



# **Ontario Arrive & Drive Karting Program Regulations**

**Effective January 1, 2025**

GDS ASN CANADA IS THE GOVERNING BODY OF MOTORSPORT IN CANADA

Appointed by

FEDERATION INTERNATIONALE DE L'AUTOMOBILE

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**Published by:**

GDS ASN CANADA

200 Circuit Gilles-Villeneuve

Montréal, Québec, H3C 1A9 Canada

(514) 350-8203

[info@asnCanada.ca](mailto:info@asnCanada.ca)

<https://www.asnCanada.ca>

All enquiries regarding these  
Regulations should be addressed to:

GDS ASN CANADA

# Ontario Arrive and Drive Karting Program Regulations

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## 1. Program Definitions

### a) The FIA and GDS

The Fédération Internationale de l'Automobile (FIA) in France, is a world-wide governing body for motoring and is separated into Touring and Sporting activities. The FIA has delegated the Sporting authority for Canada to Groupe de développement sportif ASN Canada (GDS).

### b) Technical Standards & Safety Authority

The Technical Standards and Safety Authority (TSSA) is an agency of the Ontario provincial government established to regulate specified public safety.

### c) TSSA Amusement Devices Regulations

By provincial law, GDS is the authority for kart racing activity in Ontario as described within the TSSA Regulation Amusement Device Regulation 221/01. The Ontario Regulation 221/01 – Amusement Devices, does not apply to Arrive & Drive (A&D) programs approved by GDS.

### d) Arrive and Drive Kart Racing Program

An A&D program is defined by GDS as a class and style of commercial kart activity and racing competition that is not available to the general public on a “walk-in” or casual basis. A&D programs have significant barriers to participation compared to amusement (concession) karting as defined by TSSA regulations.

### e) Eligibility to Participate in an A&D Kart Racing Program

A&D programs can only be offered to bona-fide members of a formal club owned and managed by the track owner/operator under specific requirements described herein, and on a racetrack authorized by GDS.

### f) Affiliation to GDS ASN Canada

Each A&D program operator must affiliate to GDS.

## 2. A&D Program Reference Documents

This document: GDS-A&D-01

Approval Application: GDS-A&D-02

Driver Personal Safety Equipment: GDS-A&D-03

Incident Report: GDS-A&D-04

Driver Protection Self-Declaration: GDS-A&D-05

## 3. Advertising of Arrive & Drive Programs

Advertising is defined as any form of communication intended to persuade an audience (viewers, readers or listeners) to purchase or take some action upon products, ideas, or services.

A&D program operators are required to prominently and clearly display the wording in Section 24 herein in all advertising, including websites.

## 4. On-Site Arrive & Drive Signage

A&D program operators are required to install permanent notices in readily visible locations at the point where members of the public make enquiries and where prospective and existing members register for participation. A notice sign 8.5” x 11” is mandatory and must be displayed at registration. A notice sign 3 feet in width X 4 feet in height is recommended. The wording of the permanent notice is included in Section 24 herein.

**5. A&D Participant Membership is for Single Location**

An application for approval of an A&D program is specifically for a single location only. A participant membership at a location, and any participant “licence” that is issued can be recognized at other A&D locations. An additional fee may apply.

**6. A&D Participant Membership and Licence are Limited**

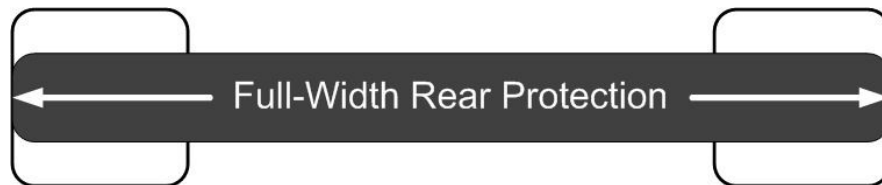
Participant memberships and any “licenses” issued to members are not eligible or transferable in any way for participation in any GDS sanctioned race activity.

**7. Competition between A&D Locations Not Permitted**

Competitions between A&D locations are not permitted whether or not they have a common owner/operator. Drivers with a participant “licence” from multiple A&D locations can compete against each other in the karts provided at the host location.

**8. Kart Technical Specifications**

- a) The technical specifications for karts used in A&D must generally meet the applicable requirements of current GDS Canadian Karting Regulations Book 2.
- b) Karts must have full-width rear protection on all karts. They can be plastic or metal, but not both. 360-degree protection is mandatory for 2025. Examples may be found in Section 25 herein. The minimum/maximum width of the rear protection is the dimension that represents the distance between the outside edges of the tires in their normal operating position.



- c) Multiple-engine karts are not permitted.
- d) Karts over 10 horsepower are not permitted.
- e) Kart engines may only use gasoline that is normally available to the public at roadside dispensing locations.

**9. Noise Management**

A&D operators must be aware of applicable local noise regulations.

**10. Driver Personal Safety Equipment**

At all times during any on-track session, each driver must be equipped with and wear the required personal safety equipment. The requirements for personal safety equipment are found in Document GDS-A&D- 03.

**11. A&D Program Membership**

In order to participate in an A&D program, and prior to using the karts and track, participants must:

- a) Complete a membership application,
- b) Execute any required waivers, including any parental consent waivers if under the age of majority in Ontario (18 years of age),
- c) Pay membership fees and any on-track activity fees,
- d) Acquire Driver Personal Safety Equipment as detailed in Section 10 herein.
- e) Receive training and instruction as detailed in Section 16 herein.

**12. Application for Approval of an A&D Program**

A racetrack that desires approval to operate an A&D program must make a formal application to GDS (Document GDS-A&D-02).

Submitted applications will be reviewed only when all of the required information is provided by the applicant. Should an approval be granted, it will be valid to December 31 of the year of issue and must be renewed each year thereafter.

By applying for and receiving an approval for an Arrive & Drive Program, the applicant acknowledges that failure to comply with the program operating requirements of this document may prejudice the validity of a granted approval and may lead to its revocation temporarily or for the period of the approval.

**13. Submission of A&D Program Details**

A&D program applicants are required to submit documentation describing in detail the entire proposed A&D program as part of the application process. Information to be submitted includes the following items:

- a) Program Schedule  
A complete schedule of the A&D activity for the current year.
- b) Participant Membership Form  
An A&D Participant Membership Application Form and any other membership associated forms.
- c) Participant Waivers  
Waiver forms that are to be executed by the participants, including General Waivers and Parental Consent waivers for participants under the Ontario Age of Majority (18 years of age).
- d) Classes of Karts and Driver Licence Age Groups  
A description of the kart specification, chassis, horsepower, and driver age and weight groups.

**14. Driver Age Groups Must Run Separately**

Different driver age groups must not participate on the track at the same time.

**15. Rules and Regulations Distribution**

At the time of subscribing to an A&D membership, each participant must receive a web site link where they can download a personal copy of the Rules and Regulations. Drivers agree to be bound by said regulations when registering, or alternatively they can choose not to be members and not participate. Such regulations must contain specific instructions as referenced in Section 16 herein.

**16. Participant Classroom and On-Track Education and Training**

Organizers must maintain an outline document describing the following components in detail:

- a) Classroom training:
  - The components of a kart
  - General behaviour expectations while at the race facility
  - Driver personal safety equipment
  - Racing flags and their meaning
  - Entering the racetrack
  - Exiting the racetrack
  - Acceptable on-track behaviour

- Unacceptable on track behaviour
- Behaviour that will attract penalty
- Possibility of disqualification from racing
- Practice sessions on track
- Qualifying sessions on track
- Racing sessions on track

b) On-Track Training

Entering the racetrack

- Driving on the track
- Passing and being passed
- Exiting the track
- How to start a race
- How to finish a race and exit the track

c) Supervision of Track Sessions

A description of how track activity is supervised: Track Director, flag marshals, communications, fire protection, etc.

d) Management of Accidents

A description of the accident response procedure on the track or in the pits or paddock. Include a description of how personal injury incidents will be managed.

e) Kart Equipment Technical Maintenance

A statement that the operator will have a maintenance program for the karts that are part of the A&D program.

**17. Track and Facility Inspection**

A track approved by GDS for an A&D program is subject to inspection every three years. The cost of any inspection and/or re-inspection will be borne by the track.

**18. Random Inspection**

A track approved by GDS for an A&D program is subject to a random compliance inspection at any time at the discretion of GDS. The TSSA may also inspect an A&D facility.

**19. Personal Injury Accident Reporting**

Should an incident occur involving personal injury to a participant, such incidents must be reported to GDS within 48 hours using the GDS Incident Report. Email to [info@asncanada.ca](mailto:info@asncanada.ca) (Document: GDS-A&D-04)

**20. General Liability Insurance Certificate**

A track with an GDS Approved A&D program is required to have in place a valid insurance policy with a minimum requirement of \$2,000,000 general liability coverage. At the time an approval is granted by GDS, tracks are required to provide GDS with a Certificate of Insurance with **Group Developpement Sportif** displayed as a Named Insured.

**21. GDS Approval and Inspection Fees**

Approval application fee: \$500.00 plus HST to be submitted with approval application

Track inspection fee: \$500.00 plus HST plus inspector's time and direct expense.

Track re-inspection fee: \$500.00 plus HST plus inspector's time and direct expense.

22. **Use of GDS A&D Approval Graphic**

A track with a GDS Approved A&D program is entitled to display the GDS logo for the period of validity of the approval. Please email [info@asncanada.ca](mailto:info@asncanada.ca) to receive this logo.



23. **GDS Website**

An GDS Approved A&D program can be listed on the GDS website for the period of validity of the approval.

24. **Program Language for Website, Advertising and Facility Notice Signage**

[Track Name]

## **Arrive & Drive Kart Racing Program**

**THIS IS NOT A FAMILY ENTERTAINMENT PROGRAM**

**KARTS ARE NOT AVAILABLE FOR CASUAL RENTAL**

**IT IS A COMPETITIVE KART RACING PROGRAM**

**Participants are required to:**

- **Become a member of our Arrive & Drive club**
- **Pay a membership fee and track use fee**
- **Receive classroom training**
- **Receive on-track training**
- **Acquire and wear special personal safety equipment**
- **Learn and follow all rules and regulations**
- **Obey program officials at all times**

**Kart Racing is Dangerous – Personal Injury Can Result**

25. Full-Width Rear Protection Examples

Plastic Style



Metal Style



360-Degree





**Ontario Arrive & Drive Karting Program  
Approval Application  
GDS-A&D-02**

This Document forms part of Document GDS-A&D-01

By applying for and receiving an approval for an Arrive & Drive Program, the applicant acknowledges that failure to comply with the program operating requirements of Document GDS-A&D-01 may prejudice the validity of the approval and lead to its revocation temporarily or for the period of the sanction.

Name of Company (Applying for Approval):	
Ont. Corporation #:	Name of Track:
Date of Application:	
Track Address	Street No/Name:
City, Town:	Postal Code:
Contact Person:	
Bus. Phone No:	Cell Phone No.:
E-mail Address:	
Name of Track Operator:	
Name of Insurance Carrier:	

Documents required to be included with this Sanction Application submission: a) to l)

- |   |  |
|---|--|
| a) A&D Program Schedule                           | b) Participant Program Membership  |
| c) A&D Participant Waivers                        | d) A&D Program Rules and Regulations   |
| e) Classes of Karts and Driver Licence Age Groups | f) Participant Education and Training  |
| g) Supervision of Track Session                   | h) Management of Accidents   |
| i) Statement of Equipment Maintenance Program     | j) Warning Signage at Facility   |
| k) Website A&D language                           | l) Application Fee (as per Document GDS-A&D-01 Ontario Arrive & Drive Karting Program Regulations) |

Applicant's Name	Applicant's Official Capacity	Applicant's Signature

<b>GDS Office Use:</b>	

### **1.1. Use of Driver’s Racing Equipment**

During all on track sessions drivers must always wear the required driver’s racing equipment as defined in these regulations.

### **1.2. Allowable Helmets**

Full-face helmets must comply with the following prescriptions:

For drivers under 15 years old:

Snell-FIA CM (Snell-FIA CMS2016 and Snell-FIA CMR2016)

SFI 24.1/2021, SFI 24.1/2020, SFI 24.1/2015

For drivers over 15 years old:

Snell-Foundation SA2020, SA2015, K2020, K2015, M2015, M2020R, M2020D, M2025R, M2025D  
FIA 8859-2015, FIA 8859-2024, FIA 8859-2024 ABP, FIA 8878-2024, FIA 8860-2010, FIA 8860-2018,  
FIA 8860-2018-ABP

Snell-FIA CM (Snell-FIA CMS2016, Snell-FIA CMR2016)

SFI 31.1/2020, SFI 31.1/2015, SFI 41.1/2020, SFI 41.1/2015

In accordance with Appendix L of the FIA International Sporting Code (Chapter III, Article 1.4), the addition of any device to a helmet, aerodynamic or otherwise, is allowed if it was homologated with the helmet concerned.

Helmets that meet the Snell-FIA CM/CMH standards may continue to be used by drivers after 15 years of age without limitation.

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

The document 2025-ASN-CDN-Karting-Helmets.pdf has a list of acceptable helmets is available at <https://www.asncanada.ca>

### **1.3. Helmet Usage**

Helmets should fit according to the manufacturer’s specifications. Helmets must be worn and properly fastened during all track sessions. Damaged helmets may be refused at any time.

The helmet visor must be in the down (closed) position any time a kart is in motion.

It must be noted that certain types of helmets must not be painted or carry adhesive material.

HANS (Head and Neck Restraint System) devices or similar devices are not allowed for kart racing.

### **1.4. Helmet Cushions (Neck Collars)**

Use of helmet cushions (neck collars) is optional. The karting organization reserves the right to prohibit devices that in its opinion may adversely affect safety.



### **1.5. Body Protection**

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.

## Ontario “Arrive & Drive” Karting Program Required Safety Equipment

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

### **1.6. Driver’s Suit and Apparel**

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 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.

### **1.7. Long Hair Protection**

If hair extends appreciably from beneath helmet level to present a safety concern in the opinion of event race officials, it is mandatory that participants wear a balaclava or head-sock to prevent hair from extending outside the helmet.

### **1.8. Loose Clothing**

Apparel items such as bandanas, sweater hoods, loose belts, etc., even inside the racing suit, are not permitted.

### **1.9. Personal Safety Equipment Condition**

All driver personal safety equipment must be in good condition and may be subject to pre-race inspection prior to any on-track activities at each event and throughout an event. A Technical Inspection Self-Declaration including Driver Protection must be completed and submitted to a Technical Inspector.

### **1.10. Rain Racing Driver Equipment**

Competitors may use a spinner type helmet visor device fitted to their helmet and visor. When a spinner is used, provided it is an accessory offered by the specific helmet manufacturer, the driver’s face must be fully protected by a full-face shield. Fully protected means that debris from the air cannot enter the helmet.

### **1.11. Driver Protection Self-Declaration**

Drivers must fill out and sign an Arrive & Drive Program Driver Protection Self-Declaration at every event Document GDS-A&D-05.



# Ontario Arrive and Drive Karting Program

## Incident Report GDS-A&D-04

This Document forms part of Document GDS-A&D-01

Should an incident occur involving personal injury to a participant, such incidents must be reported to GDS within 48 hours using this form. Email report to [info@asncanada.ca](mailto:info@asncanada.ca)

Name of Track:

Date of Incident:

Time of Day:

Incident Location: • Track • Pit • Grid • Stands • Paddock

Activity at time of incident: • Classroom • On-track training • Practice • Qualifying • Race

### Kart 1

Kart #:

Driver age:

Driver Name:

Address:

City:

Sent to Hospital:      Yes      No

Injury description:

Head

Neck

Neck

Arms

Legs

Other

Injury type:

Laceration

Contusion

Break

Burn

Fatality

Other

### Kart 2

Kart #:

Driver age:

Driver Name:

Address:

City:

Sent to Hospital:      Yes      No

Injury description:

Head

Neck

Neck

Arms

Legs

Other

Injury type:

Laceration

Contusion

Break

Burn

Fatality

Other

Track Conditions:      Dry      Wet      Flag display:      Green      Yellow

Report made by:

Date of Report:

Phone contact:





## Ontario Arrive & Drive Karting Program Driver Protection Self-Declaration

Event/Series:

Date:

Fill in form completely. Print in BLOCK letters.	
Driver Name:	Class/Age Group:

Driver Protection In compliance with Document GDS-A&D-03	Competitor Checked & OK ✓
<b>Helmet:</b> Full Coverage (Full Face) with visor.	
<b>Body Protection:</b> Unaltered designed for motorsport use.	
<b>Drivers Suit and Apparel:</b> Karting design. Abrasion resistant shoes and gloves.	
<b>Long Hair Protection:</b> Balaclava/head-sock required if hair extends beneath helmet level.	

**Competitor's Declaration:** The undersigned acknowledges that at all times it is the competitor's responsibility to ensure that the Driver Protection equipment used in the competition at all times meets the requirements throughout the entire race event or season.

Once signed and submitted to the A&D organizer and kept on file this form is valid for the current calendar year.

Driver Signature: \_\_\_\_\_

Parent/Guardian Signature: \_\_\_\_\_