanded on for the sake of clarity.
Appendix 3	Private Practice Rules	Deleted See Appendix 1

ROTAX ENGINE RULES AND CLASSES

Karting Australia is currently engaged in promising discussions with BRP Rotax that we are confident can result in Rotax returning as a supplier of KA Homologated engines that are Approved for KA Sanctioned Competition.

If this eventuates, early in the New Year, there will an update to the National Competition Rules to reflect the reinstatement of relevant Rotax Engine Class Rules. The basis of these Rules will be formed from the relevant Rotax specific Class Rules that were part of the Rules for many years until 2021.

Karting Australia will not be making any further statement regarding Rotax engines until any agreement is finalized with BRP-Rotax.

EXPLANATORY NOTES

Cadet and Junior Licence Criteria and Combined Driver & Kart Weigh Adjustments

Cadet and Junior Licence Criteria

The introduction of 22mm Restrictor into the KA3 Junior Class has allowed a clearer pathway for Cadet/Junior competitors.

From January 1, 2023

- Cadet drivers will be restricted to a C Grade Licence (exception being those who already hold a B Grade of licence who will maintain their level).
- B Grade endorsements will only be able to be obtained in the KA3 Junior Class.

This ensures that Drivers gain the endorsements in a Junior lower performance class before moving into the high performance KA2 class rather than skipping the lower performance class.

- Due to the increasing popularity of KA2, the class is now able to be raced at all levels on a B Grade. This enables A Grade to be more restrictive to those who are rightfully the holder of an A Grade licence through their achievements.

Cadet 12 Weights

The increase of 2kg to 110kg aligns Australia with the International weight for the Class.

When the engine was first introduced to Australia in 2015, the initial weight for the class was 112kg but due to a parity discrepancy with the Yamaha KT100J engine, the weight was dropped to 108kg and hasn't been re-visited since.

The increase to 110kg allows for the older Drivers to remain competitive in the class.

KA3 Junior Weights

During the past few months, we have conducted various weight surveys to calculate the minimum weight for the KA3 Junior Light, Heavy and Championship weights.

Many Drivers will be moving from a mid-size kart to a full-size kart due to the change in restrictor size.

DIVISION	MINIMUM WEIGHT (Driver & Kart)	Difference to 2021 KA4 Junior	Amount of lead for on weight Cadet 12 Driver
KA3 Junior Light	132kg	+2kg	+6kg
KA3 Junior Heavy	150kg	+1kg	N/A
KA3 Championship	137kg	+5kg	+11kg

The Senior KA3 Divisions have been increased by 1kg to line up with the KA3 Junior Heavy class and have them as easily identifiable minimum weights.

TaG 125 Weights

Parity within the TaG 125 Class is a part of an ongoing assessment.

The IAME X30 has consistently been the best performing engine across all levels of Competition. We have assessed data from various Drivers using different engines to make the slight adjustments in the interest of parity for the class.

The TaG 125 Championship weight has been increased by 2kg to provide more separation between the standalone X30 class and the TaG 125 class – therefore catering for the slightly heavier driver.