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Commission  
de KARTING  
du Québec

## Karting Commission – Regulations 2024 – Highlight of Updates

2024-04-03

Some parts of the rules are not mentioned here but have deliberately left in **bold** in the documents for your information. It's up to you to find them and keep you up to date.

In general, the **Penalty Guidelines** has been changed significantly and will not be detailed here. Thank you for reading the document.

### Sporting Regulations

- Section 2.1. and 2.2. National Kart Licence Requirements:

Once a driver obtains a Senior licence they can't switch back to a junior licence. There are now only two grades of National licence. Junior and Senior.

- Section 2.2 Provincial Licences:

Please note that just like the ASN-GDS sporting regulations, those of ASQ recognize the issuance of separate Senior and Junior licenses, but here **the A and B designation** is intended for the recognition of the pilot's experience.

- Section 3.2. Allowable Helmets list updated to 2024 CIK-FIA regulations: K2010, SA2010 and SAH2010 are no longer allowed.

For helmets with 8858-2010 Helmet M6 anchorages (HANS attachment points), the M6 anchorages cannot be used in karting for safety reasons.

- Section 3.5 – Body Protection

Although it was added in 2023, the ASQ will strengthen the regulation of rib cage protectors for pilots up to the age of 12.

- Section 6. National Kart Numbers

Chart updated for Rok classes to match Rok USA. (ASQ does not have a Rok category at these sanctioned events but will refer to the Rok numbering protocol of the ASN-GDS rules as specified in the supplemental rules of the race where applicable).



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- Section 9.4. Combining Classes:

If necessary, the Steward(s) and/or Race Director may combine classes. A minimum of 10 entries is required to ensure that a class will not be combined with another class. In a race, the faster class will start at the head of the grid. Combined classes will be scored separately. Junior and Senior classes cannot be combined.

- Section 10.3. Qualifying for a Race, Qualifying Procedures paragraph added:

h) Drivers will enter the track from pre-grid only on a first-come, first-served basis. A driver can join their designated qualifying session at any time prior to the Checkered Flag.

It is racing conditions. No contact. No defensive moves or blocking. Choose your line. Give racing room. Find your own clear space.

- Section 10.4. Starting position – **not new in 2024 but a strategic reminder**

If specified in the Supplementary Regulations, karts can be required to come to the Pre-Grid with the Front Fairing off the kart. The Front- Fairing would then be mounted under supervision of an Official.

An Official can request that a Front-Fairing that is already installed be removed and re-mounted.

- Section 10.6 The Rolling Start Procedure:

- f) Approaching the Start Area

A driver completely leaving their marked lane prior to the Start Signal being given is liable to receive a 5 second time penalty. To match CIK-FIA. It was a 10 second time penalty.

- Section 13.2 General Rules of the Pits, Paddock, and Grid:

Mechanics/tuners working in the pit area must be clean and fully clothed at all times. Open-toe shoes are not allowed in the Pit Lane.

- Section 14.1. Driver Conduct on the Racetrack:

f) Except for medical or safety reasons, the driver must move to a protected place as instructed by officials until the end of the practice, qualifying or race session. The driver may only return to the pit lane or paddock before the end of a session with permission from officials.



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- Section 14.2. Passing Other Competitors on the Racetrack:

b) The responsibility for the decision to pass another kart rests with the overtaking driver. However, this will not relieve the overtaken driver from the responsibility for the safe passing of another kart. The overtaken driver must not block.

Deliberate crowding of a kart towards the edge of the track or any other dangerous change of direction, are strictly prohibited. Both the overtaking driver and the overtaken driver must provide each other racing room.

c) Drivers are obliged to heed the flag signals displayed around the track. Failure to respond to a flag signal is a serious violation of these Regulations. A driver may not gain an advantage while in a Yellow Flag zone.

- Section 19 Protests:

- Section 19.1 Modification

(sentence removed) in the final paragraph:

~~Digital videotapes or photos from any source may not be submitted by the pilot or parents/legal guardians, if the pilot is under the age of majority in the province of jurisdiction, to support their protest.~~

Addition

**(See the specification accepted by ASQ regarding the use of DIGITAL VIDEO EVIDENCE AND THE DIGITAL STILL IMAGE at a protest hearing in paragraph 19.3).**

- Section 19.3 Digital Video and Digital Still Image Evidence **added:**

Competitors submitting digital video or digital still images as evidence shall provide the means to view the digital video or digital still images or they shall not be allowed. Acceptable means to view digital video or digital still images as evidence are a laptop computer or a tablet.

If a Notice of Intention to Appeal is given, the digital video or digital still images or a copy of the original created by a method approved by the ASN will be held by the ASN or the ASN affiliated karting organization having jurisdiction until the appeal hearing is conducted.



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**Not in the ASN GDS 2024 regulation ASQ Specification:**

- The digital video evidence, or digital still images, that will be accepted at a protest hearing, is that which will have the purpose of having a penalty decision issued to YOU by an official overturned.
  - Digital evidence may NOT be used for the purpose of having another driver awarded a penalty during a protest or appeal. And cannot be used to correct a penalty appeal that did not take place.
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- Section 20.5 Amendment (Sentence removed) in 2nd paragraph before end:  
~~Video or photo images from any source, will not be accepted or considered part of an appeal.~~



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## Technical Regulations

- Section 3.1 Definition of a Kart from CIK-FIA Karting Regulations added:

A kart is a land single seater vehicle without a roof or a cockpit, without suspension and with or without bodywork elements, with 4 nonaligned wheels that are in contact with the ground, the 2 front ones of which control the direction and the other 2 rear ones, connected by a one-piece axle, transmit the power. The main parts are the chassis (including the bodywork), the tires and the engine. The driving position is in the seat, with feet to the front.

- Section 3.2 – Canadian Briggs Regulations

- Briggs & Stratton 2024 206 Canada Rule Set 28.
  - i Camshaft profile limits (measured at the push rod)

Add: The intake lobe axis should be 105° - 107° °.

- Section 8.17 Composite Materials added:

Material composed of several distinct components that, when combined, provide properties that none of the individual components possess. As per CIK-FIA regulations, chassis skid plates, floor trays, seats, radiator air baffles and chain guards can be made of composite material. Only carbon fiber, glass fiber and kelvar are allowed.

- Section 29 - Shifters

Contrary to the bulletin communicated at the beginning of the 2023 season, the TM-M1 class will be managed by the specific regulations of the Coupe de Montréal series and the engine regulations of this class will be found on the communications of the Coupe de Montréal website.