



About our Club

The Point Pelee Karting club is a non-profit organization of racing enthusiasts, their families, and volunteers. We conduct races for Karts in the South Western Ontario area. A regular scheduled season of races is conducted running during the spring through fall months during the year.

This exciting type of motorsport can be as exhilarating as that of full sized motorsports to the competitor's involved. The events are conducted in a competitive, safe, and technically regulated environment. Rules, are provided by a governing body being "ASN Canada FIA" Canada's National Motorsports Sanctioning Authority, and supplemented locally by our club as necessary.

As a club we provide family racing, and being a family oriented club, we also conduct Bbq's, and group fundraisers outside of the typical race day to help support of our motorsport activity. Our club-racing season culminates, with an awards banquet each fall.

We have a Board of Directors who volunteer their time for their respective positions, and are elected annually elected by our membership. Likewise, our membership is asked, to volunteer some of their time while at the track, in the actual running of the races during our schedule.

All ages, and associated driving skills are spanned in our club membership. In addition, any of our membership would be very happy to help someone wishing to become involved in a capacity with kart racing at a local level. We are continually open to welcoming new members, or anyone interested to any of our events through the season.

What is karting?

The vast majority of individuals automatically think of the "concession" karts we all have seen or been on. Travelling at subdued speeds, on rental tracks and draws a comparison to Kart racing...

Our sport and associated Karts are far from the limited capabilities of these concession machines. We are travelling much faster, coupled with handling characteristics that are equal, or in most cases greater than some of today's high performance automobiles. So with that being said, we have provided the following frequently asked questions (FAQ), to hopefully further explain our sport. Likewise we hope it will motivate you to come out, and join us at the track in the most affordable 4 wheel racing around!

All of us as a club are always looking for new members to race with, or willing to provide additional help in various volunteer positions on a race day. Please review the rules and additional information on this site.

Why should I choose Karting?

Karting is where most current racing drivers got their start, at local tracks in their areas at the club level. Most current racing drivers still jump into karts in the off -season to keep their reaction times up, and well not to mention that it is fun.

How do I start?

As a club we suggest you come out to some of our events, and watch us in action. Walk right up and talk to any of our members, any of which would be only too happy to answer further questions you may have.

Do you have rules to govern the racing?

Our club is governed by "ASN Canada FIA" Canada's National Motorsports Sanctioning Authority, and supplemented locally by our clubs rules as necessary. Both of which can be accessed from "Links" section of this site.

How old do I have to be?

PPKC offers classes for all ages, with the starting age being eight (7) and going up from there.

Do I need a Medical Exam?

You require both a medical and eye exam to compete in Kart racing, this is both for your own safety and that of our members. There is risk associated with any type of sport so we need to make sure everyone is medically ready to take part. See the "Download" section has the current requirement forms.

Is it safe to race?

Asn Canada our governing body, dictates the safety requirements for both kart and driver please see the "Links" section for further information. Along with this information, our club takes reasonable steps to ensure all participants, and spectators are in a safe environment. We have an Emergency Medical Vehicle on the premises each race day for quick medical treatment if necessary. We understand that all sports have inherent risks, our club members understand we are indeed racing, and at comparatively high speeds, as a result we require our members to sign an appropriate waiver each race day.

Do I need additional insurance?

Since we operate under Asn Canada regulations our events are covered by an insurance policy.

What racing classes do you run?

Our classes are defined by age and weight (combined kart and driver), and engine type (2 cycle or 4 cycle). This is all in an effort to keep the racers on the same playing field within the classes. Both of these engines offer safe and reliable racing for our members. Please see our "Classes" link on this site for our current racing class structure.

Are Karts specific to the racing?

Yes, the karts are all manufactured to comply with both safety and technical regulations as created by the CIK in Europe, which sets the standard for the various manufactures and is continually updated.

What engine(s) do you race with on the karts?

We race both 2 cycle, and 4 cycle engine specific classes on a typical race day. The 4 cycle is less powerful than the 2 cycle motor, but the 4 cycle generally have more club members tending to race them. These engines are race-prepared, to fall within the specifications of Asn and our Club rules. See our "Classes" and "Download" links on this site.

Since you have two engine classes, what class (2 cycle or 4 cycle) should I race in?

This answer is really up to the individual as each has its own benefits. It's best to review the various "Links" we provide and talk to some of our members to determine your choice. Also come out to the track on a race day and witness first hand the types, and speak to our members, look at the racing and the equipment involved to get a better handle on the types.

How often do the Engines need to be re-built?

Unfortunately, being a mechanical device and considering how they are stressed under race conditions this is a hard question to answer, as a general rules twice (2) a season.

I don't know much about engines or karts can I still race?

Yes, most anyone at the track can show you what you need to do as general maintenance or to adjust handling. Your engine builder is a source of information, to keep the engine running in top shape. The majority of this can all be done with simple hand tools.

Do 2 cycle and 4 cycle Karts need different chassis's?

Yes the chassis's are different between the two, so make sure you are looking at the right equipment for the racing you are interested in doing.

What is the cost to start?

Racing karts is inexpensive when compared to other forms of motorsports. Used karts can be found on this site quite frequently, and is probably the best option to determine interest at a reasonable cost compared to a new Kart. The benefit of used over new obviously is cost. Secondly, possibly Kart racing is really not for you, after a little time in the seat, so again you do not have a huge investment. An additional benefit is most used karts already come with a lot of spare parts and an owner who can advise you further on the particular model. But likewise used karts need to be looked over before a purchase, no different than a used automobile.

What about fees to race?

We have both an annual membership fee, and a daily race fee to race in our club that is determine each year. Every attempt is made to keep these fees reasonable, by holding various fund raising events through the year. To that end, we are continually looking for sponsors and ask our members and families to support those sponsors that support our racing.

What about equipment, what would I need?

Medical(s)
Helmet and Racing apparel.
Kart
Kart Stand
Engine(s)
Gears
Tires
Tools basic hand type
Tie wraps
Spare Parts for the kart nuts bolts tie rods etc.
Air tank or compressor
Gas tank and funnels
Tire gauge

What does it cost over the year?

The following is a pretty good list of the items you would encounter but the actual costs; unfortunately we cannot be specific because of the different classes. This is a general list of the items you would run into for a year, a discussion point for any of our members as each has their own budget to race.

Membership fees
Medical(s) fees
Entry fees
Motor rebuilds
Parts
Tires
Fuel and Oils/Lubricants

I have a favorite number; can I use it on my kart?

Numbers are assigned on a first come first serve basis at the beginning of the year. An understanding is in place that a driver from the same class from the prior year has the "first right of refusal of his/her current racing number". So if your number is not currently taken, it should not be a problem. Likewise we hold that number once you have register to you for the full year.

What happens in a typical day?

Race day registration process is started with the Technical Sheet completion and payment of Race day fees.

You will be signing the daily waiver for yourself and any family members at registration also. Two (2) practice sessions are then called by class giving you a chance to refresh yourself with the track and make any adjustments.

A drivers meeting is held after the last practice session that all must attend.

Races are then started by class.

You are required to cross the scale after each Heat to verify your weight to the class you have raced in.

Three (3) race heats are run this way with a lunch break in between.

On completion of the final race, the top three finishers by class are selected for Technical inspection.

Upon satisfactory technical inspection, the trophy presentation takes place.

And if it rains, do you still race?

Yes, we do in fact race in the rain, with rain specific kart tires and associated rain equipment such as a rain suit and additional dry clothes.

Do I need special racing fuel?

The club has "spec" fuels, and retailer(s) depending on the event, specific to the 2 cycle or 4 cycle classes. This is part of our supplemental rules in the "Download" section.

Tires, do you change as often as they show on races on TV?

Our club has a specification tire, which we inform our members of each year. These tires are "stamped" and numbered to verify they have been issued by the club and are the current technical specification. Additionally, as a club we are constantly reviewing the tires and manufactures for rubber compounds that will be long lasting, yet keep the racing competitive through many race weekends.

Can I practice?

Under agreement with the track owner we have additional practice time available at a cost for the session or paid by the year.

When do you race?

We race per our schedule link on the clubs website for the most recent information, we hold racing from spring to the fall of each year.

Do you win money in the race events?

No money is paid to winners; the top three (3) finishers in each class receive trophies at the end of the day's activities after any technical inspection requirements.

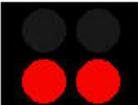
Do you have a championship?

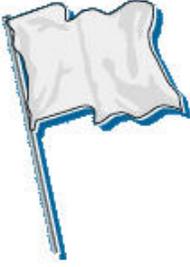
The race points accumulate during the season and are used towards the determination of the class championship awarded at the annual banquet.

I am thinking of getting involved, what should I do?

PPKC is full of racing enthusiasts from all walks of life and ages. We just enjoy racing, so if you do also, it will not be hard to find someone to speak to on a race day. If you are interested in racing, please take the time to come out to a couple events, or races or contact any of the board members listed on the website.

Official Flags and explanations

	<p>[1] Stationary</p> <p>Danger, slow down ensuring full control of kart is kept. No overtaking</p> <p>[2] Waved</p> <p>Great Danger, slow down considerably. Be prepared to suddenly deviate from racing line or take evasive action or stop. No overtaking.</p>		<p>Displayed with a white number. Warning to driver that their behaviour is suspect and that they may be black flagged on further reports.</p>
	<p>All clear at end of danger area controlled by yellow flags. Also used to signal start of and throughout formation lap and at all marshal posts during first lap of each practice session.</p>		<p>Flag first displayed after problem report at Start/Finish line then trackwise at all posts. On passing flag at Start/Finish race leader must slow down, not exceed 50 mph/80kph. All other karts will line up in close formation behind leader who will act as pace kart until problem resolved. Race resumes with green flag at Start/Finish line and simultaneous withdrawal of yellow/black flags around circuit.</p>
	<p>[1] Stationary</p> <p>Slippery surface ahead</p> <p>[2] Waved</p> <p>Slippery surface imminent</p>		<p>Used in karting only. Signifies false start assume grid positions and do another formation lap.</p>
	<p>Start lights red during formation lap then turn to green if starter satisfied that all is well as pole siter approaches.</p>		<p>National flag is used to start race only. Usually only used if lights fail.</p>

Flag	Explanation	Flag	Explanation
	<p>[1] Stationary Another competitor is following close behind.</p> <p>[2] Waved Another competitor is trying to overtake.</p>		<p>End of race or practice.</p>
	<p>A service or slow moving vehicle is on the circuit. When waved it indicates sector of track vehicle is in, when stationary indicates vehicle in next sector.</p>		<p>Displayed with a white number. The driver must return to pits within one lap of receiving the signal and report to the Clerk of the Course. A penalty of exclusion may be enforced by display of black flag.</p>
	<p>Immediately cease driving at racing speed, proceed slowly without overtaking and with maximum caution to pits or start line, obeying marshal's instructions and being prepared to stop if the track is blocked.</p>		<p>Displayed with a white number. Notifying driver of apparent mechanical failure or fire which may not be obvious to driver. The kart must return to pits on next lap for repairs.</p>