



2022 GENERAL RULES

These rules and/or regulations apply to all MERRITTVILLE SPEEDWAY events. MERRITTVILLE SPEEDWAY management reserves the right to amend and/or alter any of these rules and guidelines as it deems fit during the season.

MERRITTVILLE SPEEDWAY follows the DIRTcar Racing rules (see bulletin for 358's) and procedures, we encourage all participants to read this rulebook and all bulletins. Additional track rules are set forth throughout this manual.

MERRITTVILLE SPEEDWAY Mission Statement: MERRITTVILLE SPEEDWAY is a place for family entertainment dedicated to providing a fun and affordable racing opportunity in which anyone (experienced and inexperienced) can compete. The technical inspections will be enforced fairly and consistently without prejudice towards any drivers.

Letter to All Participants: Thank you for your interest of the racing events at MERRITTVILLE SPEEDWAY. At Merrittville we are promoting a "family-oriented" sport and all participants are to conduct themselves accordingly.

There are a few points you should think about when preparing for the 2022 Racing Season at MERRITTVILLE SPEEDWAY.

- **Varying Race Procedure Rules** - Throughout the world, the race procedures, line up procedures and other racing rules may vary from speedway to speedway. If you are racing at MERRITTVILLE SPEEDWAY for the first time, ask questions if you are unsure about something.
- **Travelling to race** - If you are going to travel from a different city, or a long distance to race, it is a good idea to call the speedway before you leave to make sure that a race has not been cancelled or check our website or social media pages.

DEFINITION OF TERMS USED:

1. **"Stock" or "Original Equipment Manufacturer/OEM"** - As delivered "new and unaltered" from the original manufacturer such as Ford or Chevrolet.
2. **"Aftermarket"** - Produced by a manufacturer or a fabricator other than original equipment manufacturer.
3. **"Disqualification"** - Unless otherwise defined will mean the forfeiture of all awards, prizes and points earned during the date(s) of the event.
4. **"Competition/Race"** - A contest in which a driver takes part, and which is of a competitive nature or is given a competitive nature by the publication of results.
5. **"Event"** - An entire program of competitions or races.
6. **"Participant"** - A driver, car owner, mechanic, pitman, official or speedway employee bearing assigned pit passes duly and officially issued by the speedway.
7. **"Penalty"** - Any condition imposed on a participant for violation (failure to act in accordance) with the rules found in this rulebook and/or the DIRTcar rulebook.

PREFACE TO THE RULES (Please Read Very Carefully):

The rules and regulations set forth herein are designed to provide for orderly conduct for racing events and to establish minimum acceptable standards and requirements for such events. These rules and regulations shall govern the conditions of all MERRITTVILLE SPEEDWAY events, unless otherwise noted. All participants are required to comply with these rules. ***It is the responsibility of each competitor to read and understand the contents of this Rulebook.***

If there is a disagreement or dispute regarding the meaning or application of these rules, the interpretation and application of MERRITTVILLE SPEEDWAY officials shall prevail. Appeals may be considered by MERRITTVILLE SPEEDWAY management (refer to appeal procedures section). ***No express or implied warranty of safety shall result from publication of, or compliance with these rules and/or regulations.*** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, a spectator or an official. The ***spirit and intent*** of the rules is the standard by which racing at MERRITTVILLE SPEEDWAY is guided.

Event technical inspectors are authorized to decide if an equipment change is an attempt to circumvent these rules. These officials can and will disqualify an entry in violation of the spirit and intent of these rules. Since it is impossible to anticipate every potential circumstance, a tech inspector or track official shall have the right to initiate action correcting a hazardous condition or a condition not in compliance with the spirit and intent of these regulations. Decisions are to be based on “common sense”, consistency, impartiality and fair play. Continuous developments in racing may necessitate changes that we cannot anticipate at the time the rules are formulated.

Any rules updates or safety bulletins established by MERRITTVILLE SPEEDWAY management, after January 1, 2011, for the purpose of implementing, interpreting or enforcing these rules will be deemed as part of and will supersede these rules. All personnel or representatives are required to enforce these rules. All participants are required to abide by such rule update or safety bulletins immediately from the date of release unless otherwise specified.

MERRITTVILLE SPEEDWAY officials reserve the right to impound any race car or remove any component on a race car (including the engine) at any time. **Illegal components will be confiscated and become the property of MERRITTVILLE SPEEDWAY.**

MERRITTVILLE SPEEDWAY is private property. Any person on this property without the permission of the management of MERRITTVILLE SPEEDWAY is guilty of trespassing and subject to the penalties prescribed by law. Through the purchase of a pit pass or admission ticket, a person is given the authority and the right to be on this property in conjunction with the related racing activities. However, management reserves the right to revoke or cancel this authority at any time that it feels that person’s presence or conduct is not in the best interest of the sport of auto racing, fellow competitors, the fans, management and the employees of the speedway.

1. TRACK LICENSES/MEMBERSHIPS (Competitors):

There will be no membership fees in 2022 as we all struggle to recover from the pandemic. You however will agree to abide by all rules and regulations of MERRITTVILLE SPEEDWAY as to conduct and mechanical specifications, as now published in this Rulebook or hereafter modified. MERRITTVILLE SPEEDWAY reserves the right to alter or amend these rules and/or regulations at any time in the interests of safety, cost control and/or fair competition.

2. ELIGIBILITY FOR SEASON ENDING AWARDS:

In order to collect the point fund awards and monies at the season-ending awards ceremony, the **driver must of completed a registration form MERRITTVILLE SPEEDWAY member and compete in at least 75% of the events held** on the race schedule in their respective division (rainouts are not included in the %) and attend the season-ending Awards Dinner and Dance. All competitors in each division must display all contingency decals in a prominent position to be eligible for all season year end awards.

3. RELEASES AND INDEMNITY AGREEMENT:

Every competitor, official, worker and participant who is issued a pit pass or other such credentials permitting access to the pits and speedway must first sign a Release and Indemnity Agreement as provided by the speedway. It will be considered a serious breach of these rules to enter such restricted areas of the speedway without first signing such Release and Indemnity Agreement, to secure a pit pass or other credential under false pretenses or to transfer such a credential to any other person.

4. ASSUMPTION OF RISK:

Each participant in competition has the responsibility to assess the safety aspects and conditions (defects, obstructions, or anything else in their opinion is unsafe) of MERRITTVILLE SPEEDWAY and that participant assumes the risk of competition. Any participant entering an event or competition is considered to have inspected the track and its facilities and to have determined that conditions are satisfactory for them. If not, a participant's concerns should be brought to the attention of the management of that event before the participant competes in any on-track activity. If they are not comfortable with management's handling of the situation brought to their attention, then that participant SHOULD CHOOSE NOT to compete at that event any further.

No insurance coverage is provided for any participant vehicles in the pit area. **MERRITTVILLE SPEEDWAY participants fully understand that operation of any race car exposes them to risks of death, or serious bodily injury.** MERRITTVILLE SPEEDWAY participants voluntarily assume these risks. MERRITTVILLE SPEEDWAY employees and officials assume no responsibility for damage to or loss of equipment, vehicles or any parts whatsoever.

5. MERRITTVILLE SPEEDWAY OFFICIALS' DUTIES:

Every MERRITTVILLE SPEEDWAY employee and official is expected to conduct him or herself in a positive manner that will reflect credit on the sport of automobile racing and on MERRITTVILLE SPEEDWAY. Management may remove an official's appointment or may penalize that official if they fail to conduct themselves properly. All MERRITTVILLE SPEEDWAY participants agree to abide by the official's decisions until the decisions are appropriately appealed.

- a. **Race Director:** The Race Director is responsible for the overall orderly administration of a MERRITTVILLE SPEEDWAY event. The Race Director has the responsibility of administering, interpreting, and enforcing the rules as defined in this rulebook. The Race Director is responsible for executing the program of competition and other activities by directing the drivers and their cars, officials and their assistants, and other participants.
- b. **Chief Starter:** The Chief Starter is the person at an event who is directly responsible for the conduct of the "on track" racing events. The Chief Starter is also responsible for settling protests and disputes related to "on-track" activity and procedures, supervising the event and along with MERRITTVILLE SPEEDWAY management, determining whether conditions are safe to continue the event (altering the schedule for reasons of safety or forces beyond their control) or postponing the competition. The Chief Starter must settle all disputes developing as a result of race procedure rules at the track.
- c. **Technical Inspector:** The Technical Inspector is responsible for checking cars for safety, eligibility, and legality. It is the technical inspector's responsibility to interpret and administer the rules as contained in this rulebook consistently, impartially, and fairly with all participants. The Technical Inspector may order inspection of any car at any time to verify its eligibility and legality. The Technical Inspector will conduct inspections and will report to the Race Director about any cars that he/she finds to be unsafe, ineligible or illegal during the course of a MERRITTVILLE SPEEDWAY event. The Technical Inspector shall conduct tests with current issues and provide research and development of new products and techniques to enforce the rules of the track.

6. INCLEMENT WEATHER / CANCELLATION OF AN EVENT:

In the event of rain or other conditions, it may be necessary for MERRITTVILLE SPEEDWAY management to adjust the order of the event schedule, length of races, practices, and qualifying sessions, or to stop the program completely. Should this occur, the management shall make every effort to resume the schedule in a timely fashion if conditions warrant. It is their sole discretion as to what decision they make, and their decision is final.

Rain Check Policy: Cancellation or delay of an event will be the speedway management's decision. **No money will be refunded for tickets or pit passes purchased.**

- a. **GRANDSTANDS:** The ticket stub shall be used as the rain check. If an event is cancelled, rain checks will only be honoured if less than SEVEN (7) races have been completed. MERRITTVILLE SPEEDWAY management will publish when rain checks for the grandstands will be honoured. If the rain check is used for an event of greater value, then the holder will be responsible for making up the difference in value.
- b. **PITS:** The wristband and ticket stub with the appropriate numbers shall be used as the rain check. If an event is cancelled, rain checks will only be honoured if less than SEVEN (7) races have been completed. MERRITTVILLE SPEEDWAY management will publish when rain checks for the pits will be honoured. If the rain check is used for an event of greater value, then the holder will be responsible for making up the difference in value.

- c. If an event is rained out (7 or more races have been completed), MERRITTVILLE SPEEDWAY management will re-schedule all remaining events as soon as possible and will publish the re-scheduled event date(s). Only drivers qualified for the cancelled event will be eligible for the re-scheduled feature.
- d. **FEATURE EVENT COMPLETION** - One lap past the halfway point in a feature shall constitute a complete race in the event a race is stopped due to bad weather. If a race is stopped by use of the red flag and is ruled complete (no matter how many laps are complete), the finishing positions will be paid according to the last officially scored lap by the leader prior to the red flag.

7. MEDICAL ATTENTION / INJURIES:

It shall be the personal responsibility of all participants to refrain from taking part in any MERRITTVILLE SPEEDWAY event if they have been injured, are under the influence of alcohol or any controlled substance or are in any way other than medically fit. MERRITTVILLE SPEEDWAY management, at their sole discretion, may deny participation of a person based on past medical conditions that may affect the safety of that person or other participants at a MERRITTVILLE SPEEDWAY competition. ***It is the personal responsibility of all participants to report any injuries suffered at a MERRITTVILLE SPEEDWAY event BEFORE leaving the property of the speedway where the injury occurred.*** The participant must have an accident report filled out and given to MERRITTVILLE SPEEDWAY management and/or pre-designated representative before leaving the premises. Failure to report an injury prior to leaving the speedway may nullify all injury claims to the speedway's insurance policies. If you have any questions or concerns, please contact the MERRITTVILLE SPEEDWAY office for clarification.

8. PARTICIPANT CONDUCT:

All participants at MERRITTVILLE SPEEDWAY events are expected, at all times, to conduct themselves in a professional and non-disruptive manner. Any participant who within the boundaries of the racetrack facility, in the sole and absolute judgment of MERRITTVILLE SPEEDWAY management, shall have violated the rules and regulations of MERRITTVILLE SPEEDWAY and may be penalized by MERRITTVILLE SPEEDWAY management accordingly for:

- a. Verbally or physically threatens or assaults another participant, official or other person,
- b. uses vulgar or derogatory language,
- c. engages in unsportsmanlike conduct or conduct detrimental to the sport of racing, or
- d. otherwise creates a condition or circumstance which is unsafe, unfair or out of order.

For those who violate these rules and regulations, MERRITTVILLE SPEEDWAY management, in their sole discretion, may take action in the form of a penalty - ranging from probation to fines to expulsion.

9. PENALTIES FOR RULE INFRACTIONS:

Any driver, participant or official who violates the rules found within this Rulebook (including, in the case of 358 Modifieds and Sportsman cars, the latest DIRTcar rulebook) or succeeding rules bulletins, attempts to bribe anyone connected with a MERRITTVILLE SPEEDWAY event, or is party to a fraud or other act prejudicial to MERRITTVILLE SPEEDWAY and the good reputation of the automobile racing may be penalized accordingly to the nature of the offense by the Race Director, Chief Starter, Technical Inspector, and/or MERRITTVILLE SPEEDWAY management directly.

All penalties and disqualifications for technical rules infractions will be given out by the Technical Inspector per the direction of MERRITTVILLE SPEEDWAY management or if not directed then at the discretion of the Technical Inspector using "common sense, consistency, impartiality and fair play." MERRITTVILLE SPEEDWAY management shall have the right to publish notice that it has imposed a penalty and the reasons therefore, and the person or body referred to in such notice shall have no right to act against MERRITTVILLE SPEEDWAY management or the person publishing the notice. The final determination of penalties will be the decision of MERRITTVILLE SPEEDWAY management.

Types of penalties that may be imposed for infractions:

- a. **Probation** - The participant is warned and if another similar infraction occurs during the period of probation, a harsher penalty will be imposed onto that person.
- b. **Race Penalty** - A penalty such as loss of position (such as being placed at the rear of the field) during or after a race depending on the infraction.
- c. **Total or Partial Loss of Race Points and/or Purse**- Total or partial loss of track and/or other points earned during a MERRITTVILLE SPEEDWAY event may be imposed, as may total or partial loss of that evening's earnings.
- d. **Disqualification** - The Race Director or Chief Technical Inspector may disqualify a competitor from a race, in which case his rights towards any awards in the competition (such as points, money, positions, contingency awards, etc.) are forfeited.

- e. **Confiscation of Illegal or Unauthorized Components** - The use of illegal or unauthorized components on a racecar will result in the confiscation of the said components. These components will then become the property of MERRITTVILLE SPEEDWAY and will not be returned. **Failure to surrender the illegal parts will lead to a minimum two (2) week suspension (mandatory) for the car owner, car and driver.**
- f. **Fine** - A fine may be imposed. It must be paid within the time period specified or the participant's privileges are automatically suspended under a suspension until the fine is paid. All fines must be remitted directly to MERRITTVILLE SPEEDWAY management.
- g. **Suspension** - Only MERRITTVILLE SPEEDWAY management may suspend a participant's privileges to take part in competition for a definite or indefinite period of time.
- h. **Total or Partial Loss of Accrued Points** - Total or partial loss of accrued track points earned by a competitor during the season may be imposed by MERRITTVILLE SPEEDWAY management.
- i. **Expulsion** - Only MERRITTVILLE SPEEDWAY management may expel a participant for serious or repeated offenses.

10. DISPUTE OF A DECISION:

Any dispute, controversy or claim involving participant's conduct, whether or not, relating to this rulebook or alleged breach of the same, shall be settled in accordance with the existing and/or amended rules and regulations of MERRITTVILLE SPEEDWAY, and they agree to accept the decisions rendered by such process.

All MERRITTVILLE SPEEDWAY participants expressly agree that determinations by MERRITTVILLE SPEEDWAY officials as to the applicability and interpretation of these rules are non-litigable, and they agree that they will not initiate or maintain litigation of any kind against MERRITTVILLE SPEEDWAY or anyone acting on behalf of MERRITTVILLE SPEEDWAY, to reverse, modify or obtain relief from such determination for no purpose other than an act of bad faith with intent to harm the member or license holder. The driver (and their car owner if the driver is under 18 years of age) shall be the **sole** spokesman for the car owner and pit crew in any and all matters pertaining to the event or the cars.

11. RACE PROCEDURES and GUIDELINES:

These are the rules and procedures for the entire racing season unless otherwise stated differently at the driver's meeting. If a driver should have any questions about the particular procedures at a certain track (such as starts, restarts, line-ups, rough driving, etc.), that driver should ask questions at the driver's meeting or direct their questions to the Pit Stewards. All disputes, protests or concerns must be submitted in writing to either Pit Steward within ten (10) minutes of the completion of the event in question. Only MERRITTVILLE SPEEDWAY Members are eligible to log a protest.

- a. **CHECK IN:** All participants must be checked into the Line Up and Points Coordinator 30 minutes prior to the official/published starting time of the first qualifying heat race of the event in order to be eligible for the draw for a qualifying line up position or to be handicapped except in rare instances approved by the Race Director. The Line Up and Points Coordinator is located immediately behind the pit grandstands.
- b. **DRIVER'S MEETINGS:** May be called at the Race Director's discretion at anytime. Attendance is **mandatory**.
- c. **ONE WAY RADIOS:** One-way radios are mandatory in all divisions, at all times. The frequency for the one-way radio is 454.000
- d. **TRANSPONDERS:** AMB Transponders are mandatory for all divisions (except V6 division). If you are not in possession of your own transponder, you must rent one from the Speedway. The cost is \$20.00 per night. The transponder will be picked up upon checking in with the Line Up and Points Coordinator and returned when you collect your pay off at the end of the night. Each driver must leave their personal drivers license as collateral. In the event of rain, please bring to the Pit Steward.
- e. **TECH INSPECTION PROCEDURES:** All cars may be required to pass pre-tech before that car can participate in an event. If a driver should have any questions or concerns about the legality of the car(s), it is the driver's responsibility to talk to the tech inspectors about this question or concern.
- f. **QUALIFYING:** Drivers may not attempt to qualify more than one car in the time trials or the heats. All car changes must be reported to a Pit Steward prior to the line-up of the heat races or main races.
- g. **PRE-RACE LINE UP:** All cars will line up in the designated staging area prior to their respective time trials, heats, and feature races. Any car not staged and ready to go when the white flag for the previous event is waving, will not be permitted to start the race or will be relegated to start in the rear of the field. If a car cannot make a call for a heat, it cannot start in another heat race (EIRI - "Except In Rare Instances"). If a driver wishes to switch cars between time trials (if applicable) and their heat, they may do so, but must first inform a Pit Steward and start tail in their heat. If a driver qualifies one car in their heat, they may switch cars for the feature, but must first

inform a Pit Steward and start tail in their feature. If a driver does not qualify in their heat, they may switch cars for any consolation race, but must first inform a Pit Steward and start tail in the consolation race. Once a car is scratched from the event, that car may not re-enter in any more races at that event.

- h. **INITIAL RACE STARTS: Line up two car lengths back from the pace vehicle.** All initial race starts will take place at the cone in turn 4 when the green flag is dropped. All initial starts will be double file starts at a consistent medium speed until the front two cars reach the cone and fire together. You may not pass until you reach the cone. If no laps have been completed with the green flag displayed, then there will be a complete double-file restart with the car(s) causing the caution and/or involved in the incident to bring out the caution being placed at the rear of the field (regular accident rules prevail). When the pace car lights go out, the race will be going green the next time past the turn 4 cone starting spot. It is the driver's responsibility to be ready to start at this time. All starts and restarts will be at a **consistent medium speed**. This speed will be set by the pace car. The leaders must maintain this speed throughout the entire start or restart. Failure to maintain the proper speed will result in a warning and a complete restart. **Double File Restarts Line-ups** – If a car drops out after the initial start but before one lap is complete in the race, that spot will be filled by moving the car directly behind it straight forward (no criss-crossing). If 3 or more cars on the outside or inside rows cannot continue after an initial start and before the completion of one lap, a new line up will be produced from the Chief Scorer.
- i. **RESTARTS (After one lap is complete): Line up two car lengths back from the pace vehicle.** Restarts (all divisions) will be double file until within the final five laps, and then single file. The track reserves the right to revert to a single file restart at any time if there have been excessive cautions, as determined by the Race Director. All restarts will take place in the "restart zone" between the start of the scoreboard and the 4th turn cone. Cars may pass only after they leader fires in the "restart zone" and restarts the race. All restarts that will be single file will be in a nose-to-tail formation maintaining a consistent medium speed. Drivers choosing not to go to their designated positions at an official's request may be relegated to the rear of the field or to the pits at the official's discretion. It is the leader's responsibility to maintain a **consistent medium speed** set by the pace car. The leader must maintain this speed throughout the entire restart process. Failure to maintain the proper speed will result in a warning and possibly a complete restart. If a second attempt fails, then the leader may be penalized positions. On restarts, any driver caught passing before the leader restarts the race will be considered jumping and penalized accordingly. Anyone considered jumping will be penalized two (2) positions per car jumped from their original restart position at the next available yellow or at the end of the race (whichever comes first) on the first jump start. If a driver is caught jumping twice in the same race, they may be relegated to the pits.
- j. **ACCIDENT RULES:** Any driver(s) deemed to be the cause of the caution and/or involved in the incident causing the caution may be sent to the rear of the field for the restart if they are able to continue. If a driver deliberately (at the discretion of the race officials) causes a caution, that driver will be disqualified and black flagged for that race. The Race Director, Chief Starter and race officials will use this rule at their own discretion, based on their view of the incident.
- k. **TWO/THREE SPIN RULE:** Any driver that causes two yellow flags per single event may be black flagged from the race and relegated to the pits at the discretion of the Race Director. Any car spinning three times without assistance will automatically be black-flagged.
- l. **SPIN OUTS:** If a car spins and does not cause a yellow, that car will restart wherever they pulled back into line, as determined by the Race Director. If a car pulls out of line during a caution period (for example, spinning to avoid an accident), that car will restart wherever they pulled back into line, as determined by the Race Director. Drivers that spin out on the track must try to get going immediately and not stop the race. If anyone is deemed to be deliberately stopping a race, they will be black-flagged and relegated to the pits.
- m. **ROUGH DRIVING:** If anyone is observed causing other drivers to spin or lose control of their car, that driver will be warned, penalized, or disqualified at the official's discretion depending on severity. **PLEASE RESPECT OTHER'S EQUIPMENT!**
- n. **PASSING:** It is the responsibility of both the overtaking and overtaken driver to assure safe passing at racing speeds. A driver being overtaken must give the overtaking driver a lane to race. A driver traveling alone may use the full width of the track, but once he/she is challenged, they must choose a lane to race in. Passing may be either right or left depending on the conditions of the moment (not through that car).
- o. **BLACK FLAG:** A black flag will be given to any driver that is losing a part on their racecar, smoking badly or to assess a driver penalty. This includes the loss of the front or rear bumpers. The Race Director may communicate via the One-Way Radio the reason for the black flag. Decisions on black flags will be made at the discretion of the Race Director or Chief Starter.

- p. **PITTING DURING A RACE:** All drivers going to the pits under a yellow must go to the rear of the field upon their return to the race. Any car(s) wanting to return after the race has been restarted may only do so if it is safe to do so and the on-ramp race official motions you to do so. If the on-ramp official displays the red flag, you **MUST** stop!
- q. **WORKING ON CARS:** All work on the racecar must be done in the pit area or any area that is designated by the Chief Starter or Race Director at the driver's meeting. No crew members are permitted on the racetrack at any time except if requested to be there by an official. If a car is worked on by its crew (without an official's permission) while it is on the track, then it will be disqualified from that race. Any driver exiting their car may be disqualified from that race unless directed by an official or in an emergency situation.
- r. **LAPPED DRIVERS:** *All lapped cars shall hold their line unless the Chief Starter indicates for them to go to the low line to permit faster cars by them.* Remember, if you were just lapped by the leader, there will be more cars coming! On restarts, lapped drivers go to the rear of the field. There will be one EZ pass per caution. It is given to the first car one lap down.
- s. **CARS MOVING THROUGH THE PITS:** Cars moving through the pits or infield, will do so with extreme caution and at a minimal speed. Any driver which is deemed driving dangerously, erratically or of inappropriately excessive speed for the circumstances will be penalized and/or suspended accordingly. No one (except the driver) is allowed to ride in or on the race car at any time. Anyone not adhering to this rule may risk immediate disqualification from the entire schedule of events.
- t. **TIRE REPAIR GRACE PERIOD (358 Modified and Sportsman Divisions only)** If any car is involved in a yellow or red flag situation and receives a flat tire in the FEATURE only, they will be awarded two (2) laps after returning to the pits to change that tire before returning to the racing surface. It is illegal to make repairs to the race car while on the speedway. If repairs are made on the track, the car and driver will be disqualified.
- u. **SAFETY APPAREL and Equipment:** All drivers must wear approved seat belts, safety suit (free of rips), shoes and full-face helmet when on the racetrack. Driving Gloves are highly recommended. This includes slow warm-ups, racing, or whenever the car is in motion on the track.
- v. **UNSPORTSMANLIKE CONDUCT:** There will be no harassment of officials, safety crews, ambulance crews, spectators or other drivers and crews. Any unsportsmanlike conduct on the track or in the pits may result in the suspension of the driver and car. Drivers are responsible for the actions of all pit crew members and will be penalized accordingly for their actions. Anyone who willfully or maliciously uses a race car on the track or in the pits to injure, destroy or damage another person or property will be suspended plus subject to arrest. You are all professionals and are expected to conduct yourselves accordingly. The driver and pit personnel should stay in their designated pit spaces. Anyone in an argument or fight at another team's pit area will automatically be at fault and suffer the penalties designated to the offense.
- w. Any driver who exits their car without permission or an emergency may be disqualified from that event. If you are in a safe place on the infield and the race remains green, **do not take off your helmet or unbuckle your safety harness until you are brought safely back into the pit area.** It is strongly recommended that the pit crew have a flashlight ready, to indicate to the tow truck driver where their pit stall is located. **In the event a driver abandons their car, such car will be towed into the infield, where it will remain until the conclusion of all the evening's races.**
- x. Neither a driver nor pit crew are allowed to walk on the racing surface. This includes during any intermission. The only exceptions are if a pit crew has been requested by track officials to enter the race track to service their car, and for Victory Lane photographs.
- y. Use good judgment when your car malfunctions by staying out of the racing groove so as not to hinder others.
- z. No alcoholic beverages or legalized cannabis substances allowed in the pits until the final checkered flag of the event. Violators will be suspended for a period of time to be determined by the speedway management. Remember - drivers are responsible for their crew members and may suffer a disqualification for violation of this rule.
- aa. Anyone causing a disturbance at the flag stand, scorer's tower or on the track with an official may be suspended, fined or both.
- bb. All personal property brought to the speedway by a team **MUST** be removed with them when they leave. This means tires, racecar parts, drained oil, etc. Please clean up after yourselves. In advance, thank you for your cooperation!
- cc. Check all drain plugs and gas caps before your race so we can minimize caution periods and be able to give all of the drivers more track time for their events. Your cooperation and attention paid to these items are greatly appreciated by both MERRITTVILLE SPEEDWAY and your fellow competitors.

- dd. The driver shall be the sole spokesman for the car owner and pit crew in any and all matters pertaining to the race or the cars. Only the driver shall take part in any arbitration for matters concerning races with the track officials in charge.
- ee. **PURSE COLLECTION PROCEDURE** - Payoff will be made after all cars have passed post race technical inspection to the driver (or pre-arranged designated representative). Purse money will be distributed at the designated spot following the event. MERRITTVILLE SPEEDWAY is not responsible for purse monies signed by other parties! Those not able to pick up their purse money may do so at the following event via the Chief Pit Steward.
- ff. **TIRE DISPOSAL** - Absolutely no tires shall be dumped on speedway grounds. All disposal of tires are the responsibility of driver. **Violators will be fined and/or suspended at MERRITTVILLE SPEEDWAY management's discretion.**
- gg. **DIVISION CHANGES** - Drivers may only change divisions once throughout the year for the regular Bobcat of Hamilton weekly classes. In general, drivers are only permitted to compete in one class for an evening. Drivers who wish to compete in more than one class in the same evening (usual Merrittville class plus BRP Can-Am Late Models, Sprint car, or Mod Lites STAR Tour, for example) are subject to the following rule: Prior approval by the Track Manager and any series manager is required in all cases.

12. SCORING PROCEDURES:

- a. **SCORING LAPS:** Every lap is scored when the leader has passed the start/finish line under green flag conditions. If the field completes the first lap under green, the first lap shall be scored, and any subsequent yellow flags shall result in the drivers lining up as per the restart rules.
- b. **LINEUP AFTER A YELLOW or RED FLAG:** All line ups will be derived from the scorers' lap sheets and/or computer timing and scoring. All scoring will be done at the start/finish line under green flag conditions. In case of a yellow flag situation 1(one) car is needed to cross the start/finish line and that lap counted, and all remaining cars will revert back to their position on the last completed lap. This eliminates the need to race through an accident, back to the start/finish line. Lapped cars will line up at the rear of the field. In the event there is a discrepancy in scoring to reset any line up position scoring will revert to the last completed green flag lap to derive the line up. In case of a red flag situation, all cars will revert to their position on the last completed lap.
- c. **PASSING UNDER THE YELLOW:** Any driver attempting to improve his position while running under the yellow will be warned and returned to its rightful running position and faces possible penalty for delaying the race. Refusal to maintain proper positions may result in a one (1) lap penalty or disqualification from the event.
- d. **END OF THE RACE:** When the field has been checkered, the order of finish shall be determined by the number of laps completed and in the order the cars took the checkered flag. If two cars completed the same number of laps, the car that completed that lap first shall be paid ahead of the other car.

13. FLAG RULES:

- a. **Green:** Indicates the entire track is clear for racing. Passing will not be permitted before the green flag is displayed at the designated point.
- b. **Yellow:** All drivers must come to the pace car speed (medium and consistent) as soon as safely possible and fall into single or double file nose-to-tail formation behind the pace car. Absolutely no passing under the yellow is permitted unless directed by an official. Racing back to the start/finish line is not permitted.
- c. **Red:** All drivers must safely come to a complete stop where they are on the track, otherwise disqualification or penalty may result. The race will be restarted when it is safe to do so. Remember, use your head, the emergency crews will be rolling, and it could be a friend that needs help. Scoring will revert back to the previous lap scored. The red flag shall be used, in the opinion of the Race Director or Chief Starter, if the track is unsafe to continue to race. If there is a red flag condition before one official lap is completed, cars will be restarted in the original starting order with the involved cars to the rear of the line-up. Any car going to the pit area during a red flag stop will be put to the rear of the field when the race is resumed.
- d. **Black:** The black flag is to be used at the starter's discretion. Failure to obey the starter's instruction within three laps, the driver will not be scored from that point on and may face a possible penalty.
- e. **"Crossed Flags":** The race is at the halfway point.
- f. **Blue w/ Yellow Diagonal:** Indicates that a driver is being overtaken by the leader and/or other cars on the lead lap. The driver must hold their racing line on the track to allow overtaking drivers to cleanly pass the lapped driver.
- g. **White:** Indicates one lap to go in the race.
- h. **Checkered:** Indicates the race is officially completed and all drivers must pass underneath it to be scored on the last lap. A race is not completed until the checkered flag is displayed. A yellow and checkered may be displayed

simultaneously, which means be aware of trouble on the track. No person shall have the authority to order a completed competition to be run again.

- i. **Victory Lane:** For regular Bobcat of Hamilton Weekly Racing Series races, only the race winner will proceed to the front straightaway (immediately after passing the weight check). For other races, the number of cars to go to the front straightaway will be announced at the drivers' meeting. No Victory Lap.

14. LINE UP PROCEDURES and POINTS:

- a. Line up procedures are determined by the Race Director and drivers are informed accordingly.
- b. Points for a Feature finish will be distributed as along the DIRTcar Point Scale as follows (unless otherwise designated):

Finish Position	Regular Event
1	60
2	56
3	52
4	50
5	48
6	46
7	44
8	42
9	40
10	38
11	36
12	34
13	32
14	30
15	28
16	27
17	26
18	25
19	24
20	23
21	22
22	21
23	20
24 - 30th	20

- c. Points for DNS (DID NOT START) or DNQ (DID NOT QUALIFY) are 10 points. In order to receive points for a DNQ or a DNS, that driver must at least take the green flag for a qualifying event. A driver just signing in or running practice will not receive points for a DNQ or DNS. A driver having a mechanical problem in practice that prevents them from racing that event may receive the DNS points at the Race Director's discretion. The Race Director must be notified before the driver and car leaves MERRITTVILLE SPEEDWAY property.
- d. Disqualifications in any race will receive zero (0) points for that race.
- e. The Triple Crown for 4 Cylinders has a unique point scale, commencing at 100 points and grading to 40 points, as well as heat points – 1st place 3 points, 2nd place 2 points and 3rd place 1 point. (The regular point scale applies to these events for determining the division's class champion.)
- f. The Duel on the Dirt (also k/a Hoosier Big Six) for Hoosier Stocks has a unique point scale, commencing at 50 points and grading to 20, as well as heat points – 1st place 2 points. (The regular point scale applies to these events for determining the division's class champion.)
- g. Points and the evening's results are posted on Merrittvillespeedway.com, shortly after completion of the night's event. These points are tentative only, subject to any penalties or adjustments, which may be assessed later.
- h. **QUALIFYING:** Drivers may not attempt to qualify more than one car in the heats. All car changes must be reported to a MERRITTVILLE SPEEDWAY Pit Steward prior to the line up of the heat races or main races.

15. HANDICAPPING GUIDELINES:

The intent of the handicapping procedure at MERRITTVILLE SPEEDWAY is to provide a fair and consistent way of assigning starting positions for heat and feature events. Our Line Up Points Coordinator will do everything they can to adhere to these guidelines. If a handicapping discrepancy is discovered in a timely manner, the starting line-ups will be reset. Only drivers who have signed-in prior to the event's cut-off time will be handicapped. Sign-in occurs behind the pit grandstand.

For regular races, heats and features are lined up according to total purse money won by a driver in the last three applicable races. Those with the lowest money won start in front; highest money won starts in the rear. Any race utilizing timetrials or a pill draw will have a different method of determining the heat and feature line-ups, which will be announced prior to the event.

Drivers that are present, but do not qualify for the feature will receive zero dollars towards their money won total for that race. Drivers that are absent receive the winner's portion of the regular purse for their respective division for handicapping purposes. Any driver disqualified for rough driving will receive no points and will be credited with the winner's portion of the regular purse for their division for handicapping purposes.

Some races will be excluded for handicapping purposes, which will be announced in advance.

In order to be handicapped, a driver must be signed in before the designated cut off time. A driver entering the race event after the cut off time will start at the rear of the qualifying heat race to which they have been assigned. If they qualify in a handicapped spot for the feature, their ranking will be used to determine their feature starting spot.

a. FEATURE

After the heats are completed, the Line Up Points Coordinator once again uses the total purse money won sheet from the past three races. The feature line up is then compiled according to the total purse money won with the lowest money won starting in front. Weeks #1 and # 2 would use a draw format. Week # 3 would begin the handicapping using the total purse money won from opening night and week #2 and so on until three weeks are completed. Qualified cars will line-up according to their handicapping position, with non-qualified cars lining up behind them according to their finishing positions in any consolation race. Each car must take the initial green flag to compete in the feature event. If you exit the racetrack and do not return to take the initial green you will not be allowed back to the racing surface and will be scored in the last position. Any events that are extra distance may have a draw for heat and/or time trial starting positions. Whether or not the feature will be a heads up start and the number of redraw positions will be decided by the Line Up Points Coordinator or series manager.

b. QUALIFYING

1. If fewer than 18 cars - 2 heats; no consi

- i. all qualify for the feature, except the last 2 cars in each heat. Heat line-up based on money won in last 3 qualifying events, with lowest money starting on pole.
- ii. feature line-up for qualified cars based on money won in last 3 qualifying events, with lowest money starting on pole. Non-qualified cars line up behind the qualified cars, based on their finishing position in the heats.

2. If 18 to 24 cars - 3 heats; no consi

- i. top 6 from each heat qualifies. (Exception: for Open Wheel Lites, 5 qualify)
- ii. heat line-up handicapped based on money won in last 3 qualifying events, with lowest money starting on pole.
- iii. feature line-up for qualified cars based on money won in last 3 qualifying events, with lowest money starting on pole. Non-qualified cars line up behind the qualified cars, based on their finishing position in the heats.

3. If 25 to 27 cars - 3 heats; consi

- i. top 6 from each heat qualifies (Exception: for Open Wheel Lites, 5 cars qualify)
- ii. heat line-up handicapped based on money won in last 3 qualifying events, with lowest money starting on pole.
- iii. consi line-up based on finishing order in the heats. 6 cars will qualify through the consi for the feature. The 7th. place car will be designated as the "bubble car", and will be allowed to compete in the feature if another qualified car fails to show for the feature race.

- iv. feature line-up for qualified cars based on money won in last 3 qualifying races, with lowest money starting on pole. Non-qualified cars line up behind the qualified cars, based on their finishing position in the consi.
- 4. If 28 to 36 cars - 4 heats; consi**
- i. top 4 from each heat qualifies
 - ii. heat line-up handicapped based on money won in last 3 qualifying events, with lowest money starting on pole.
 - iii. consi line-up based on finishing order in the heats. 8 cars will qualify through the consi(s) for the feature. The 9th. place car will be designated as the "bubble car" and will be allowed to compete in the feature if another qualified car fails to show for the feature race.
 - iv. feature line-up for qualified cars based on money won in last 3 qualifying races, with lowest money starting on pole. Non-qualified cars line up behind the qualified cars, based on their finishing position in the consi.
- c. **SPECIAL EVENTS:** alternate handicapping procedures may apply for a special event, such as time-trials, redraw for feature starting spots, etc.
 - d. If a special event has a higher purse, the additional amount is ignored for handicapping purposes. The regular Bob Cat of Hamilton Weekly Racing Series purse is assumed.
 - e. Some special events are excluded for future handicapping purposes, such as the Spring Sizzler, Mod 358 Series race, Big Block race.
 - f. Any race assigning "show-up" points only will not be included for handicapping purposes.

16. TECHNICAL INSPECTION PROCESS:

- a. **Only the driver and two crew members with their car are permitted in the tech area.** All other drivers, car owners, crewmembers, etc. are not permitted in this area at any time unless approved by the Technical Inspector. Any driver or crew member without their car found in the tech area without prior approval from the Technical Inspector will be cause to disqualify their car or cars that that person is affiliated with.
- b. **REQUIRED FINISHERS AT TECH (subject to change): Pre-race** - With time permitting, the tech area should be open to all competitors that want to have something (ride height, wheel base, legality of a part, cranking compression, etc.) checked before the races begin. **THIS IS STRICTLY VOLUNTARY.** It is highly recommended if you have anything in question. Approval at this stage does not mean that you are legal for the rest of the event (i.e. cranking compression, ride height, etc.) because these are things that may be changed during the course of the event. **Pre-race tech may be mandatory at the Technical Inspector's discretion, if all competitors are notified as they arrive to the track.** Tech inspectors are not required to check the same items on every car in the tech area during technical inspections.
- c. **Failure to report to tech when required will result in an immediate disqualification from that race. If you are unsure about your finishing position, stop to be safe.**
- d. Upon request by the Technical Inspector, it is the responsibility of the driver and two crew members to prepare a car for inspection.
- e. Penalties for not passing tech will be at the discretion of the Technical Inspector unless otherwise designated within this rulebook or succeeding rules bulletins. They will notify the driver/car owner and the Race Director of all decisions.
- f. Cars damaged or altered after they have been approved at a pre-race inspection may be subject to re-inspection and approval. Upon re-inspection, the Technical Inspector shall have the final authority to make the final decision on the eligibility of an accident-damaged vehicle.

17. APPEALS PROCESS (for technical rules infraction penalties):

- a. **Filing an Appeal:** Only a MERRITTVILLE SPEEDWAY driver with a membership in good standing may file an appeal against a technical (specification) penalty affecting them. Penalties involving "on track" race procedures or judgment calls will not be considered for appeal. Penalties may be appealed by posting \$100 with the Pit Steward. Appeals must be made in writing, signed by the appellant personally, accompanied by the appeal fee. The Pit Steward will directly deliver the appeal to MERRITTVILLE SPEEDWAY management. **If the above provisions are not followed, the appeal will not be considered.**
- b. **Notice of the Appeal:** A driver giving notice to the Pit Steward of his intention to appeal a penalty, MERRITTVILLE SPEEDWAY management will withhold payment of any purse and points, which may be affected pending the outcome of the appeal. The driver must give notice of their "intention" to appeal within **ten (10) minutes** of the issuance of the penalty in order to withhold the payment of any purse or points.

- c. **Consideration of the Appeal:** MERRITTVILLE SPEEDWAY management shall decide on behalf of MERRITTVILLE SPEEDWAY whether or not an appeal should be considered and/or heard based on the facts of the case, and his decision will be final. The MERRITTVILLE SPEEDWAY management will notify the appealing driver within a reasonable amount of time of his decision to proceed or not with the appeal.
- d. **Hearing of the Appeal:** MERRITTVILLE SPEEDWAY management will establish the most appropriate procedure for hearing the appeal and decide on the appeal himself or appoint an appeals committee. The appeals committee will consist of at least three (3) representatives designated by MERRITTVILLE SPEEDWAY management. The appeals committee shall meet and render a decision on the appeal as promptly as possible. At the time of the hearing, all relevant facts will be heard, persons involved will receive a reasonable opportunity to be heard, and other relevant information will be presented. In the event that a committee member is involved in the appeal, that member will be disqualified from the committee for that appeal. The hearing shall be limited solely to the reason(s) stated in the appeal. The appeals committee or MERRITTVILLE SPEEDWAY management shall not be required to employ technical or formal rules of evidence or procedure. They shall determine the most effective procedures for developing the relevant facts and arriving at a conclusion.
- e. Any person failing to comply with a request by the Appeals Committee or MERRITTVILLE SPEEDWAY management will be subject to disciplinary action as determined by MERRITTVILLE SPEEDWAY management.
- f. **Decision of the Appeal:** MERRITTVILLE SPEEDWAY management or the appeals committee will render a decision based on the majority of the committee members concurring to modify the penalty or not modify the penalty. A previously imposed penalty may be waived, decreased, remain the same or increased. If the appeals committee fails to agree on an action to be taken on the appeal, the appeal shall be referred to MERRITTVILLE SPEEDWAY management for a final decision. Once the appeals committee or MERRITTVILLE SPEEDWAY management determines a decision, that decision is then FINAL and not litigable.
- g. **Notification of the Appeal:** Written documentation of the decision will be distributed to the appellant and all parties involved in the appeal. The \$100 appeal fee will only be returned if the penalty is waived or if MERRITTVILLE SPEEDWAY management decides to return it.
- h. **Publication of the Decision:** MERRITTVILLE SPEEDWAY management shall have the right to publish notice of the decision and to use the names of the parties involved. The person or body referred to in such notice shall have no right to act against MERRITTVILLE SPEEDWAY or the person publishing the notice. **MERRITTVILLE SPEEDWAY may penalize the author of an appeal deemed to be malicious, spiteful, or who otherwise acts in bad faith.**

18. TECHNICAL RULES:

- a. **Technical rules for all divisions are available via www.merrittvillespeedway.com or by contacting the Speedway Office.**

19. END NOTES

- a. **ALWAYS HAVE FUN!!!** - Everyone attending MERRITTVILLE SPEEDWAY is required to have fun while visiting or participating. Those individuals not enjoying themselves will be made to leave the event and/or take a vacation from upcoming events.
- b. This is a professionally run facility and all participants are expected to conduct themselves accordingly. **Drivers (and their car owner if the driver is under 18 years of age) are responsible for the conduct of all persons connected with the team.**
- c. Let's remember that in order for our sport to grow, we need the support of the spectator. Please give all spectators the respect that you would like to receive from them. We want to promote OUR sport as **“A Family Sport.”**
- d. Carefully check your car at all times before driving it. Particular attention should be paid to loose wheels, a loose seat, loose or damaged suspension parts and loose body panels and parts.
- e. Our participants will always be “number one” to us, however some very important people are contributing their time and money supporting our racing. Track owners, employees and officials work long, hard hours preparing for racing events at their facilities. They spend money and time encouraging old and new fans to come out and watch you race. PLEASE REMEMBER TO THANK THEM FOR GIVING YOU THE OPPORTUNITY TO RACE.

- f. The Press is also very important to our sport. They are doing their part in keeping Short Track Racing in the spotlight. The Press is always looking for information. It is up to us (the speedway and the participants) to provide them with material related to our efforts.
- g. Note these rules are subject to change during the racing season. The officials' interpretation of these rules is FINAL.