

2021 Canadian Karting Regulations – Highlight of Updates

2021-03-18

Book 1 Sporting Regulations

- Sanctioning Authority – Add definition of sanction for Regional competitions.
- Driver Competition Licences – Update National Age requirements. Explain World Final age and licence requirements. Reinstate requirements for Rookie drivers.
- National Licence Categories – New chart added.
- Age Limits – Updated age limit charts for Briggs & Stratton, Rok and Rotax.
- Driver Competition Licence – A driver must be a member of an ASN affiliated karting Club.
- Licence Types – There are two types of licences. Club-Regional is recognized by all other affiliated Clubs in the same Region. National is issued by ASN.
- Driver's Racing Equipment – Helmet Usage updated to current CIK-FIA.
- Competitor Entry Form – Updated to include printed or electronic versions.
- Number of Karts on the Racetrack - Updated to include current CIK-FIA.
- Dead Heats – Updated for races held before the Final.
- Starting Positions – Section reinstated.
- To Be Considered a Race Starter – Updated to current CIK-FIA.
- The Rolling Start Procedure – Reinstatement of rule stating that if a driver is passed by the entire field they must remain at the rear of the field at for the start of the race. No warming of tires (tire scrubbing) after passing the Formation Line. Use of Yellow and Red flags to signal an improper start removed. Rule for Stoppage Due to Unsatisfactory Driver Behaviour removed.
- Complete Re-Start After a Red Flag – If less than 2 laps are completed the original start is null and void as if it never happened. Note that penalties can still be applied.
- Point System Charts – Charts added for Qualifying and Pre-Final or Heats.
- Wet and Dry Race Procedures – Rule for declaration of a Dry race removed.
- Flag Signals – Use of Black Flag by Starter and Black all Posts removed. Red Flag will be used. Use of Blue Flag Waved, use of White Flag and use of Checkered Flag updated to current CIK-FIA. Use of Checkered Flag with Black Flag removed.
- Scale of Penalties and Definitions – Updated to current CIK-FIA. Note that definitions for Disqualification and Exclusion have been updated.
- Hearing a Protest – Unless stated otherwise in the Supplementary Regulations, protests will be dealt with after all on-track activity is over for the day.

Book 2 Technical Regulations

- Equipment Entry Regulations – One engine and one chassis permitted for each entry unless stated otherwise in the supplementary regulations. A driver who changes to a second engine or chassis starts the next race from the rear of the grid.
- Technical Rules for Wet Racing – In Rok classes the rain deflector must be secured to the airbox on the engine, nit the chassis.
- Overall Measurements – Minimum Track width 2/3 of wheelbase rule removed. Minimum Kart Weight for Cadet changed to 54 kg or 119 lbs.

- Bumpers for CIK-FIA Homologated Chassis – Updated to current CIK-FIA.
- Front Fairing with CIK-FIA Drop-Down Feature – Violation and penalties updated to match current CIK-FIA. One or both sides down 5 second penalty.
- Metal Rear Protection – Removed. All karts must have plastic rear protection.
- Clutches – Rule for wet type clutches removed.
- Airflow Control on Radiators – 3D printed screens allowed.
- Tires for Use in Dry and Wet Track Conditions – One set of 4 tires for Qualifying, Pre-Final and Final Races.
- CIK-FIA Bodywork Dimensions – Updated to current CIK-FIA.
- Two Cycle Fuel and Oil Requirements – Mention of Premium Unleaded gasoline removed.
- Use of Cameras on Karts – Cameras must be mounted a minimum of 10 cm below the bottom edge of the number area of the front fairing panel. The camera should not block the view of the number from the front.