

2023 Canadian Karting Regulations – Highlight of Updates

2023-02-21

Book 1 Sporting Regulations

- Licenced commercial drone operators must obtain permission from the track owner or event organizer before using a drone.

- National Kart License Requirements updated:

A driver can only hold one grade of a National and/or Club/Regional Kart License. It is not possible for a driver to hold a Junior and a Senior license at the same time.

A driver must hold a current Club/Regional Kart License issued by an ASN affiliated karting Club or Region to apply for a National Kart License.

First Time Applicants: To qualify for a National Kart License, the applicant must have participated in a minimum of 5 kart races at the Club and/or Regional level within the 24 months preceding the date of application.

To Renew: To maintain a National Kart License, the applicant must have participated in at least 1 kart race at the Club and/or Regional level within the 48 months preceding the date of application.

- Allowable kart racing helmet list updated to 2023 CIK-FIA regulations.

- Body Protection (formerly Rib Protectors) updated:

Body protection devices, designed for motorsport use, are mandatory in all classes. They must fit properly and always remain in place when a driver is on the track.

Youth Chest Protectors that meet or exceed SFI Spec 20.1 Go-Kart Chest Protector (Youth Driver up to age 12) standard are required.

FIA Standard 8870-2018 body protection is recommended for National events and may be required at International events.

- Drivers Suit and Apparel section updated:

Drivers are required to wear racing suits designed for karting use for all events. Homologated fabric overalls must have either Level 2 CIK-FIA homologation granted according to CIK-FIA standard 2013-1 or be Grade 1 or Grade 2 Karting Overalls complying with FIA Standard 8877-2022. Driver's suits remain valid for 5 years after their date of homologation and manufacture.

Current FIA-homologated overalls (Standard CIK-FIA N2013-1) are accepted during their useful life, which is indicated on the label of the overalls, but not beyond 2029-12-31.

Karting overalls complying with FIA Standard 8877-2022 are accepted from 2022-10-19 and are mandatory from 2030-01-01.

Non-homologated suits remain valid for 5 years after their date of manufacture.

Racing suits must cover the whole body, legs and arms included. The suit must be completely fastened as designed. A driver with exposed skin on arms or legs may be shown the Black Flag with Orange Disk with Kart Number.

Leather overalls complying with the standards defined by the FIM (Fédération Internationale de Motocyclisme) (motorbikes, 1.2 mm thickness) are authorized.

Abrasion resistant gloves must completely cover the hands and wrists. Gloves that comply with FIA Standard 8877-2022 are recommended.

Abrasion resistant shoes must cover the feet and protect the ankles. Shoes that comply with FIA Standard 8877-2022 are recommended.

- Standing Start Procedure updated:

Drivers who fail to regain their position during the formation laps must start at the rear. A driver may regain their position prior to reaching the Formation Line on the second formation lap.

- Introduction of a Penalty Points system:

Penalty Points (PPT) can be issued at standalone Events and at Club or Series Championships consisting of multiple races.

Drivers reaching a pre-defined number of Penalty Points will be issued additional penalties as defined in the Event, Club or Series Supplementary Regulations.

For Club or Series Championships, the Penalty Points would be totaled after each event. If a driver reaches the pre-determined total that triggers an additional penalty, the additional penalty would be applied at the next event the driver enters.

Additional penalties can include monetary fines, grid/position penalties, loss of championship points, disqualification from an event, suspension (including race bans), exclusion from any type of participation, withdrawal of license and probation.

Penalty Points issued to a driver at an event shall be noted on the Official Results e.g., 5 PPT. (See Book 1, 11.6. Penalty Points for the PPT Chart.)

- Driver Conduct on the Racetrack:

The painted lines defining the track edges are considered to be part of the track, but curbs are not. If there are no painted lines, the track edges are the extent of the paved surface. A driver will be judged to have left the track if no part of the kart remains in contact with the track.

- Section 15. Incidents updated to coordinate with CIK-FIA.

- Officials list updated to include Deputy Race Director/Competition Observer.

- Section 18.1 Scale of Penalties updated to coordinate with CIK-FIA.
- Starting Light Systems section updated to add Red Light Only option.

Book 2 Technical Regulations

- Eligible Chassis. CIK-FIA homologated chassis must conform to Chassis Regulations as published in the CIK-FIA Karting Technical Regulations.
- Overall Measurements. There are now five Specifications. Spec C. is new. A new Briggs and Stratton Senior class using this spec will be offered at the Canadian Karting Championships.

Spec	Class	Min. Wheelbase (Note 1.)	Max. Wheelbase (Note 1.)	Min. Track Width	Max. Overall Width	Min. Kart Weight (Note 4.)
A.	TWO CYCLE Classes including: Junior, Senior, Masters	101 cm	110 cm	Note 2.	140 cm	59 kg (130 lbs)
B.	TWO CYCLE Classes including: Mini Rok, Rotax Micro MAX, Rotax Mini MAX	89 cm	95 cm	Note 3.	120 cm	59 kg (130 lbs)
C.	FOUR CYCLE Classes including: Junior, Senior, Masters	101 cm	110 cm	Note 2.	140 cm	59 kg (130 lbs)
D.	FOUR CYCLE Classes including: Junior, Senior, Masters	101 cm	110 cm	Note 3.	127 cm	59 kg (130 lbs)
E.	Cadet	89 cm	95 cm	Note 3.	120 cm	54 kg (119 lbs)

Spec C. or D. for FOUR CYCLE classes to be specified in the Supplementary Regulations.

- Bumpers for CIK-FIA Homologated Chassis. CIK-FIA Technical Drawings updated.
- Front Fairing Push Back with CIK-FIA Front Fairing Violations and Penalties section updated:

The Black Flag with Orange Disc will not be shown to a Driver if the front fairing is no longer in the correct position. Officials will determine if the front fairing is no longer in the correct position after a qualifying session or race is completed.

Violation: Touching front fairing during any track session, in scale and/or Technical Inspection area prior to being released by officials. Penalty: Disqualification, 5 Penalty Points.

Violation: Front fairing not in correct position, one side pushed back. Penalty: 5 second time penalty, 5 Penalty Points.

Violation: Front fairing not in correct position, both sides pushed back. Penalty: 5 second time penalty, 5 Penalty Points.

Officials may not vary the violation and penalties. Front fairing penalties are not subject to protest or appeal. It is recommended that Officials take a photo of each violation.

- Plastic Rear Wheel Protection updated to coordinate with CIK-FIA.
- Bodywork Specification. CIK-FIA Technical Drawings updated.

Canadian Karting Control Forms

- Scale Log, Race Control Log, Technical Inspection Log and Technical Inspection Self-Declaration updated. Driver Race Record Log added.

Canadian Karting Regulations Penalty Guidelines

- General updates. Penalty Points (PPT) added for driver violations.