

2026 Canadian Karting Regulations – Highlight of Updates

2026-02-24

The regulations were updated with input from the Canadian Karting Task Force and from experience gained at karting events across Canada in 2025.

Book 1 Sporting Regulations

2. DRIVER COMPETITION LICENCING AND ELIGIBILITY

2.1 National Kart Licence and Age Requirements

Updated:

d) A Junior driver who turns age 15 during the calendar year can start racing as a Senior while age 14 under the following conditions:

The driver's weight must be a minimum 40 kg (88 lbs) at all times during a competition including driver's equipment.

e) A Junior driver who turns age 15 during the calendar year may remain a Junior for the remainder of the calendar year in exceptional circumstances linked to safety under the following conditions:

The driver's weight must be less than 40 kg (88 lbs) at all times during a competition including driver's safety equipment.

Added:

i) A driver must hold a current National Kart Licence issued by ASN to apply for an International Kart Licence.

2.2 Optional Club/Region/Series Age Requirements

Added: Additional Optional Supplementary Age Requirement requirements for Club/Region/Series.

The following regulations can be used at Club/Region/Series if specified in the Supplementary Regulations. They cannot be used at National events.

a) A Junior driver who turns age 15 during the calendar year may race as a Junior for the remainder of the calendar year holding a Club/Regional licence under the following conditions:

The driver is a Rookie in their first full year of competition having never held a Club/Regional licence, or if the driver has not competed in more than three race events with a Club/Regional licence in the past.

The driver's weight is less than 52 kg (115 lb) including the Driver's equipment.

b) A Junior driver who turns age 12 during the calendar year may race in the Briggs & Stratton Cadet class for the remainder of the calendar year in exceptional circumstances linked to safety under the following conditions:

The driver's weight must be less than 35 kg (77 lb) including the Driver's equipment.

c) A Briggs & Stratton Cadet driver cannot be age 13.

d) A Club/Region or Series may set specific weight in dates for drivers.

2.3 National Licence Categories

Added: B+ Junior Classes age 15 (See 2.1.e) for conditions

i) DRIVERS RACING EQUIPMENT

3.2 Allowable Helmets

Added: SA2025, K2025.

Clarification: Snell-FIA CM and SFI 24.1 helmets may be used after age 15.

3.5 Body Protection

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

3.6 Driver's Suit and Apparel

Updated: Suits must be used as manufactured and cannot be modified. If the suit is deemed by the Technical Inspector not to meet the intent of the regulations it can't be used.

Updated: Driver's suits remain valid for 10 years after their date of homologation and manufacture.

3.11 Smart Watch and Wearable Devices

Added: Crash detection must be disabled while a driver is on track to avoid unnecessary calls to emergency services.

9. EVENT REGULATIONS

9.1 Contents of Supplementary Regulations

Added: GRID AND PRE-GRID: Clearly define where the Grid and Pre-Grid are and where drivers are allowed to start and warm-up their engines.

9.5 Starter's Equipment

Added: A FCY (Full Course Yellow) board (yellow board with "FCY" written in black).

10. CONDUCT OF RACE EVENTS

10.4 Pre-Grid, Grid and Starting Positions

Added: If the Start Signal is given, the kart may join at the rear of the field after all karts have

passed the pit exit. If the driver has not crossed the timing and scoring loop, the Timekeeper may adjust the drivers position so they are not a lap down.

10.6 The Rolling Start Procedure

i. Starting Penalties

Updated: If the Pole Position kart has not crossed the Acceleration Line first, and the Start Signal is given, jump start penalties may be applied to the Off-Pole Position kart.

10.7 The Standing Start Procedure

f. Additional Standing Start Procedures

Updated: All karts must be aligned in their start box; the front fairing can be ahead of the line but may in no case extend beyond the leading edge of the line.

11. GENERAL RACING CONDUCT

11.2. Full Course Yellow

Added: The following regulation can be used if specified in the Supplementary Regulations and if it is explained during the Drivers Briefing.

- a) The Race Director may decide to declare a Full Course Yellow (FCY) during a Race. This procedure will be used only if the Track is obstructed, or if the Drivers or Officials are in immediate physical danger, but the circumstances are not sufficient to justify stopping the Race.
- b) When the FCY is declared, all Marshal Posts will display single waved yellow flags. The Starter and designated Marshal Posts will display a FCY board (yellow board with "FCY" written in black), which shall be maintained until the FCY is over.
- c) All karts must line up in single file behind the leading kart, and overtaking is strictly forbidden. Overtaking will be permitted only if a kart slows down because of a serious problem.
- d) During the FCY, the leading kart will dictate the pace, at a moderate speed, and all other karts must remain in as tight a formation as possible.
- e) When the Race Director decides to end the FCY, a One Lap to Go Signal will be displayed by the Starter to inform the Drivers that the Race will resume the next time past the Start Line. In the last FCY lap, the FCY boards will be maintained, and immobile yellow flags will be shown.
- f) The leading kart will continue to set the pace, at a moderate and constant speed. The Starter will signal the resumption of the Race by means of a waved green flag at the Start Line. Overtaking will remain prohibited until the karts have crossed the Start Line at the end of final FCY lap. At the Marshal Posts the yellow flags and the FCY boards will be withdrawn and replaced with waved green flags.

- g) Each lap completed during the FCY will be counted as a racing lap.
- h) If the race finishes during the FCY, the karts will take the checkered flag as usual. Overtaking will be permitted only if a kart slows down because of a serious problem.

11.5 Point Systems

Updated: The finishes in Finals will break ties.

12. FLAG SIGNALS

Added: Flags can be replaced or augmented by lights.

Added: Yellow Zone.

YELLOW flags should normally be shown at the marshals' post immediately preceding a hazard. The YELLOW ZONE starts at the location of a projected line perpendicular to the first YELLOW flag being displayed. Any overtaking attempt before entering the YELLOW ZONE must be completed before this projected line.

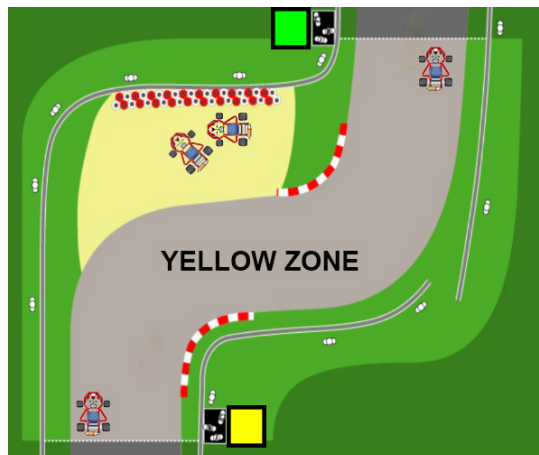
Overtaking is not permitted in the YELLOW ZONE between the first YELLOW flag and the location of a projected line perpendicular the GREEN flag displayed after the hazard.

A driver may not gain an advantage while in the YELLOW ZONE.

The following regulation can be used if specified in the Supplementary Regulations to replace the second paragraph.

Yellow Zone

Overtaking is not permitted in the YELLOW ZONE between the first YELLOW flag and the location of a projected line perpendicular to the end of the hazard.



Added: Full Course Yellow.

Full Course Yellow (FCY)	When the FCY is declared, all Marshal Posts will display single waved YELLOW flags. The Starter and designated Marshal Posts will display a FCY board (yellow board with “FCY” written in black), which shall be maintained until the FCY is over. See section 11.2 for the full procedure.
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14. COMPETITOR CONDUCT ON THE RACETRACK

14.2 Passing Other Competitors on the Racetrack

Added: Definition of Racing Room.

- c) Racing Room is defined as leaving at least one kart width between the edge of the track and the kart alongside. This applies when two karts are side by side or when one kart is attempting to overtake another. Drivers must avoid physical contact with other karts and ensure their actions do not force other drivers off the track or into unsafe situations.

Book 2 Technical Regulations

8. GENERAL KART SPECIFICATIONS

8.15. Wheels

Updated: Width regulations for Novice, Cadet, Micro and Mini classes front and rear rims 130 mm +/-5 mm.

8.16. Front and Side Bumpers

Added: New Section.

b) Side Bumpers Paired with Wheel Covers

Added: Technical Drawing no 2.0a.

Added: Technical Drawing 3.0a.

8.17. Front Fairing Push Back with CIK-FIA Front Fairing

Updated: The front fairing must be in the correct position and meet technical requirements at all times. Parts with wear and tear must be rectified or replaced. Any additions or any form of reinforcement such as clamps, nuts/bolts, tie wraps, tape, wire, etc., is not allowed.

11. Rear Wheel Protection with Wheel Covers

Added: New Section.

12. BODYWORK SPECIFICATIONS

12.3 Bodywork Regulations

Side Bodywork Paired with Wheel Covers:

Added: New Section.

Bodywork Specification for all Classes Except Mini

Added: Technical Drawing no 2.1a

Added: Technical Drawing no 2.1b

Added: Technical Drawing no 3.1b

13. Ballast Weight Mounting

Updated: Single nut with cotter pin or safety wire Double nuts or Self-locking nuts – metallic or plastic type with threads extending beyond the nut.

22. Transponder

Added: If a time is not recorded due to transponder failure, if the transponder is not installed or is lost while on track, no other source of times is allowed to be used.

34. FUEL AND OIL REQUIREMENTS

This was updated in a 2025 Bulletin:

Two-cycle classes may only use the fuel and lubricant oils as specified in the supplementary regulations. No additives are permitted.

Four-cycle classes may only use the fuel as specified in the supplementary regulations. No additives are permitted.

Samples of fuel, lubricant oils and crankcase oils may be requested at any time by the Technical Inspector for testing.

The Event Organizer may specify the use of ANY accepted method to determine fuel or oil legality including laboratory testing.

Hazardous and carcinogenic additives are prohibited from being added to competitor's fuel. This includes PowerMist Nitro X or PowerMist Nitro X2, Keyser's Pro Blend CTX2 and similar products.

Hazardous and carcinogenic additives are extremely dangerous if inhaled or if there is skin contact by participants at events including drivers, crew members, spectators and officials.

Use of these additives may violate the Canadian Environmental Protection Act (CEPA), Hazardous Products Regulations (HPR) and Transportation of Dangerous Goods (TDG) Regulations.

Any participant including drivers, mechanics or teams possessing or using any hazardous chemicals or products will receive an immediate suspension of their competition licence and an indefinite ban from participation in any form of kart racing in Canada.

Governmental or law enforcement authorities having jurisdiction may be informed of the possession or use of hazardous chemicals or products by participants.

38. USE OF CAMERAS ON KARTS

Updated: Camera mounting must be by secure mechanical means only. All cameras must be tethered to the kart frame not to the camera mount or any other mounting bracket with a multi-strand cable.