



Ontario “Arrive & Drive” Karting Program 2022 Regulations

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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). Canadian Automobile Sport Clubs – Ontario Region (CASC-OR) is affiliated to GDS. The Canadian Automobile Association (CAA) is the authority for Touring activities.

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 Device Regulation

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/CASC-OR.

f) Affiliation to Canadian Automobile Sport Clubs – Ontario Region (CASC-OR)

Each A&D program operator must affiliate to CASC-OR who is in turn affiliated to GDS. Each A&D program operator gets a seat on a CASC-OR Arrive and Drive Karting Council (ADKC). The ADKC will meet at minimum twice a year as organized and chaired by CASC-OR. This affiliation is for the A&D Program only.

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. The minimum notice sign size is 3 feet in width X 4 feet in height. 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

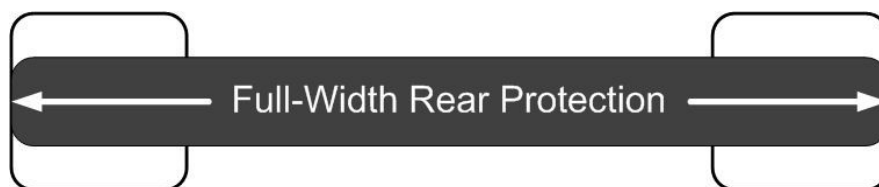
Participant memberships and any “licences” issued to members are not eligible or transferable in any way for participation in any GDS/CASC-OR sanctioned race activity.

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.

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. Karts **360-degree protection is highly recommended and mandatory in 2024**. 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 CASC-OR (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 personal copy of the Rules and Regulations and agree to be bound by said regulations, 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

Submission of a 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 exclusion from racing
 - Practice sessions on track
 - Qualifying sessions on track
 - Racing sessions on track
- b) On-Track Training
- How to get in and out of the kart
 - 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 description of the maintenance program for the karts that are part of the A&D program.

17. Track and Facility Inspection

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

18. Random Inspection

A track approved by GDS/CASC-OR for an A&D program is subject to a random compliance inspection at any time at the discretion of GDS/CASC-OR. 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 CASC-OR within 48 hours using the GDS Incident Report. Email to office@casc.on.ca (Document: GDS-A&D-04)

20. General Liability Insurance Certificate

A track with an GDS/CASC-OR 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/CASC-OR, tracks are required to provide GDS/CASC-OR with a Certificate of Insurance with **Group Developpement Sportif/Canadian Automobile Sports Club – Ontario Region** displayed as a Named Insured.

21. GDS/CASC-OR 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/CASC-OR A&D Approval Graphic

A track with a GDS/CASC-OR Approved A&D program is entitled to display the GDS/CASC-OR A&D logo for the period of validity of the approval. Please email office@casc.on.ca to receive this logo.



23. GDS/CASC-OR Websites

An GDS/CASC-OR Approved A&D program can be listed on the GDS and CASC-OR websites 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





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 #:

Advertised 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 who is responsible for the A&D program:

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 Sessions | h) Management of Accidents |
| i) Kart Equipment Technical 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

CASC-OR Office Use:	

1.1. Use of Driver’s Racing Equipment

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

1.2. Allowable Helmets

The document 2022-ASN-CDN-Karting-Helmets.pdf with 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. In accordance with Appendix L to the International Sporting Code (Chapter III, Article 1.2), any addition of devices, whether aerodynamic or other, to helmets is forbidden if they have not been homologated with the helmet concerned.

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. Rib Protectors

Rib protector devices, designed for motorsport use, are mandatory in all classes. They must fit properly and remain in place at all times when a driver is on the track. **FIA Standard.8870-2018 rib protectors are highly recommended.**



1.6. Driver’s Suit and Apparel

Drivers are required to wear racing suits designed for karting use for all events. CIK-FIA Level 2 homologated racing suits are recommended. Homologated driver’s suits remain valid for 5 years after their date of homologation and manufacture. They must cover the whole body, legs and arms included. Abrasion resistant shoes and gloves that completely cover both hands are mandatory. 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 are authorized.

1.7. Long Hair Protection

If hair extends appreciably from beneath helmet level so as 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

No apparel items such as bandanas, sweater hoods, loose belts, etc., are 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.

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.

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 CASC-OR within 48 hours using this form. Email report to office@casc.on.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
GDS-A&D-05



Event: _____

Date: _____

Fill in form completely. Print in BLOCK letters.		
Driver Name:	Class:	Kart No:

Driver Protection In compliance with Document GDS-A&D-03	Competitor Checked & OK ✓
Helmet: Full Coverage (Full Face) with visor.	
Rib Protector: Unaltered designed for motorsport use.	
Drivers Suit and Apparel: Karting design. Abrasion resistant shoes and gloves.	
Long Hair Protection: 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.

Driver Signature: _____

Parent/Guardian Signature: _____