



2025 Rulebook

Merrittville Speedway
2371 Merrittville Highway
Thorold, Ontario
L0S 1E6

SNIPS

LANDSCAPE

PREFACE

MERRITTVILLE SPEEDWAY KART CLUB RESERVES THE RIGHT TO ADD, DELETE, AND/OR COMBINE CLASSES AT ANY TIME IF KART COUNTS DICTATE SUCH ACTION. FURTHER PROCEDURAL AND TECHNICAL RULES CAN BE FOUND IN THE AKRA RULEBOOK. THE RACE DIRECTOR MAY, IF THE OCCASION WARRANTS, DISCUSS ANY DECISION WITH THE TRACK OFFICIALS AND CONVEY RESULTS TO THOSE INVOLVED. ANY CALL MADE BY THE CHIEF FLAGGER IS AUTOMATICALLY CONDONED.

THE RACE DIRECTOR IS A COMMITTEE OF ONE AND HIS DECISIONS ARE FINAL.

Merrittville Speedway Kart Club Referred to in this rule book as “MSKC”

A Merrittville Speedway Kart Club Sanctioned Event which is intended to be conducted and officiated in accordance with the rules and recommendations in this Rule Book. This Rule Book may be amended from time to time. Special rules may be published by MSKC specifically for an Event and any applicable agreements to which Merrittville Speedway is a party may also apply. The MSKC Rule Book is designed to provide for the orderly conduct of MSKC Events. Ultimately, the solution for unauthorized or improper officiating lies not in individual challenges seeking to undo what has been done, but rather in pressure brought upon the Track Officials in charge by drivers, owners, and even MSKC to improve the caliber of Race supervision. It is the responsibility of each member to address any complaint he/she might have regarding officiating to the (Race Director*). It is ultimately the obligation of each participant to ensure that his/her conduct and equipment comply with all applicable recommendations and rules, which may be set in accordance with MSKC recommendations set forth herein and amended from time to time. EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL NOT RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH, THESE RULES. These rules and recommendations are intended as a guide for the conduct of Club and are in no way a guarantee against injury or death to participants, spectators, or others.

Rob Wright

Kart Club Race Director

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Erica Bicknell-Jones

Kart Club General Manager

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Table Of Contents

SECTION 1: GENERAL CONTACT INFORMATION.....	4	SECTION 6: RACING PROGRAM AND PIT LAYOUT.....	15
SECTION 2: GENERAL RULES.....	5	6.01 Racing Program.....	15
2.01 Knowledge of Rules.....	5	6.02 Pit Area.....	15
2.02 General Membership.....	5	6.03 Hot Pit.....	15
2.03 Proof of Age.....	5	SECTION 7: FLAG DESCRIPTIONS & PROCEDURES.....	16
2.04 Driver.....	5	7.01 Green Flag.....	16
2.05 Team / Kart Owner.....	5	7.02 Yellow Flag.....	16
2.06 Event Pre-Registration.....	5	7.03 Red Flag.....	16
2.07 Assumption of Risk.....	5	7.04 White Flag.....	16
2.08 Competitor Accident Policy.....	5	7.05 Blue/Yellow Flag.....	16
2.09 Right to Participate.....	5	7.06 Checkered Flag.....	16
2.10 Inspection.....	6	7.07 Black Flag.....	16
2.11 Conduct.....	6	7.08 Meatball Flag.....	16
2.12 Social Media Policy.....	6	7.09 "Flagman" Gestures and Indications.....	16
2.13 Decision Rulings.....	6	7.10 Track Officials.....	16
2.14 Right to Protest / Appeal.....	7	SECTION 8: LINE-UP PROCEDURE.....	18
2.15 Disposal at track.....	7	8.01 Initial start.....	18
2.16 Smoking/Vaping.....	7	8.02 Caution Flags.....	18
SECTION 3: FEES AND PAYOUT.....	8	8.03 Red Flags.....	18
3.01 Team & Driver Club Registration.....	8	8.04 Black Flags.....	18
3.02 Merrittville Speedway Kart Club Membership.....	8	8.05 Restarts.....	18
3.03 Entry Fees (Canadian Dollars).....	8	SECTION 9: RACE PROCEDURE.....	19
3.03.A Regular Club Events.....	8	9.01 Pre-Race Inspection.....	19
3.03.B Special Events.....	8	9.02 Practice.....	19
3.04 Event Registration.....	8	9.02 Practice.....	19
3.05 Rainouts.....	8	9.03 Heats.....	19
3.06 Payout Procedure.....	9	9.04 Line Up.....	19
3.07 Year End Awards/Payout.....	10	9.05 Start and Starting Zone.....	19
SECTION 4: TECHNICAL ITEMS / INSPECTIONS.....	11	9.06 Restart After one or more laps complete.....	20
4.01 Engine Rules.....	11	9.07 Incident.....	20
4.01.A Briggs & Stratton Local 206 Engine.....	11	9.08 Repairs.....	20
4.01.B AKRA Clone BSP Engine.....	11	9.09 Competitor Performance.....	20
4.02 Restrictor Plates.....	11	SECTION 10: POINT AND HANDICAP SYSTEM.....	21
4.03 Tires.....	11	10.01 Points.....	21
4.04 Oil & Fuel.....	12	10.02 Point Allocation.....	21
4.05 Kart/ chassis.....	12	10.03 Handicap.....	21
4.06 Transponder.....	12	10.04 Starting Position.....	22
4.07 Other Items.....	12	10.05 Feature Qualification.....	22
SECTION 5: SAFETY EQUIPMENT.....	13	10.06 Scales.....	22
5.01 Safety Inspection.....	13	10.07 Post Feature Race Tech.....	22
5.02 One Way Radios (RACECEIVER).....	13	SECTION 11: MSKC SERIES DIVISION SPECIFIC RULES.....	23
5.03 Head Gear.....	13	11.01 Cadet.....	23
5.04 Neck Brace/ Support.....	13	11.02 Novice.....	23
5.05 Driver Apparel.....	13	11.03 Junior 1.....	24
5.06 Safety Tech.....	13	11.04 Junior 2.....	24
5.07 Steering Wheels.....	14	11.05 Junior 3.....	24
5.08 Side Panels.....	14	11.06 Senior Light**.....	25
5.09 Rear Bumpers.....	14	11.07 Senior Heavy.....	25
		11.08 Senior Fun.....	25

MERRITTVILLE SPEEDWAY KART CLUB "SNIPS Landscape"
GENERAL KARTING AND COMPETITION REGULATIONS FOR THE 2025 KART SEASON

The aim of the following rules is to achieve a day/night of entertainment for the competitors, their families and friends. You will notice that these are written on paper and not granite - as situations happen that necessitate change. Your Race Director is on record saying that the objective of the Merrittville Speedway Kart Club is for the karters to enjoy themselves and have fun. ***Please leave the egos and attitudes at home.***

Revision will be noted in RED

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Section 1: General Contact and Information

General Information: Merrittvillekarttracing@gmail.com

Kart Club General Manager: Erica Bicknell Merrittvillekarttracing@gmail.com

Race Director: Rob Wright Merrittvillekarttracing@gmail.com

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Website: www.merrittvillespeedway.com

Facebook: [Merrittville Speedway Kart Club](https://www.facebook.com/Merrittville-Speedway-Kart-Club)



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SECTION 2: GENERAL RULES

2.01 Knowledge of Rules

Members are responsible to know the official policies, rules and regulations set forth herein and any that may be added during the season. Information contained in periodically distributed update sheets becomes effective immediately upon distribution unless otherwise noted. Driver and/or kart owner assumes full responsibility for their kart and the conduct of their pit crew, and shall be the sole spokesperson thereof.

2.02 General Entrance / Participation

For insurance purposes and for the safety of any person entering competition or restricted areas, the signing of a release form is mandatory upon entering these areas. All competitors under the age of 18 will be required to have a Minor Release form signed at the beginning of the season by both parents and/or legal guardians. On nights in which the minor is competing, he/she will sign the regular competitor form (no minor release required nightly)

2.03 Proof of Age

Any driver ages five (5) through seventeen (17) must show proof of age if required. Each time you register for an event you are required to show your Merrittville Speedway membership. A certified copy of an original birth certificate or other formal proof of age will be required to be provided to us for our files in order to become a member or compete as well. You are also required to have a minor release form registered with the Speedway. You must be of age by **May 1, 2025** to be eligible to drive (race) in a Kart class, or in the case of moving up, be the required age the day of the race.

NOTE: A DRIVER AT FOURTEEN (14) YEARS OF AGE, CAN SEEK APPROVAL FROM "MSKC" TO RACE IN SENIOR CLASSES. THIS DRIVER MUST HAVE APPROVAL FIRST FROM "MSKC" PRIOR TO THE EVENT AND HAVE PRIOR RACE EXPERIENCE.

2.04 Driver(s)

Drivers must be a minimum of five (5) years of age. PROOF OF AGE IS A REQUIREMENT. In order to accrue series points, drivers must be licensed (i.e. Purchase a Merrittville Speedway membership) by the Speedway. **Merrittville Speedway Kart Club Membership must be purchased before July 1st 2025.** Any Driver **without** proof of a Merrittville Speedway Kart Club Membership may be subjected to a driver aptitude test prior to on track events. All drivers must satisfactorily demonstrate driving capability to the Speedway officials when requested to do so.

2.05 Team/kart owner(S)

All karts must be registered to a team/owner.

2.06 "Special Event" Pre-Registration *(subject to change at anytime)*

Teams and Drivers **MUST Pre-Register** with Merrittville Speedway Kart Club prior to any special event. Pre-registration must be completed for the Team/Driver and Kart prior to any special events. **This can be done online and submitted to the kart club.** Pre-Registration does not include a membership. **No Pre-Registration** is required for participating in regular events.

2.07 Assumption of Risk

Members assume full responsibility for any and all injuries sustained, property damage, and death at any time while on the race premises or enroute to or from. No Merrittville Speedway Kart Member will have any claim for expenses or damage against Merrittville Speedway or its promoters or officials regardless of negligence. No insurance on vehicles in pits or infield. The primary responsibility for the safe condition and operation of a kart rests with the owner and/or driver.

2.08 Competitor accident policy

All injury reports are to be filed on the date of the incident with the Speedway. Failure to do so may result in denial of claim by the Insurance Company. All injuries are subject to examination by a designated physician.

2.09 Right to Participate

Competing karts shall be inspected by the Speedway. Such inspection does not deem a kart safe and free from defects. No expressed or implied warranty of safety shall result from publication of or compliance with these rules. Anyone may inspect the racecourse. By participating in the race events you deem the racecourse acceptable for competition.

SECTION 2: GENERAL RULES

2.10 Inspection

Any kart is subject to full inspection by a Kart Official at any time prior to receipt of payoff by that kart's owner for the day's/evening's events. Failure to comply will result in disqualification. Post-race disqualification does not require inspection of additional karts. **Only the driver and one crew member may enter the kart inspection area during post-race inspection. Driver/crew may only be present for inspection of their own kart and not to enter during a competitor's inspection.**

2.11 Conduct

The following will be reason for immediate ejection from the Speedway:

- **Abusive language, fighting, arguing with race officials and unsportsmanlike conduct. This includes EVERYONE – drivers, pit crews, spectators and family members; the instigator will be suspended for the remainder of the year and the offending team may be penalized as well at the discretion of the Race Director.**
- Possession or consumption of an alcoholic beverage by anyone in the pit area or having a pit pass;
- Any person on the premises who appears to be under the influence of alcohol or any other substance;
- Anyone entering the pits without a pit pass will be ejected from the property for two (2) race events. If they are part of a pit crew or family member of a driver, the driver will forfeit all points and be ejected from the property;
- **Anyone approaching the Flagman or Scorer during a race will be automatically disqualified from the event. This includes drivers, pit crews, family members, and spectators. A second offence will result in ejection for two (2) race events.**

Unauthorized entry into the pit area is not permitted. This includes other people's pit areas as well. For your safety and the safety of others:

- Stay in your designated pit area. If there is a problem, the outsider will be blamed and ejected per above rules;
- Any unauthorized use of the Speedway is strictly prohibited. Anyone using the Speedway without written permission from the current management will be prosecuted to the fullest extent of the law.

2.12 Social Media Policy

Everyone must be aware that posting in social media is like speaking into a live microphone. Media outlets can and quite often do pick up on social media comments. Be aware that all teams depend on their sponsors to race weekly. Everyone should respect the value of our fan base and sponsors. By the time an offensive post or tweet shows up, it is too late to stop the spiraling effect for the Speedway. You may feel that you cannot control the comments made in support of your initial comments, but that is not the case. Negative social media in any form about Merrittville Speedway, Merrittville Speedway officials, or racers will not be tolerated. Depending on the severity of the incident, fines or suspensions may be assessed.

TEAM OWNER AND DRIVERS ARE RESPONSIBLE FOR THEIR PIT CREWS.

2.13 Decision Rulings

All decisions concerning scorekeeping, suspension, disqualification, fines and or interpretation of rules by the Race Director are final and subject to change at the Race Director's discretion. Questions regarding race procedure or other decisions will **NOT** be discussed while the race program is in progress. Anyone not adhering to this rule will be penalized at the Race Director's discretion, which may include but not be limited to ejection, suspension, or forfeiture of points.

The Race Director will speak with a driver at the end of the race night, IF, the driver is calm.

If not, a conversation may take place NO LATER THAN THE FOLLOWING TUESDAY PRIOR TO THE RACE EVENT.



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SECTION 2: GENERAL RULES CONTINUED

2.14 Right to Protest/Appeal

Any protest must be submitted in writing to the Race Director, Head Tech Official within 15 minutes following the completion of **THE APPEALER/PROTESTORS** division's race. Protest fees for engines are **\$500.00**. The team that applies for the protest must submit their engine for technical inspection as well. Money will be refunded to the protester if the competitor's motor is found to be illegal, unless the protesting team is to be found illegal as well – in this case, the track will keep the inspection fee. Drivers with illegal motors will receive no payoff and loss of points for that event. If 2nd offence; loss of payoff and all points accumulated up to and including that event will occur with possible expulsion from future competition.


All engine(s)/motor(s) or items being protested and or appealed will be confiscated for technical inspection off site. If confiscation is refused by either team, a disqualification will be issued and result in a loss of points and winnings for that night. If it is a 2nd offence all points for the season will be revoked.

2.15 Disposal at Track

Absolutely no oil or tires are to be left on Speedway Property. You must bring your own oil disposal container, and it must leave the Speedway Property with YOU.

2.16 Smoking and Vaping

There will be no smoking and/or vaping of any kind allowed in the hot pit area and grandstands (both where you enter the track and come off the track). You may smoke or vape in your designated pit area and or trailer. The use of any controlled substance (marijuana) or any kind is strictly prohibited on Merrittville Speedway property and any Merrittville Speedway kart club event. If found using you will be asked to leave from the property or removed from the event.



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SECTION 3: FEES AND PAYOUTS

3.01 Team & Driver Club Registration *(subject to change at anytime)*

Teams and or Drivers Must Pre-Register with Merrittville Speedway Kart Club prior to ontrack events. **No registration fee is required for Team owners.**

3.02 Merrittville Speedway Kart Club Membership

Drivers must be registered with Merrittville Speedway Kart Club to accrue series points and eligible for contingency programs. A membership must be purchased before **July 1st 2025, If not you will lose all accumulated points and will not be eligible for any year end points, monies, contingency programs or special awards. YOU MUST have a valid 2025 membership to reserve your parking spot for all "MSKC" events for 2025. In order to get a reserved spot, you MUST have a Membership.**

Merrittville Speedway Kart Club Membership is \$70.00 CAD includes:

- Final Series Points payout
- Contingency Programs
- Templates for Sponsor Decks
- Discount on driver entry for any Sanctioned Event
- Right for Reserved parking for 2025

3.03 Entry Fees (Canadian Dollars) *(subject to change at anytime)*

Entry Fees for each event must be paid at the gate in full to Merrittville Speedway.

3.03.A Regular Club Events (Canadian Dollars) *(subject to change at anytime)*

Division	Member (CAD)	Non-Member (CAD)
Cadet / Novice	\$25.00	\$30.00
Junior 1 / Junior 2 / Junior 3	\$30.00	\$40.00
Senior Light / Senior Heavy	\$35.00	\$45.00
Senior Fun	\$20.00	\$20.00

Crew/ Spectator Entrance Fee (Canadian Dollars)	
Crew/Spectator	\$10.00
Crew/Spectator Age: (5) years old and under	\$5.00

3.03.B Special Event *(subject to change at anytime)*

Special Events, or special series events will be posted online prior to the race event.

3.04 Event Registration

Registration begins when the gates open at 5:30pm. Registration ends 20 minutes before the scheduled time of the event (hot laps at 6:40pm) * **Any driver not registered by the official registration completion time – 6:20pm – will start scratch in ANY and ALL qualifying events.** Entry fees and start times for special events may differ.

3.05 Rainouts

An event will be considered rained-out if all qualifying heats have not been run. Rain checks will be honored at the NEXT REGULAR SHOW. You must keep your wristband, and present it when you sign in. There will be ***no exceptions.***

SECTION 3: FEES AND PAYOUTS CONTINUED**3.06 Race Event Payout Procedure**

Race Event Payouts will be at the completion of the last event. *Only a driver or designated agent with membership of the driver is permitted to receive payout.* No payout distribution will occur until tech inspections are completed and all protests resolved. All classes will receive Race Event Payouts except the following:

Divison	Payout	Payout Structure
Cadet/Novice	No Payout	No Payout
Junior divisions	MINIMUM of (3) karts in feature to receive Payout	For each (2) Drivers 1 receives payout to a maximum of (5) drivers in a (24) Kart feature
Senior Division (Light and or Heavy)	MINIMUM of (3) karts in feature to receive Payout	For each (2) Drivers 1 receives payout to a maximum of (5) drivers in a (24) Kart feature.
Senior Fun	No Payout	No Payout

2025 Payout

ALL JUNIOR DIVISIONS CANADIAN FUNDS							SENIOR-Lite/Heavy DIVISIONS CANADIAN FUNDS						
Number of Karts	1st	2nd	3rd	4th	5th	TOTAL	Number of Karts	1st	2nd	3rd	4th	5th	TOTAL
2	-	-	-	-	-	-	2	-	-	-	-	-	-
3	20	10	-	-	-	\$30.00	3	30	15	-	-	-	\$45.00
4	20	15	5	-	-	\$40.00	4	30	20	10	-	-	\$60.00
5	25	15	10	-	-	\$50.00	5	35	25	15	-	-	\$75.00
6	30	20	10	-	-	\$60.00	6	40	25	15	10	-	\$90.00
7	30	25	10	5	-	\$70.00	7	45	30	20	10	-	\$105.00
8	35	25	15	5	-	\$80.00	8	50	35	25	10	-	\$120.00
9	40	25	15	10	-	\$90.00	9	55	40	25	15	-	\$135.00
10	40	30	15	10	5	\$100.00	10	55	40	25	20	10	\$150.00
11	40	30	20	15	5	\$110.00	11	55	40	30	25	15	\$165.00
12	45	30	20	15	10	\$120.00	12	65	45	30	25	15	\$180.00
13	45	35	25	15	10	\$130.00	13	75	45	30	25	20	\$195.00
14	50	35	25	15	15	\$140.00	14	80	50	35	25	20	\$210.00
15	50	40	25	20	15	\$150.00	15	85	50	35	30	25	\$225.00
16	50	40	30	25	15	\$160.00	16	85	55	40	35	25	\$240.00
17	50	40	35	25	20	\$170.00	17	90	60	45	35	25	\$255.00
18	60	40	35	25	20	\$180.00	18	90	65	50	40	25	\$270.00
19	60	45	35	30	20	\$190.00	19	95	65	55	40	30	\$285.00
20	60	45	40	30	25	\$200.00	20	100	75	55	40	30	\$300.00
21	65	50	40	30	25	\$210.00	21	100	75	60	45	35	\$315.00
22	65	55	40	35	25	\$220.00	22	105	80	65	45	35	\$330.00
23	70	55	45	35	25	\$230.00	23	110	80	65	50	40	\$345.00
24	75	60	45	35	25	\$240.00	24	110	85	70	55	40	\$360.00
25 or more	80	65	45	35	25	\$250.00	25 or more	125	85	70	55	40	\$375.00

SECTION 3: FEES AND PAYOUTS CONTINUED

3.07 Year End Awards / Payouts

In order to receive year-end awards and points in a class or series, the participants MUST be a current Merrittville Speedway Kart Club member. If you do not have a membership by **JULY 1ST 2025**, you will not qualify for the banquet elimination draws. Year end points payout is determined by the amount of points accumulated and the percentage of completed race events. The two drop races are not included in races completed and points accumulation.



Performance Manufacturing Corp. is a leading manufacturer of high-performance racing kart chassis and components. Based in Middleport, NY, they offer a range of lightweight, durable, and customizable kart chassis, including the award-winning Slack Pursuit Racing Chassis, available in both Sit-up Sprint and Champ kart versions.

Key Features:

- **High-Quality Components:**
 - Adjustable cassettes
 - Billet aluminum pedals
 - Lightweight steering hubs
 - MCP lightweight brake systems
- **Customizable Options:**
 - Extensive inventory of kart parts and accessories
 - Custom manufacturing services for specialized racing needs



With over 20 years of experience, Performance Manufacturing Corp. is committed to precision, innovation, and quality, serving racers across Pennsylvania and beyond. pmckart.com

Contact Information:

- **Address:** 80 Telegraph Road, Middleport, NY 14105
- **Phone:** (716) 735-3500
- **Website:** pmckart.com

SECTION 4 TECHNICAL ITEMS / INSPECTIONS

4.01 Engine Rules

All engines must be submitted with Pre-Tech Declaration prior to use in any Merrittville Speedway Kart Club Event. **Failure to do so will result in an automatic disqualification.**

Note: All Clutch rules will follow AKRA Section 8. "Clutches: Stamped steel drum shoe type clutches or disc clutches only"

4.01.A Briggs & Stratton Local 206 Engine

All Briggs & Stratton Local 206 engines will follow the rules and regulations found on www.briggsracing.com

Canadian competitors will follow: [Briggs 206 Canada Rule Set](#)

American competitors will follow: [Briggs 206 US Rule Set](#)

Management reserves the right to inspect and tech at any time during an event at their own discretion. Refusing to allow will result in an automatic disqualification.

4.01.B AKRA Clone BSP Engine

All Clone AKRA BSP (196cc) engines will follow the rules and regulations found on www.akraracing.com

Please see all current year AKRA tech manual for engine tech regulations for all class updates. [AKRA RULES](#)

If an engine (or component of said engine) or carburetor is found to be illegal, tech officials reserve the right to identify (mark) and re-tech the item before allowing it back in competition.

(Novice and Cadet) 5200 Rev coil Limiter will NOT be enforced, But will be inspected and monitored to ensure competitive competition.

4.02 Restrictor Plates

If a restrictor plate or slide is found to be illegal, it will be confiscated by Merrittville Speedway Kart officials and will be destroyed. A blatant restrictor plate or slide infraction will deem further suspension by direction of the Kart Director.

4.03 Tires

No heating of the tires or use of a torch on the tires at any time. Grinding, sanding, or using wire brushes on tires is permitted. Tires must be in good order. Any tire with a malfunction will be marked and is not permitted for use. This includes but is not limited to bubbling, grinding of sidewalls and markings. Cleaning of the tires is permitted.

BURRIS TIRES ONLY - (PLEASE CONTACT RACE DIRECTOR FOR ADDITIONAL EXCEPTIONS)

All classes: Compound number (e.g. SS11) must not be ground or unreadable. In all cases the karts must be equal to or under the maximum width requirements from outside tire to outside tire in AKRA Rulebook. The use of tire warmers at race events is NOT PERMITTED.

CADET: BURRIS SS11

NOVICE: BURRIS SS11

JUNIORS: BURRIS TIRES ONLY - ANY COMPOUND

SENIORS: BURRIS TIRES ONLY - ANY COMPOUND



For unbeatable traction and durability, **Burris Racing Tires** delivers race-winning performance for karts, quarter midgets, and more. Engineered for superior handling on dirt and asphalt, Burris tires keep you ahead of the competition!

Get the edge on the track – Choose Burris!



CSR Traction Prep is a specialized tire treatment designed to enhance grip and performance for racing enthusiasts. Developed by Colin Spatorico Racing, this traction compound is trusted by drivers to provide superior traction on various track surfaces.

Key Features:

- **Enhanced Traction:** Improves tire grip for better acceleration and handling.
- **Versatile Application:** Suitable for multiple racing surfaces and conditions.
- **Proven Performance:** Utilized by competitive racers to gain a competitive edge.

SECTION 4 TECHNICAL ITEMS / INSPECTIONS CONTINUED

4.04 Oil & Fuel

Oil and fuel may be inspected at any time during race day. No flammable or dangerous additives of any kind are allowed in the crankcase. Any means of testing may be used including smell and appearance. A competitor may be disqualified if his fuel does not smell the same as a clean fuel sample supplied by the track. Three track officials must perform the 'smell' test and all three must agree that the sample in question is different from the track sample.

Fuel may be sampled from each event and will be taken from (Location of gas station) and will be used as the baseline.)

MAX OCTANE RATING FOR FUEL IS 87 WITH +1 GRACE.

***** Anyone disqualified for oil or fuel infractions will forfeit *ALL POINTS* for the event plus an 25 additional points*****

4.05 Karts

All engines must be submitted with Pre-Tech Declaration prior to use in any Merrittville Speedway Kart Club Event. **Failure to do so will result in an automatic disqualification.**

All karts will be inspected following the rules outlined in: [AKRA RULES](#)

All bolts must be safety wired or secured with lock nuts. Brakes must be fully operational. Add-on weight must be bolted securely and colored white – MANDATORY. No more than 7 lbs weight per weight tab; please refer to **AKRA RULE SECTION 3.2.B.** Ballast 1. All weights added to the kart must be securely fastened to the kart with a minimum 5/16-inch diameter bolt. Any single weight weighing in excess of seven pounds shall utilize a minimum of two 5/16-inch minimum diameter bolts. Any weight bolts attached to the seat must use large fender washers to secure. Placing weight in the seat to participate in another class without said weight fastened properly is a violation of the ballast ruling.

All weights must be painted white, labelled with karters last name and kart number.

4.06 Transponder

Transponders can either be purchased or rented from the track. They must be returned to the scale area immediately following the feature events. The mounting location is the Left Side Crasher on the front upright hoop. Location is checked during safety inspection. You must submit a driver's license or credit card as collateral while renting your transponder. It will be returned when you return the transponder.

4.07 Other Items

Anything not covered in the rules will be up to the discretion of the tech inspector and/or Race Director without recourse from any owner, driver, crew member, or spectator. Anything not covered by the rules will be acted upon by the track officials as situations arise and will be added to the rules. The rules and regulations set forth and contained herein are designed to provide for the orderly and SAFE conduction of racing events and to establish minimum acceptable standards and requirements for said events.



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SECTION 5: SAFETY EQUIPMENT

5.01 Safety Inspection

Karts will be safety checked at the beginning of the season, and could be re-teched for safety on a random basis throughout the year. If an item is deemed unsafe or unfit for competition, The kart or Driver must address and fix the item to the satisfaction of the race director and inspector before any on track participation.

5.02 One Way Radios (RACECEIVER)

All drivers going on track will be required to have a one way radio. The frequency is 454.000. The one way radio must be working at all times. Failure to work will result in an immediate removal from on track activity until resolved and verified by the race director or official. Safety is the number one priority.

5.03 Head Gear

Full coverage (full face) helmets with visors, designed for competitive motorsport use and complying at *minimum with DOT, SFI or Snell Foundation 2015 specifications are mandatory*. The helmet must be in good condition and is subject to pre-tech inspection. It is recommended that participants label or letter the rear area of the helmet with blood type and any special medical information such as specific drug allergies.

Full-face helmets designed for competitive motorsports use, that comply with Snell Foundation specifications:

- SA, K or M 2020 (expires 12/2031)
- SA, K or M 2015 (expires 12/2026)
- CMS 2016 (expires 12/2027)
- CMR 2017 (expires 12/2027)
- SFI 24.1/2015 (expires 12/2025)
- SFI 31.1/201 (expires 12/2025)
- SFI 41.1/2015 (expires 12/2025)
- SFI 24.1/2020 (expire 12,2030)
- SFI 31.1/2020 (expires 12/2030)
- SFI 41.1/2020 (expire 12/2030)
- FIA 889-2015, FIA 8860-2018
- FIA 8860-2018-ABP
- **BSI A-type and A/FR types are legal for 10 years after the date of manufacture.**

Helmets must be available at pre-tech inspection. Helmets must be secured with a strap. Failure to do so will result in disqualification. A full visor, integral with the helmet, is mandatory.

Cameras may not be mounted on the helmet or any part of the driver's body; all cameras/recorders must be securely mounted on the top of the body or frame, and within the confines of the bodywork.

5.04 Neck Brace

Collar type, unaltered neck braces designed for motorsport use is mandatory in all classes.

5.05 Driver Apparel

Drivers are required to wear jackets of leather, vinyl or abrasive resistant nylon or equivalent with full-length jeans or protective race pants to prevent or minimize abrasions. High top sneakers, racing shoes, socks and gloves are mandatory.

*** Important Note – If hair extends appreciably from beneath helmet level it is mandatory that the participant wears a 'balaclava' or head-sock retaining hair from extending outside the helmet. In addition, no apparel items such as bandanas, sweater hoods, loose belts, etc. will be permitted ***

5.06 Safety Tech

All driver personal safety equipment is subject to a pre-tech inspection. There will be a safety inspection required each week for ALL KARTS before being allowed to enter the racing area of the track. Any kart not passing safety tech will not be allowed on the track.

SECTION 5: SAFETY EQUIPMENT CONTINUED

5.07 Steering Wheels

Steering wheels may be completely circular, minimum of 10-inch diameter and minimum of three spoke designs or may be butterfly style with 10-inch minimum diameter, four spoke designs with minimum of 5-inch grip length on opposing sides.

5.08 Side Panels

No metallic side panels will be allowed on any kart – if you have them, you will not be able to compete until they are removed or replaced. Side panels with sharp or pointed edges must be radiused or rounded off before being allowed to compete. Side nerf bars, if used, must be bullnosed or bent round to the side panel.

5.09 Rear Bumper

All Novice and Junior Division karts are **HIGHLY RECOMMENDED** to run a full double hoop rear bumper, or a Hooper Bar on the Left rear frame between the tire and bumper. This is to help promote safe clean racing. The bumper must not extend past the midpoint of either tire. Minimum width – 30”.

This is not Mandatory but a Recommendation. No disqualification will result in not using a full double hoop rear bumper, or a Hooper Bar

The Hopper Bar must be installed as intended on the left rear frame rail between the rear bumper and cassette with the loop outwards to block the rear tire and protect the driver. Must be manufactured with round tubing. No home-made square tube design. No miniature version. No attempts at any loopholes this is a safety device and if the track officials are not satisfied then it will not pass. For clarification, contact your kart manufacturer or Technical director depending on kart make.

Fire Extinguishers are HIGHLY recommended in every pit area! Please keep them visible & easily accessible not only for yourself, but for others not familiar with your pit.



SECTION 6: RACING PROGRAM AND PIT LAYOUT

6.01 Racing Program

A normal racing program will consist of 2 qualifying events and 1 feature event per class. Specific events may differ and will be posted.

Division	Practice (Hot Laps)	Qualifying Events	Feature Events
Cadet	3 Laps	8 Laps	12 Laps
Novice	3 Laps	8 Laps	15 Laps
Junior 1	3 Laps	8 Laps	15 Laps
Junior 2	3 Laps	8 Laps	15 Laps
Junior 3	4 Laps	10 laps	20 Laps
Senior Divisions	4 Laps	10 Laps	20 Laps
Senior FUN*	3 Laps	8 Laps	15 Laps

6.02 Pit Area

No vehicles other than karts, tow vehicles or emergency vehicles allowed to drive on the track. **No driving of karts while under power in the pit area.** You must stop in the exit area and turn the kart off.

6.03 HOT PIT

Only Driver, Kart and one (1) person to start the kart will be allowed in the Hot Pit Area. Any unauthorized persons found in this area may be ejected from the pit area. If you are late to the hot pit area please send a member of your team to the hot pit area and speak with an official.



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SECTION 7: FLAG DESCRIPTIONS AND RACE PROCEDURES

There will be seven colored flags used by the flagman to control the races. They are: green, yellow, red, white, blue/yellow, checkered, and black. It is the flagman's job to relay information regarding the status of the race to the drivers by waving the various flags. It is the responsibility of the drivers to observe the flagman's motions each time he/she passes by during the race.

7.01 Green Flag

Begin racing. When it has been determined that all karts are lined up in the proper position and the track is clear, the flagman will wave the green flag when the karts pass by the start/finish line. On caution lap restarts, the race will resume immediately when the green flag is waved.

7.02 Yellow Flag

Caution on the track – slow down and HOLD your position. The yellow flag is also known as the caution flag. The caution flag will not be thrown unless there is a dangerous situation on the track, usually resulting from a disabled kart or multi-kart collision. On a caution, karters are to get into single file position as soon as safely possible. If a karter persists in trying to grab/fight for a spot, he/she will be put in TAIL. The scorers will refer back to the last completed lap by all karters in order to set the line-up for restarts. The track officials will then indicate where karters should start.

7.03 Red Flag

Signifies automatic halting of the race. Karters must come to a complete stop in a safe and orderly manner. The race is scored according to the last complete lap under green.

7.04 White Flag

Signifies 1 lap remaining in the race or 1 lap remaining in caution laps before 'going green' again.

7.05 Blue/Yellow Flag

Signifies competitor is about to be lapped. Karts about to be lapped MUST HOLD THEIR POSITION. During features, karters not responding will be black flagged on their third lap.

7.06 Checkered Flag

End of the race. The checkered flag is waved when the person leading the race crosses the start/finish line at the completion of the last lap. The first person to complete the designated number of laps for the race is declared the winner.

7.07 Black Flag

Pull off the track immediately in a safe and cautious manner. If the flagman waves the black flag and points to you while you are racing, you must slow down using caution so as to not interfere with other racers and exit the track in a safe manner. Reasons to be black-flagged could be – an unsafe situation has developed with your kart while racing; your speed is off pace to the point where it is a danger to other drivers; reckless driving; unsafe or unsportsmanlike conduct.

7.08 Meatball Flag (Black with a red ball)

Will be thrown for technical or mechanical problems, requiring the driver to exit the track in a safe manner for consultation.

7.09 "Flagman" Gestures and Indications

The "Flagman" will use gestures and indications through an event to indicate to drivers on the track the progression of an event. The gestures and indications are Only to be given by the "Flagman"

Halfway, Crossed flags in "X" pattern. Signifies Half of the Laps have been completed. The (2) flags (White and Yellow) will be "Rolled" up and shown in a "Pattern"

(5) Laps to go, "Waving" Hand (5) fingers shown. Signifies (5) laps remaining. The Hand of the "Flagman" of start will have 5 Fingers Extended and motioning in a rocking manner back and forth.

(2) Laps to go, (2) Flags Perpendicular. Signifies (2) Laps remaining. The (2) flags (White and Yellow) will be "Rolled" up and shown beside each other.

SECTION 7: FLAG DESCRIPTIONS AND RACE PROCEDURES CONTINUED

7.10 Track Officials

All practice and competition activity on the track are under the immediate control of the Race Director, Starter, Pit Steward, Flagmen, and Scorers. All competitors shall adhere to their direction.

Any time a Driver fails to comply with a track official, race director, or the “Flagmen”, the driver will be immediately told to exit the racing surface in a safe manner and will not be able to rejoin the current on track event.

If the driver fails to comply an aptitude test must be taken before allowing to race any following event.



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SECTION 8: LINE-UP PROCEDURE

8.01 Initial start

The pole sitter will set the pace for the start of the race under the direction of the track officials. The flagman will control the start of the race at the start/finish line.

8.02 Caution Flags

The caution flag will not be thrown unless a DANGEROUS SITUATION is created. In cases of multi-kart collision causing a caution flag, racers who stall or lose chains will be permitted, in a timely manner, to restart at the tail end of the field. After the field is reformed and any kart not ready to race will be given two (2) laps to join the field. If you are not ready, move to a safe location and let the race resume. You will be scored appropriately based on the number of karts remaining in the race. Stalled or disabled karts not under caution (become disabled while the race is underway) will not be permitted to restart the race unless there is another caution. Scoring stops at the point kart became disabled. If you spin out and are still under power, and capable of continuing, the caution flag will not be thrown. Single kart spins where kart is ruled NOT to be in a dangerous position WILL NOT cause a caution to be thrown. Anyone charged with three (3) cautions in any race can be black-flagged.

8.03 Red Flags

No family members, crews or any other attendees are permitted to enter the track surface until approved by the officials. The competitors need to come to a complete stop before anyone is allowed to assist the karters involved.

8.04 Black Flags

If you are black-flagged for any reason you MUST leave the track within two (2) laps. You will be scored in last place based on the number of karts starting the race. If you do not leave the track in the specified time, you WILL NOT be scored and will forfeit all points for the event. Any unsportsmanlike actions resulting from this situation could also result in suspension.

8.05 Restarts

Restarts are under control of the head flag person. There will be no passing until the green flag is waved. Anyone charged with 'jumping' will get one warning. If you jump the next restart, you will be put back 2 positions. All restarts are single file after (1) lap has been completed.



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SECTION 9: RACE PROCEDURE

9.01 Pre-Race Inspection

At each event a randomly selected division will have a Pre-Race Inspection. Before a kart/driver is allowed to compete the race, Pre-Race Inspection must be Passed.

9.02 Practice

Practice session begins 20 minutes before race time unless otherwise scheduled. No practice will occur without an ambulance, starter and flagman present. Length of practice is determined by available time NOT by number of practices per class.

9.03 Heats

Heats are set up according to the draw at the pit gate. **IT IS THE DRIVER'S RESPONSIBILITY** to make sure that he/she draws. The second heat will be lined up in reverse order from the first. That is, if you start on the pole in the first heat, you will start last in the second heat. In the event of ties from the heats, the karter who drew a lower number will start ahead of the other. **AGAIN MAKE SURE YOU DRAW.**

9.04 Line Up

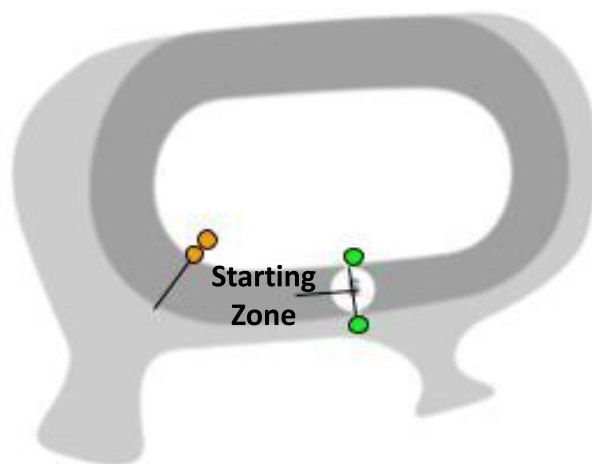
Line up is based upon the number drawn by the driver at the time of registration at the pit gate and or qualifying order. The drivers will align in two lines in ascending order as indicated on the "Line Up Board". Any entry not in the lineup chute when the previous race has ended is subject to start from scratch for the race. Once white flag is shown, no entry will be permitted on track. This rule is subject to the Race Director's discretion.

9.05 Start and "Starting Zone"

All karts must stay in line and maintain pace. No acceleration until reaching the designated "Starting zone" (white chalk line and or double cone in turn 4 remains until reaching the (2) green cones and Start Finish line; a centre line will be used to indicate each lane). Reaching the "starting zone" can also be indicated by the starting official or waving of the green flag. On initial start; no passing or pulling out of line until after you have exited the "starting zone". All karts attempting to pass in the "starting zone" or before this point or driving to the outside before the "green flag" is displayed will be warned as a first offence and on second offence will be put back 2 spots. Inside the pole kart sets the pace. Both karts on the front row must cross the "Starting Zone" at the same time. All karts must maintain the same pace as the leaders and remain nose to tail until exiting the "starting zone". **Before completion of 1 lap, original position is assumed; however the instigator kart may require starting in the rear of the field at the official's discretion.** If virtually the whole field is involved in the incident, a complete restart with original positions will occur. There will be two attempts at a double file original start then a single file restart will be signaled. In the event that a karter does not start any race, they will be scored with last place position for that heat. It is the karter's responsibility to be ready to start his/her heat.

If a karter scratches on the hot pit grid, we will cross-over the positions. If a karter pulls off the track and the field has not taken the green, that line only moves up. If a kart pulls off the track for any reason (during heat or feature) that kart will go TAIL. This does not include a stoppage on/off track for a civil discussion with officials, or the Race Director indicating he should check your kart on safety issues.

A karter stopping on track for a red flag, or during a caution **MUST** stay seated. You stand up – you go tail. Common sense is to be used (e.g. getting out assisting in an accident).

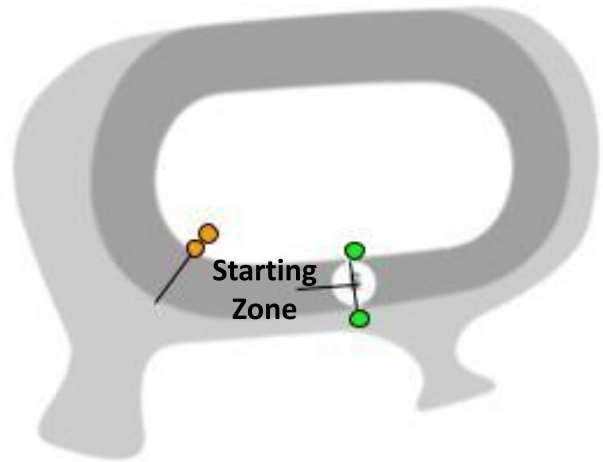


SECTION 9: RACE PROCEDURE CONTINUED

9.06 Restart After one or more laps complete

All restarts are single file after (1) lap has been completed. Line-up is in the order in which the karts were scored on the last completed green flag lap. No acceleration until reaching the designated "starting zone" (white chalk line and or double cone in turn 4 remains until reaching the (2) green cones and Start Finish line; a centre line will be used to indicate each lane). Reaching the "starting zone" can also be indicated by the starting official or waving of the green flag. On initial start; no passing or pulling out of line until after you have exited the "Starting Zone". All karts attempting to pass before exiting the "Starting zone" or driving to the outside will be warned as a first offence and on second offence will be put back 2 spots. If sufficient laps have been completed, the race may be called with points and payout according to the position to be held for restart.

Once the leader has crossed the finish line to complete lap 1 (ex. mid to late pack karts spin in turn 3 & 4) and a yellow flag condition occurs; the lap has counted and karts involved will be tail for the restart.



9.07 Incident

Any kart causing a caution or stopping due to mishap will be considered involved in the incident and will restart at the tail end of the field as placed by the scorers.

9.08 Repairs or Service

If a kart is unable to operate or is unfit for competition — including, but not limited to, engine failure or mechanical malfunction — track officials will make a reasonable effort to assist in restarting the kart. If the kart cannot be restarted after such effort, it will be pushed to a safe location in the infield and will remain there until the conclusion of the race. The driver must stay with the kart unless directed otherwise by an official.

The kart and driver will not return to the race if the kart was unable to restart on track. Only race officials are permitted to assist or move the kart on the racing surface unless otherwise authorized by the Race Director.

If the kart exits the racing surface under yellow or red flag conditions and repairs are required, the kart and one (1) designated crew member will be permitted to diagnose or restart the kart once fully clear of the track and when instructed by an official. If repairs can be made safely, the kart will have two (2) caution laps to return to competition. All entries rejoining the race must start at the rear in the order of return. Once the leader exits Turn 2 on a restart, no karts may re-enter the track (refer to lineup rule).

Only authorized personnel shall be in the infield or on the track at any time during the race program.

Any participant, driver, pit crew, or other individual entering the track without permission from the Race Director will result in the automatic disqualification of the kart involved. The kart will not be permitted to continue in qualifying or the feature event. The demeanor of the individual will determine if they and/or the driver are suspended for at least that race.

9.09 Competitor Performance

Continual ill handling or rough riding will result in disqualification. Any kart that leaves the race course must return in a safe manner only. Any kart leaving the race surface starts in the rear if caution is thrown. If no caution, karter will be black flagged if not fully under control while re-entering the race surface. For drivers entering their first season of karting, the driver may be asked to be placed in a lower division for the first three events or deemed proficient by the race director. You will then be placed in your respective age group, unless the Race Director feels you are not competitively ready to compete in that division.

SECTION 10: POINT AND HANDICAP SYSTEM

10.01 Points & Scoring

Points are awarded for feature races based on the DIRTcar Points System, No points awarded for heat races.

A. To receive year-end awards in each class, the entrant must be an “Merrittville Speedway Kart Club” member, and pass post-tech. All classes must race 51% of eligible races for the season to be eligible for year end awards.

B. In the event of a tie in the year-end point total, the tie will be broken by the highest finishing positions. For example: the most wins, seconds, thirds will be considered.

C. Entrants may be required to place a scoring transponder on their kart in a location that is recommended for proper signal strength. It is the driver’s responsibility to securely fasten the scoring transponder in a proper location prior to entering the track.

D. Disqualification: In the event that a driver is disqualified from an event for unsportsmanlike conduct on or off the racetrack, and or technical infraction the driver/team may NOT use that race as a drop race.

E. Drop Race: At the end of the Season, the “Two” statistically lower finishes and or “no-shows” will be removed from the drivers total points.

F. At the final race of the season any competitor who is racing in a given class for the first time will be removed from the points calculations for year end awards. All other competitors will be moved ahead for year end points calculations.

G. The following point method will be used for calculating season points in all Divisions:

FINISH	POINTS	FINISH	POINTS	FINISH	POINTS	FINISH	POINTS
1st	60	8th	42	15th	28	22nd	21
2nd	56	9th	40	16th	27	23rd	20
3rd	52	10th	38	17th	26	24th	19
4th	50	11th	36	18th	25	<i>Any entries after that would receive 15 points</i>	
5th	48	12th	34	19th	24		
6th	46	13th	32	20th	23		
7th	44	14th	30	21st	22		

10.02 Point Allocation

All points are awarded to the principal driver registered upon entering the pit area. Any driver changes must be registered prior to the beginning of the race. If any change is made during a race, the new driver will start from scratch in all remaining races. This Point system will be used for all classes except CADET, NOVICE, and Senior FUN.

10.03 Handicap

All heat races are lined up according to the draw number order. First heat – straight up; second heat – reverse draw order. New drivers and/or rookie drivers or a driver disqualified, may be asked, at the Race Director’s discretion, to start from scratch in each race of the first complete program in which the driver participates. A driver may self elect to start tail in a heat and/or feature event, however the driver must advise the Kart Club officials upon check in/draw at the beginning of the night.

SECTION 10: POINT AND HANDICAP SYSTEM CONTINUED

10.04 Starting Position

Feature starting positions will be determined by the finishing position in the two qualifying heats with best finishing positions starting in the front. Heat qualification ties were broken by the driver who drew the lowest number. If the officials determine a driver cannot maintain a reasonable caution pace, the driver must start tail. The driver qualifies, not the kart. The driver must drive the last kart/engine qualified if operational. Use of a backup kart/engine **MUST BE PRE-APPROVED** by the Race Director. If a backup kart/engine is used, the driver will start from the tail. Registered numbers must be used. Dividing heats into slow and fast karts at the discretion of the Race Director. Novice features will be lined up using transponder results.

10.05 Feature Qualification

A pre-determined number of karts qualify through heats for the feature. Drivers not qualified will start from scratch or qualify through a consolation race if necessary. The number of karts qualifying will be determined by the size of the field and the number of heats. The balance of the field (if any) will be lined up straight up according to handicap rules with non-qualifiers in the rear. A Maximum of (24) Karts for any Feature and or Main event.

10.06 Scales

Top 3 Finishers in heats must go directly to scales. TOP 5 (5) finishers for a Feature/Main event and one (1) randomly selected kart may be selected by the officials and must go directly to the scales. Drivers must stay with their respected kart until weighed. No crew members are allowed in the marked scale area during scaling. If the kart and driver are deemed light or forget to scale (leaving the hot pit area) they will be automatically disqualified and lose all payout and points for that night. In a heat you will receive last place points for feature line up procedures.

10.07 Post Feature Race Tech

Top 3 and one (1) random kart may be selected and will go directly to the tech area straight from scales. Failure to do so is an automatic DQ of all points that race day. Any disqualifications can not be used as drops for the overall championship.

MERRITTVILLE SPEEDWAY KART CLUB RESERVES THE RIGHT TO ADD, DELETE, AND/OR COMBINE CLASSES AT ANY TIME IF KART COUNTS DICTATE SUCH ACTION. FURTHER PROCEDURAL AND TECHNICAL RULES CAN BE FOUND IN THE AKRA RULEBOOK. THE RACE DIRECTOR MAY, IF THE OCCASION WARRANTS, DISCUSS ANY DECISION WITH THE TRACK OFFICIALS AND CONVEY RESULTS TO THOSE INVOLVED. ANY CALL MADE BY THE CHIEF FLAGGER IS AUTOMATICALLY CONDONED. THE RACE DIRECTOR IS A COMMITTEE OF ONE AND HIS DECISIONS ARE FINAL.



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SECTION 11: SNIPS Landscaping MERRITTVILLE SPEEDWAY KART CLUB

SERIES DIVISION SPECIFIC RULES

ALL DIVISIONS FOLLOW AKRA RULES – UNLESS STATED

Flat Kart/Speedway Kart

Divisions:

- **CADET - Ages 5-8 NO PREVIOUS RACING EXPERIENCE**
- **NOVICE - AGES 5-8**
- **JUNIOR 1 - AGES 8-10**
- **JUNIOR 2 - AGES - 10-12**
- **JUNIOR 3 - AGES 12-15**
- **SENIOR LITES / HEAVY - AGES 15 AND UP**
 - **(14 WITH RACETRACK APPROVAL)**
- **SENIOR FUN - AGES 15 AND UP**

TIRES

- **BURRIS COMPOUNDS*****

11.01 DUBE REALTORS - CADET CLASS	
Driver Requirement	Ages 5 thru 8 (as of May 1, 2025) NO PREVIOUS RACING EXPERIENCE
Minimum Weight	<ul style="list-style-type: none"> • 240 lbs. with LO206 Engine - Engine Option 1 • 250 lbs with Clone Engine - Engine Option 2
Engine Option 1	Briggs & Stratton Local Option 206 <ul style="list-style-type: none"> • .310 (Black) Slide Part# 555732 Gear Rule (FINAL DRIVE MINIMUM 4.40 AND MAXIMUM 4.50) Unleaded Pump Gas. Max 87 octane BRIGGS 206 RULE SET (CANADA/USA)
Engine Option 2	AKRA BSP Clone Engine - .375 (Red) restrictor plate. Gear Rule (FINAL DRIVE MINIMUM 4.40 AND MAXIMUM 4.50) Unleaded Pump Gas. Max 87 octane Big pipes are allowed with RLV mufflers. A big pipe may not extend past the rear bumper of the kart. All exhaust pipes must have a support brace. AKRA BSP Engine Rules

11.02 PORT COLBORNE LAUNDRY - NOVICE CLASS	
Driver Requirement	Ages 5 thru 8 (as of May 1, 2025) MINIMUM 1 YEAR EXPERIENCE OR 3 RACE WINS
Minimum Weight	<ul style="list-style-type: none"> • 240 lbs. with LO206 Engine (Orange Seal) - Engine Option 1 • 250 lbs with LO206 Engine (Hologram Seal) - Engine Option 1 • 250 lbs with AKRA BSP Clone Engine - Engine Option 2
Engine Option 1	Briggs & Stratton Local Option 206 – .340 (Purple) Slide Part# 555735 Gear Rule (FINAL DRIVE MINIMUM 4.40 AND MAXIMUM 4.50) Unleaded Pump Gas. Max 87 octane BRIGGS 206 RULE SET (CANADA/USA)
Engine Option 2	AKRA BSP Clone Engine - .375 (Red) restrictor plate. Gear Rule (FINAL DRIVE MINIMUM 4.40 AND MAXIMUM 4.50) Unleaded Pump Gas. Max 87 octane Big pipes are allowed with RLV mufflers. The big pipe may not extend past the rear bumper of the kart. All exhaust pipes must have a support brace. AKRA BSP Engine Rules

SECTION 11: SNIPS Landscaping MERRITTVILLE SPEEDWAY KART CLUB **SERIES DIVISION SPECIFIC RULES**

ALL DIVISIONS FOLLOW AKRA RULES – UNLESS STATED

★ **JUNIORS: BURRIS TIRES ONLY - ANY COMPOUND**

11.03 CENTRAL FABRICATION - JUNIOR 1 CLASS	
Driver Requirement	Ages 8 thru 10 (as of May 1, 2025)
Minimum Weight	<ul style="list-style-type: none"> 240 lbs. with LO206 Engine (Orange Seal) - Engine Option 1 250 lbs. with LO206 Engine (Hologram Seal) - Engine Option 1 250 lbs. with AKRA BSP Clone Engine - Engine Option 2
Engine Option 1	Briggs & Stratton Local Option 206 - .440 (Red) Slide Part# 555733 Unleaded Pump Gas. Max 87 octane BRIGGS 206 RULE SET (CANADA/USA)
Engine Option 2	AKRA BSP Clone Engine - .425 (Green) Restrictor Plate Unleaded Pump Gas. Max 87 octane Big pipes are allowed with RLV mufflers. The big pipe may not extend past the rear bumper of the kart. All exhaust pipes must have a support brace. AKRA BSP Engine Rules

11.04 PONTELLO MOTORSPORTS - JUNIOR 2 CLASS	
Driver Requirement	Ages 10 thru 12 (as of May 1, 2025)
Minimum Weight	<ul style="list-style-type: none"> 270 lbs. with LO206 Engine (Orange Seal) - Engine Option 1 280 lbs. with LO206 Engine (Hologram Seal) - Engine Option 1 280 lbs with AKRA BSP Clone Engine - Engine Option 2
Engine Option 1	Briggs & Stratton Local Option 206 - .520 (Blue) Slide Part # 555734 Unleaded Pump Gas. Max 87 octane BRIGGS 206 RULE SET (CANADA/USA)
Engine Option 2	AKRA BSP Clone Engine - .500 (Purple) restrictor plate. Unleaded Pump Gas. Max 87 octane Big pipes are allowed with RLV mufflers. The big pipe may not extend past the rear bumper of the kart. All exhaust pipes must have a support brace. AKRA BSP Engine Rules

11.05 JNE TOWING - JUNIOR 3 CLASS	
Driver Requirement	Ages 12 thru 15 (as of May 1, 2025)
Minimum Weight	<ul style="list-style-type: none"> 290 lbs. with LO206 Engine (Orange Seal) - Engine Option 1 300 lbs. with LO206 Engine (Hologram Seal) - Engine Option 1 300 lbs. with AKRA BSP Clone Engine - Engine Option 2
Engine Option 1	Briggs & Stratton Local 206- .570 (Yellow) Slide Part#555741 Unleaded Pump Gas. Max 87 octane BRIGGS 206 RULE SET (CANADA/USA)
Engine Option 2	AKRA BSP Clone Engine - .550 (Blue) Restrictor Plate. Unleaded Pump Gas. Max 87 octane Big pipes are allowed with RLV mufflers. The big pipe may not extend past the rear bumper of the kart. All exhaust pipes must have a support brace. AKRA BSP Engine Rules

SECTION 11: SNIPS Landscaping MERRITTVILLE SPEEDWAY KART CLUB

SERIES DIVISION SPECIFIC RULES

ALL DIVISIONS FOLLOW AKRA RULES – UNLESS STATED

★ **SENIORS: BURRIS TIRES ONLY - ANY COMPOUND**

11.06 PERFORMANCE MANUFACTURING - SENIOR LIGHT	
Driver Requirement	Ages 15 and older (as of May 1, 2025) **14 WITH "MSKC" APPROVAL**
Minimum Weight	<ul style="list-style-type: none"> 330 lbs. with LO206 Engine (Orange Seal) - Engine Option 1 340 lbs. with LO206 Engine (Hologram Seal) - Engine Option 1 340 lbs. with AKRA BSP Clone Engine - Engine Option 2
Engine Option 1	Briggs & Stratton Local Option 206 - Stock slide Part # 555590 Unleaded Pump Gas. Max 87 octane BRIGGS 206 RULE SET (CANADA/USA)
Engine Option 2	AKRA BSP Clone Engine Unleaded Pump Gas. Max 87 octane Big pipes are allowed with RLV mufflers. The big pipe may not extend past the rear bumper of the kart. All exhaust pipes must have a support brace. AKRA BSP Engine Rules

11.07 PERFORMANCE MANUFACTURING - SENIOR HEAVY	
Driver Requirement	Ages 15 and older (as of May 1, 2025) ** 14 WITH "MSKC" APPROVAL**
Minimum Weight	<ul style="list-style-type: none"> 365 lbs. with LO206 Engine (Orange Seal) - Engine Option 1 375 lbs with LO206 Engine (Hologram Seal) - Engine Option 1 375 lbs with AKRA BSP Clone Engine - Engine Option 2
Engine Option 1	Briggs & Stratton Local Option 206 - Stock slide Part # 555590 Unleaded Pump Gas. Max 87 octane BRIGGS 206 RULE SET (CANADA/USA)
Engine Option 2	AKRA BSP Clone Engine Unleaded Pump Gas. Max 87 octane Big pipes are allowed with RLV mufflers. The big pipe may not extend past the rear bumper of the kart. All exhaust pipes must have a support brace. AKRA BSP Engine Rules

11.08 - SENIOR FUN CLASS	
Driver Requirement	Ages 15 and older (must be 15 on day of race)
Minimum Weight	NON / NO SCALE (kart & driver)
Engine Rule	OHV Box Stock Appearance. PULL START ONLY
Tire Rule	Slick Dirt kart Tires Only

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