

2024

PMA RULEBOOK REV 1.22

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CHAPTER 1: PMA Organization

Special Note: The Peace Motocross Association does not test the skill of individual participants in the PMA sanctioned amateur events, nor do they license amateur competitors or judge rider competence. Participants are solely responsible for their own safety.

Note: The terms hereof importing the singular of the masculine gender shall include the plural number of the feminine gender as the case may be.

Definition – Motocross/Scrambles: Racing on outdoor grass or dirt surfaces having right and left hand turns, hills and jumps, either natural or manmade.

i. The Peace Motocross Association (PMA) hereby adopts the Motorsports Racing Corporation (MRC) rules and regulations to govern all PMA sanctioned races, for any rules not specifically stated in this rule book. Exceptions to these rules must be adopted by the PMA executive and all affiliated clubs. These revised rules are necessary in order to facilitate the PMA membership. These adopted PMA rules will have precedence over the MRC rules.

ii. Rule changes (to safety specifically) can be passed by the Board of Directors by special resolution, at any time. When this is done, special notice shall be given to all association clubs and referees immediately.

iii. In order to have a rule changed, added, or deleted outside of the Annual General Meeting, it must be passed by a quorum (i.e. 50% + 1) from the board of directors and approval by the PMA Executive. This same criteria must be met to also include the procedure for any disciplinary action, notwithstanding the rule book.

iv. "Quorum" to 50% + 1 of the directors; 1 member from each club, plus the PMA executive, must vote in favour of a motion in order for it to be carried.

v. If for some reason a director can NOT attend a PMA meeting, the director shall designate another club member to attend and vote in their absence but shall notify the PMA executive in advance of their absence.

vi. The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern all PMA events and by participating in these events, all PMA members are deemed to have complied with these rules.

vii. No express or implied warranty of safety shall result from publications 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 participants, spectators, or others.

viii. The Executive of the PMA consists of a President, Vice-President, Secretary, Treasurer, Statistician, and at least 2 Race Officials.

ix. A webmaster position is also elected, but does not form a part of the Executive.

x. The Statistician / Transponder Technician is a paid position. The PMA will pay the Transponder Technician \$300 per race by the PMA and an additional \$100 by the hosting club (\$400 total). If the Transponder Technician is at the race location and a rainout occurs, \$200 will be paid instead of the full \$400. Only one Transponder Technician is required per race. If there is more than one technician working a race, the funds are to be equally split between the technicians.

xi. The Transponder Technician is responsible for collecting and charging the transponders. PMA person(s) working registration will sign out and collect rental money for transponders.

CHAPTER 2: Riders & Classification

A. Riders shall be classified by the PMA in the following classes

- 50 cc (age 4-6) Beginner
- 50 cc (age 4-6) Intermediate
- 50 cc (age 7-9)
- 50 cc Open (4-6yrs Intermediate and 7-9yrs only)
- 65 cc
- 80 cc (age 7-11)
- 80 cc (age 12-16)
- Super-Mini (open to all 65 & 80 cc (7-11) and (12-16) competitors, and includes those competitors with a 60-112 cc 2 stroke, small or big wheel)
- Youth Class (riders 14 to 29yrs / 125 cc & larger cc bikes only)
- Young Ladies (65cc - 112cc 2 Stroke & up to 230cc 4 Stroke)
- Ladies (80-450cc)
- School Boy (riders 12-16yrs, novice and junior riders, 125-150 cc 2 stroke and 250 cc 4 stroke, Big Wheel only)
- MX2 Novice
- MX2 Junior
- MX2 Intermediate
- MX2 Expert
- MX3 Novice
- MX3 Junior
- MX3 Intermediate
- MX3 Expert
- Vet Master
- Vet Junior
- 40 Plus

B. Capacity limits for the listed classes are permitted as follows

- 50 cc class - (0-50cc 2 stroke/0-120 cc 4 stroke - Max. 12" wheels)
 - 65 cc class - (60-65cc 2 stroke/ 0-120 cc 4 stroke - Max wheel size 12 & 14")
 - 80 cc class - (60-85cc 2 stroke/60-160 cc 4 stroke - Max wheel size 14 & 17")
 - School Boy - (125-150cc 2 stroke/250 cc 4 stroke)
 - MX2 class - (100-250cc 2 stroke/100-250 cc 4 stroke)
 - MX3 class - (100-550cc 2 stroke/100-650 cc 4 stroke)
 - Ladies class - (80-450cc)
 - Young Ladies – (65cc - 112cc 2 Stroke & up to 230cc 4 Stroke)
- Riders must choose to ride only one class. Ladies or Young ladies. Riders are not permitted to race both classes.
 - PMA Executives have the authority to bump any riders up that do not belong in the Young Ladies class. Any of the following regulations below being met by any Young Ladies Class rider gives full authority for any PMA executive to bump rider to Ladies Class:
 1. Rider is causing concern for the safety of the 50 Open Riders
 2. Aggressive lap times that compare to the bottom 20%-25% of the Ladies Class Times.
 3. Attempting jumps at speeds that may cause concern for 50 Open riders. (ie: clearing table tops and doubles ect)
 4. Lapping riders in the Young Ladies Class multiple times in a moto.

C. Points for Class Advancement

- MX3 & MX2 Novice to Junior, 12 Points (or voluntary advancement)
- MX3 & MX2 Junior to Intermediate, 18 Points (or voluntary advancement)
- MX3 & MX2 Intermediate to Expert, 36 Points
- Full points are awarded in classes of six or more riders. In classes of less than six riders, the winner will receive 2 points and second place will receive 1 point only.

Upgrade Points:

- 1st overall receives 4 points
- 2nd overall receives 3 points
- 3rd overall receives 2 points
- 4th overall receives 1 point

All upgrade points are dropped by riders accumulating fewer than these totals so that the new season is started with zero upgrade points. All riders (except Novice) earning sufficient upgrade points while participating in a PMA series may remain in the same class until completion of the series. Novice must move up immediately upon points accumulation

- i. MX2 / MX3 Novice classes are progressive. Novice class riders will be moved to the next class or age group after TWO 1st place (race day) trophies in a season. Rider classification is based on their riding ability, not age or number of years competing. This move will happen at any time during the season. THESE CLASSES ARE NOT CHAMPIONSHIP CLASSES AND WILL HAVE NO YEAR-END CHAMPION DECLARED. ONLY RACE DAY PRIZES/TROPHIES ARE AWARDED. Note: Novice Riders cannot compete in another Championship Class except School Boy. (i.e. 125/250 Novice cannot compete in Youth or Age Classes).

ii. Any rider riding MX2 Novice must ride MX3 Novice if he moves up a capacity class. Any rider riding MX2 Junior must ride MX3 Junior if he moves up a capacity class. Any rider riding MX2 Intermediate must ride MX3 Intermediate if he moves up a capacity class. Any rider riding MX2 Expert must ride MX3 Expert if he moves up a capacity class.

iii. 50 cc (4-6yrs) Beginner is a non-champion progressive class. 50 cc (4-6) Beginner riders will be moved to 50 cc (4-6yrs) Intermediate after TWO 1st place (race day) trophies in a season. This move will happen at any time during the season. THIS CLASS IS NOT A CHAMPIONSHIP CLASS AND WILL HAVE NO YEAR-END CHAMPION DECLARED. ONLY RACE DAY TROPHIES ARE AWARDED.

Note -If the rider/riders guardian feel that they are not comfortable competing in the 50cc Intermediate class, a request to stay in the Beginner class may be made in writing to the PMA executive in advance.

D. Rules Governing Class Entry

i. 85 cc (12-16yrs) riders can ride in two displacement capacity classes (85 cc & 125 cc) if they have the ability and meet the age requirements. Ability to be judged by PMA directors Request needs to be made in writing to the PMA executive in advance

ii. Each class will have the top competitors that accumulated enough advancement points of the previous year advance to the next class except where there is an age restriction such as in the 85 cc class, or in the case of Novice classes. If that advanced rider finds the new class is at a higher caliber than their actual riding ability, the rider may ask the PMA Executive in writing, to consider if he/she can be moved back a class.

iii. The failure of a rider to move up according to the above (ii) will result in that rider NOT being eligible to accumulate points for an official year-end trophy. The rider will still be permitted to race any PMA sanctioned race. Furthermore, when the PMA Executive deems that the rider has stayed back for pleasure purposes, then the rider will not receive day trophies either.

iv. Riders may request consideration of their grading, up or down, at any time during the season. A rider may move up or down in the first race, taking 75% of their standings with them, in the second race, taking 50% of their standings with them. After the second race the rider may NOT take any points.

v. All riders regardless of ability and experience may be moved up or down, in any class, at the discretion of the PMA executive.

vi. No riders will be moved up after mid-season except in the case of Novice.

vii. All new MX3 & MX2 riders will be able to run Novice in the first race.

viii. Each club must host a 50 cc 4-6 years beginner and a 50 cc 4-6 years intermediate moto at all PMA races, and it must not be run in conjunction with any other race. The 50 cc 4-6 years beginner is the only that can be run on a separate mini track. However, if track conditions do not allow the 50cc Intermediate riders to safely navigate the main track, their motos can be ran on the separate mini track. The race officials and PMA executive will make this decision.

ix. 50cc Open class will be for riders in 4-6yrs Intermediate and 7-9yrs.

x. Vet Master and Vet Junior will be recognized as separate classes, to be run together with staggered starts dependant on numbers of riders entered

xi. School Boy class is for novice and junior riders only. (Capacity limits of 125cc-250cc 2 stroke/250 4-stroke”)

E. Age Restrictions

Minimum and Maximum ages for 50, 65 & 80 cc, as well as School Boy, Vet Master/Vet Junior, 40 +, and Youth, will be as of January 1st of the current year or as directed by PMA executive & club directors.

- 50 cc (4-6yrs) Maximum age 6 on Jan. 1st .
- 50 cc (7-9yrs) Maximum age 9 on Jan. 1st
- 65 cc Maximum age 11yrs on Jan. 1st
- 80 cc (7-11yrs) Maximum age 11 on Jan. 1st
- 80 cc (12-16yrs) Maximum age 16 on Jan. 1st
- School Boy (12-16yrs) Maximum age 16 on Jan 1st.
- Youth (14-29yrs) Maximum age 29 on Jan 1st.
- Vet Master and Vet Junior Age 30yrs or older on Jan 1st of the year.
- 40 + Age 40yrs or older on Jan 1st of the year.

All others minimum 13 on Jan.1st of the year or by special permission of the PMA executive.

F. PMA Memberships

i. The PMA membership fee & completed form must be sent to PMA Secretary. The membership fee consists of \$25.00 to the PMA and the balance of all membership fees is to be distributed evenly amongst the clubs based on the number of races each club will host. A list of registrations will be sent to the Transponder Technician.

ii. PMA membership cards will be issued.

iii. The official PMA waiver & liability agreement form is designed by the PMA executive and must be used by organizers of sanctioned events. These forms are the property of the PMA and must be forwarded to the PMA secretary on completion, with the membership fee.

iv. All PMA registration forms MUST be accompanied with a transponder number with the exception of the 50cc (4-6yrs) Beginner)

v. Membership Fees are as follows:

- a.\$100 Per Rider.
- b. \$50 for 50cc Beginners ONLY.

To be Purchased online.

vi. 50 cc Beginner (4-6yrs) \$50.00 membership for the year (\$25.00 to the PMA, \$25 to the clubs). 50cc (4-6yrs) intermediate and 50cc (7-9yrs) are required to purchase the \$100 membership.

viii. A non-rider membership can be purchased at a rate of \$50.00.

ix. Day passes are available for \$25.00. A rider will be allowed two day passes per season. These fees are non-refundable. If a rider chooses to purchase a full membership after purchasing one or two day passes, the day pass fees will NOT will be deducted from the full membership fee.

x. Day pass riders must rent a transponder (if they do not own one). A driver's license or credit card and a \$40 rental fee will be required. Transponder rental fees will NOT go toward the purchase of a transponder and are not refundable.

xi. All transponder rental fees will go to the PMA

G. PMA Numbers

i. In order to keep your PMA competition number your PMA membership must be completed before April 1st. After April 1st of the current season, bike numbers will be open and available to all riders.

ii. Numbers will be assigned by the PMA and all riders must ensure that their numbers are legible and are of the correct size and colour. All number plates must meet the standard in the rulebook and it will be enforced at all races. If your number plates are not legible you will be advised at the line and if not corrected you will not be permitted to race. Tape can only be used on the first race when you have just been assigned a number. Riders will be given (1) warning to conform to proper number and background colours on bike. List will be held by statistician as to riders issued warning. If rider has not rectified problem by next race, rider's points will not be recorded. (Only exception to be MRC registered racers requiring different number plate/backgrounds).

- iii. Machines shall be fitted with three number plates securely fastened to the machine and bearing the rider's own PMA competition number, as issued by the Secretary.
- iv. Each rider will have their own number (no duplicates will be issued). The only duplication of a number will be for a MRC rider who holds a valid MRC membership for the current year. If his CMRC/CMA number duplicates an existing PMA race number, the MRC /CMA number will have a "C" or an "X" added to the end of the MRC /CMA number.
- v. Side number plates must be positioned above a horizontal line drawn through the rear wheel spindle and the front edge of the plate must be behind a vertical line drawn at 200 mm to the rear of the driver's footrest.
- vi. Number plates shall be 9" x 11" oval or rectangle with matte finish; numbers legible 6" high with 1" stroke.

H. Number Plate Color

Expert - black numbers on white plate or white numbers on black

Intermediate - black numbers on yellow plate

Junior - red numbers on yellow plate

Novice - red numbers on white plate

Ladies - white numbers on blue plate

80 cc (12-16) - black numbers on white or yellow plate

80 cc (7-12) - red numbers on white plate

Vet Master / Vet Junior / 40 + - (As per Exp/Int/Junior above)

50cc- not applicable (can have any colour)

- i. Number colour variances are permitted if rider is riding another circuit (CMA/MRC /AMA) and the number colours differ for the classes.
- ii. Riders can have competition number displayed on the sides of their helmet, in contrasting colour to that of the helmet. Minimum size of numbers 3" x 3/8" to be positioned so as not to be obscured by helmet accessories.
- iii. Rider's number can be displayed on back of riding apparel (jersey, coveralls, rain jacket); number minimum 8" high with 1" stroke.
- iv. Numbers must be visible on 3 places on bikes. No black background with red numbers. Numbers will be optional on equipment and helmets.

CHAPTER 3: Events

A. Scheduling

- i. PMA yearly race schedule will be worked as close as possible around MRC /CMA racing except for rained-out dates.
- ii. Two day events will be permitted. Either a double header, or one race over two days.
- iii. Race scheduling can be done in the spring

B. Race Registration

- i. A race registration fee of \$30.00 must be paid for each class raced. Once registration is closed, no refunds will be given.
- ii. All entrants in PMA events must hold a current PMA membership, or pay for a day pass. A \$25.00 day pass may be purchased for two races only. Liability Waiver must be signed when obtaining a membership or day pass.
- iii. You must have your PMA membership card with you at the time of race registration
 - iv. Where PMA memberships are sold at an event a receipt will be issued upon request, and the properly completed form (with correct fee) forwarded to the PMA treasurer immediately after the event. The host club organizer is liable for all applications and fees accepted in this manner.
- v. A competitor under the age of 18 must have his membership application signed by his parent or guardian. When application of a minor is made at an event, the parent or guardian is present and sign the application in the presence of event staff/official.
- vi. By entering any event it is understood that the entrant has read these rules and is bound thereby. Any entrant, rider, or mechanic, by entering and taking part in any event shall be bound by the PMA waiver which is worded as follows: "I HAVE READ THE PMA RULES & REGULATIONS AND I, ON BEHALF OF MYSELF, AND ENTRANT(S) AND THE OWNER(S) OF THE VEHICLE MENTIONED HEREIN, AGREE TO BE BOUND BY THEM AND BY THE PMA RULES AND REGULATIONS. In consideration of the acceptance of these events, I, on behalf of myself, the entrant(s), and the owner(s), our respective heirs, executors, administrators, successors, and assignees, agree at all times, to release, defend and save harmless and keep indemnified the Peace Motocross Association, the organizers, and their respective agents, officials, servants, representatives, and affiliates from against all actions, claims and suits, whether groundless or otherwise, and from all liabilities, losses, damages, costs, charges, counsel fees, and any other expenses of any nature and character incurred by said bodies, their agents, officials, servants, representatives, or affiliates, in respect of death, injury, loss of or damage to my persons and property, howsoever caused arising out of or in connection with my taking part in these events

and notwithstanding that the same may have been contributed to or occasioned by the negligence of the said bodies, their agents, officials, servants, representatives, or affiliates.

vii. No rider's entry will be accepted after practice (8:30 a.m.) has started except in extreme circumstances at the discretion of the Referee. A late entry fee of \$10.00 will be charged for entries after 7:30am registration cut-off (between 7:30 a.m. and 8:00 a.m.)

viii. Pertaining to races that run a "Paid Practice" format are required to cap practice fee at \$20 per rider.

C. Rules Pertaining to Host Club

i. Host clubs are to provide volunteers for the following; Head Referee , registration, a transponder assistant (to work with the PMA Transponder Tech and MUST be available for the full race day to assist with the system and to post stats); and three TRAINED lap counters for the 50 cc (4-6 yr) class.

ii. All clubs must supply the Transponder Technician with an enclosed location near the finish line, and 3000 Watt generator with an inverter.

iii. All clubs are to provide communication between the Transponder Technician, gate person, Head Flagger, Head referee, and 2 key flagger positions

iv. All clubs MUST use current PMA forms at all PMA sanctioned races

v. If a host club chooses to charge a camping fee, it must not exceed \$10.00 per night.

vi. There will be NO rain cancellation on race day unless bikes cannot move. The PMA President, Club President and the PMA Track Marshall (Club Head Referee) will be the only ones to authorize this. Every effort shall be made by the host club to host the race (ie modifying track for small bikes and rearranging the race schedule with the PMA executive approval.

vii. If poor weather prior to a scheduled race prevents a Club from hosting their race day, then the race must be cancelled by the 10am Friday prior to the scheduled race day. This should be communicated on the website and/or social media

viii. The Head Referee must have a ATV or UTV to allow themselves to have quick access to anywhere on the track. The Head Referee should be on the track during the race to allow themselves to be the first to respond to any rider/s that has instigated a yellow flag on the track.

ix. The Head referee should be the only track official who can call for the Medics and or Ambulance to enter the track to assess any injured riders.

x. The Hosting club is responsible to provide 1 (preferred 2) Level 3 Medics or greater for race/practice and have a UTV available for the Medic/s to respond to any injuries to riders and or spectators at the race.

x. Any member of the PMA executive will be considered track officials and shall be permitted to have access to the hosting clubs tracks before and during the race day to inspect, address concerns, mediate and oversee event activities.

D. Race & Practice Orders

Race Times are as follows (local time):

Registration 6:30-7:30am

Rider's Meeting 7:30am

Practice 8:00am SHARP

Racing 9:00am

ONE RACE OVER TWO DAYS:

Pertaining to Paid Practice orders Racing must begin no later than 1:00pm

PAID PRACTICE & PMA 3 LAP PRACTICE ORDERS WILL BE THE SAME FOR ALL PMA POINTS RACES. Paid Practice is to run through the order ONCE; Each rider will select TWO classes that best suits their abilities.

The order will be as follows:

- MX3 / MX2 (Intermediate/Expert)
- MX3 / MX2 (Novice/Junior)
- Ladies
- 85cc (ALL) / 65cc riders who are racing in Supermini**
- Vet Jr & 40+
- School Boy & **85cc riders that are racing in Supermini
- Young Ladies & 50 Open
- 65cc / (65cc-85cc)
- Youth & Vet Master
- 50cc (4-6yrs & Intermediate 7-9yrs)
- **50cc Beginner to practice before race during intermission**

i. If you are registered in two classes with the same bike, you are entitled to practice for both classes if it fits into the practice schedule listed.

ii. The checkered flag will be waved at the 5 minute mark regardless of where the leader is for each practice

iii. The Race Schedule will be as follows:

- MX2 Intermediate/Expert 18 minutes
- MX3 Novice /Junior 12 minutes
- Ladies 12 minutes
- 50 cc (7-9yrs) & 50cc (4-6yrs) Intermediate 12 minutes
- 85 cc (7-11yrs) & 85 cc (12-16yrs) 12 minutes
- Vet Master/Vet Jr 12 minutes
- Youth 12 minutes
- 65 cc 12 minutes
- MX2 Novice /Junior 12 minutes
- MX3 Intermediate/Expert 18 minutes
- 50cc Open/Young Ladies
- Supermini 12 minutes

➤ School Boy / 40(yrs) + 12 minutes

➤ Intermission

**Race order may be changed due to weather or other unforeseen circumstances

iv. 50 cc (4-6) Beginner class will be run during intermission.

v. Event times on race day are not to be reduced, except in the following situations and will be the decision of the Referee and PMA Executive.

· If the intermission occurs after 2pm (host club time), then all moto's will be cut by 3 minutes for the second half of the day (15 minutes for intermediate/expert and 9 minutes for all other classes);

· In the event that a restart occurs, then the restarted moto will be cut by 5 minutes.

· Adverse weather or track conditions where there is a concern for safety of the riders.

vi. All race orders to be consistent for all PMA races. Exception(s) are:

- 50 cc may be altered on race day depending on track conditions, etc. and must be announced at riders meeting.
- If it is determined there must be changes made to the race order for the race to take place and shall be agreed upon by the hosting club and PMA Executive.

vii. Some classes will be combined (if #'s are minimal) to cut the time of the overall day. The more advanced group will start first.

viii. All riders (except for the 50 cc (4-6yrs) Beginner class) must have a fully charged, properly mounted and registered transponder on their bike when they show up for practice. A rider WILL NOT BE ALLOWED to practice or race without a transponder.

E. Procedures for Staging of Races

i. A rider may, at the Head Referee's discretion, be permitted the use of any motorcycle which has been officially entered in the event, has passed scrutiny and is legal for the class involved. In all cases where more than one competitor uses the same machine, applicable riding numbers are to be used at all times. Failure to obtain Referee's approval for use of machine means disqualification.

ii. Organizers must have a means of indicating to scrutinizer that a rider has signed in.

iii. If there are fewer than five entries for any class, entries will either be advanced to the next higher/lower displacement or age class, or cancelled for the day. If there are five or more entries for any class, that class must be run. If there are less than 12 riders in each of any two consecutive classes, these classes MAY be run at the same time (for separate prizes).

iv. The Head Referee and/or Chief Race Official are the only persons who will authorize the Ambulance to drive onto the track to attend to an accident and stop the race, if necessary. Accident attendants are to be escorted on foot across the track by an official in a safe manner without stopping the race if injury does not require an Ambulance. Flaggers will flag properly until the rider is safely off the track. All clubs are to ensure that Ambulance attendants and flaggers are aware and are trained for safe flagging.

v. A Head Referee is to be designated at each race. A qualified person from another club should be the Referee for the day. Any problems arising will be brought to the Referee's attention. The Head Referee will be introduced at the rider's meeting. The Chief Race Official is not the Referee but an overseer of all PMA sanctioned events.

vi. A pit area should be established at each track.

vii. Only riders and other necessary vehicles will be allowed in this pit area.

viii. PMA/Club Officials are able to ride in the pits and access the track on authorized machines (i.e. quads), and must be designated in safety clothing. The use of All Terrain Vehicles is restricted to PMA/Club Officials ONLY.

ix. Bikes can be ridden from the pits to the start gate for a rider's event and back to the pits after the rider's event, with the bike in 1st gear, and the rider in full equipment. There is to be no doubling. Failure to obey this rule will result in the following penalties:

1st offence - start backwards at start gate,

2nd offence - rider is disqualified for the day.

x. There will be no practice starts at the gate.

xi. All clubs will run in the same sequence.

F. Starts

i. Races involving two classes on the track at the same time will have staggered starts. The more advanced group will start first.

ii. Gate positions will be picked as follows:

a. Riders will draw numbered clothes pins at random to determine start gate position.

b. Rider's first moto placing will determine gate position for second moto.

c. When running two classes together, the riders that place first get position #1 and #2, higher class getting first pick.

iii. Riders not able to get to the start gate on time must inform the referee or club president who will inform the gate referee. If a rider has a problem on the line, he may signal by raising his arm or have a designate signal on the line. The rider has 2 minutes to be at the starting gate or rectify the problem, or the race will start without him.

iv. A 30 second board will be used to indication the start of the race. The board will be held at waist level for 30 seconds, then raised overhead, the gate will drop no sooner than 3 seconds and no longer than 10 seconds once the board is raised.

G. Flags

i. Flag people should be qualified and know the rules. Riders must obey yellow flags; however, yellow flags must be visible so riders can see them.

ii. Everyone must know how to use the flags and what they are for. The following is a list of flags and what they mean:

CHECKERED indicates the race is finished. Please clear the track as quickly as possible.

WHITE indicates you are entering the last lap of the race.

BLUE and WHITE DIAGONAL STRIPE or two flags crossed (usually the rolled CHECKED AND WHITE flags crossed) indicates you have completed 1/2 of the race.

YELLOW indicates "caution", rider(s) down. The flag person must stand in front of down rider(s) and wave or point flag in the direction for racing riders to go to avoid colliding with the down rider(s). Riders are to not have wheels leave the ground or gain positions on a yellow flag. Rider must slow and maintain the paced gaped between the rider ahead and behind themselves. Failure to follow these regulations will result in a penalty.

GREEN indicates that there was a clean start and racing continues.

RED indicates "STOP" immediately and go back to the start gate.

WHITE with RED CROSS indicates that riders need to use EXTREME caution and be aware of the medics and/or ambulance on the track. Absolutely no passing or jumping is allowed while this flag is out. Failure to follow these regulations will result in a penalty.

BLACK (rolled and pointed at rider) indicates the rider is doing something wrong and he must correct it instantly. Unrolled and pointed at rider indicates that the rider **MUST LEAVE THE TRACK INSTANTLY AND TALK TO THE HEAD REFEREE.**

G. Scoring

- i.** When the winner receives the checkered flag, the race is considered complete and all riders who take the checkered flag are scored according to their position and number of laps completed as of the final lap. A rider who did not finish or who completed fewer than one-half the number of laps of the winning rider receives no points.
- ii.** The white flag will be displayed to indicate that there is one lap to go in the competition.
- iii.** The time at which a motorcycle and its rider cross a control line/transponder loop shall be registered at the moment the transponder cross the line. It is the riders responsibility to cross the scoring line/loop each lap so they are scored accordingly. In the event a rider is off course, they must make every attempt to safety join and cross the scoring loop. Failure to do so can result in the rider being scored a lap down.
- iv.** A rider must complete a given moto using the same machine on which he starts that moto.
- v.** At any event where more than one moto is run to determine the overall standing for each class, the winner shall be determined by the following system: from 1st place down to 20th place in each moto on the basis of 25, 22, 20, 18, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1. No points are awarded for finishing in 21st place or later.
- vi.** Riders will be classified even if they only finish one moto.
- vii.** In case of tie, the rider finishing ahead in the final moto shall be placed ahead of the other rider(s).
- viii.** When rider moves at the end of the first (1st) race, he takes 75% of his points, the second (2nd) race, he takes 50% of his points if approved by all directors. This request needs to be made in writing to PMA Executive.
- ix.** During a rained out race, if only one moto runs use only those points. If some classes had 2 moto's, then use 2 moto points.
- x.** Moto's should be cut by 3 minutes if it looks like rain. Moto's will be run before fun classes. This will be decided the PMA executive and hosting club.
- xi.** If no moto's are run, the registration is kept until the race is re-run and if not re-run, the fee will be reimbursed at year-end.
- xii.** Races can only be cancelled on race day by the PMA President and the hosting club and will only be cancelled if 'bikes cannot move.
- xiii.** Riders will not lose any points if they are in the wrong class after their first race. Any movement to another class must be approved by the PMA.
- xiv.** Race results will be posted with a time of posting. Each rider is entitled to examine his/her score. A rider has 30 minutes after they are posted to request a recheck or protest, this must be done in writing. At the end of the 30 minute protest period the results are final. These results can only be altered by the Transponder Technician.

xv. Race results will be generated by the transponder system, except for the 50 cc Beginner (4-6) where manual lap counting is required.

xvi. Failure to properly charge and/or properly mount your transponder is the sole responsibility of the rider and may result in zero points

I. PMA Race Prizes

i. Trophies and money to be standardized at all meets.

ii. ALL CLUBS must purchase the minimum number of generic trophies for the following classes:

- 50 cc 4-6 years (Beginner)
- 50 cc 4-6 years (Intermediate)
- 50 cc 7-9 years
- 50cc Open
- 65 cc
- 80 cc (7-11yrs)
- 80 cc (12-16yrs)
- Super-Mini
- Ladies
- Young Ladies
- School Boy
- MX2 Novice
- MX2 Junior
- MX2 Intermediate
- MX3 Novice
- MX3 Junior
- MX3 Intermediate
- Vet Junior (Added as per 2018 AGM)
- 40+

iii. Trophies are to be purchased for 1st, 2nd & 3rd place. Medals there after if club wishes. If club has special awards they may present them at the race.

iv. Money for:

- MX2 Expert
- MX3 Expert
- Vet Master
- Youth Class

vii. Minimum payback for classes:

- 1st place \$75.00
- 2nd place \$40.00
- 3rd place \$30.00

MINIMUM PAYBACK MUST BE STANDARD AT ALL CLUB RACES Keeping in mind that there must be 5 or more bikes in these classes, the classes will have 100% payout of their race registration as follows:

- 1st place - 50%
- 2nd place - 30%
- 3rd place - 20%

CHAPTER 4: Equipment

i. Competitors must wear CMA approved riding equipment in good condition, consisting of:

- Long sleeve jersey required. Short sleeves or t-shirts not permitted
- Gloves
- Protective pants made of nylon, leather or any other protective material advertised commercially as suitable for motocross.
- Leather or hard plastic boots manufactured for motorcycle competition, minimum height 8" from the top of the sole, overlapping pants.
- Shatterproof goggles or Tear off/ Roll off system goggles recommended.
- Approved racing helmets - Helmets must be certified by the manufacturer to meet or exceed the Department of Transportation (DOT) FMVSS 218.
- It is recommended that riders wear shoulder pads, chest protectors/roost guards, neck and knee braces.
- Final decision as to legality or suitability of equipment rests with the Referee.

ii. All machines must be fitted with properly working complete clutch, gearbox, brakes (both wheels) and integral ball ended clutch and brake levers. Minimum size of ball end shall be 5/8" diameter.

iii. A rider must begin a specified moto or race with a properly silenced bike, and if, during the course of that moto or race loses, breaks, or otherwise renders ineffective said silencer device, this should not result in a disqualification from the heat or race - UNLESS the senior referee has reason to believe that said ineffectiveness was contrived and/or deliberate.

iv. Competition tires may be used but chains and cleats are prohibited. The use of paddle or continuous radial rib tires is forbidden.

v. Engine fuel must consist of gasoline defined as a petroleum fuel where specific gravity falls within the range .700 to .750 at 60 degrees F. and whose dielectric constant falls within the range 2.025-5. (2.025 is "o" reference meter). Additives for lubrication and knock suppression will be permitted provided the resulting mixture falls within the above values.

vi. Samples may be taken from a competitor's tank at the discretion of the Referee or upon receipt of a protest accompanied by a fee of \$50.00. If a protest is upheld, the fee will be returned and the cost of the test assessed the protested party. If the protest is not upheld, the protest fee will be retained to offset the testing costs.

vii. All machines NOT in safe running order at the start gate will NOT be allowed in that moto or any other until the defect is corrected. The Referee or start official has the authority to enforce this rule.

viii. Mini-moto and 65 cc class riders may substitute the required clothing as follows: Work boots are permitted (preferably a leather boot that supports and protects the ankle).

ix. All riders (except those in 50cc 4-6 year class) must have a registered transponder fully charged and properly mounted onto their bike at the start gate. A rider is not allowed to practice or race without a transponder. Condition and functionality of the transponder is the sole responsibility of the rider.

xiv. 50 cc bikes shall not be allowed to race with training wheels.

CHAPTER 5: PMA Annual Awards

i. Format for the annual awards is at the discretion of the hosting club.

Schedule for hosting clubs:

- 2019 –PEACE RIVER
- 2020 - DAWSON CREEK
- 2021 - FORT ST. JOHN
- 2022 - GRANDE PRAIRIE
- 2023 – BEAVERLODGE
- 2024 – CHETWYND
- 2025 - TAYLOR
- 2026 - PRINCE GEORGE

ii. The following trophies will be presented at the year-end banquet:

SPORTSMANSHIP TROPHY (Small Wheel) This trophy is presented to the rider in the mini-moto to 85 cc classes which shows true riding manners and does not hesitate to help a fellow rider, on or off the track. He may even have been seen explaining some motocross information to an inexperienced spectator.

SPORTSMANSHIP TROPHY (Big Wheel) Same as small wheel except this applies to MX3, MX1, Vet Master/Junior, and Quad classes. Deadline date for nominations is the second to last race of the season, with an explanation of why the rider should be chosen. That list of nominees will be evaluated by the PMA Executive (making sure each nominee is suitable for the award before being made available to each rider, in ballot form, for voting. The voting should occur before the last race of the season. In case of a tie, a decision will be made by the PMA executive.

FREE SPIRIT AWARD One Award to be presented to the rider who exhibits a pure desire to ride motocross more for the sheer fun of the sport, showing enthusiasm for the sport without concern for the competitiveness of the sport. He shall be a person who shows a high regard for his fellow riders in a fun-loving manner. This award is voted on by the PMA executive.

ROOKIE OF THE YEAR This trophy is presented to the new rider (non-experienced) who attends ALL races except in a case of breakdown or injury. This person rides well and steady. He shows an interest in motocross. This is voted on by the PMA executive. There will be one for small wheel and one for big wheel.

MOST IMPROVED RIDER This trophy is presented to the rider showing steady improvement from the previous year or from start of present season to the end of the year. This is voted on by the PMA executive. There will be one for small wheel and one for big wheel.

OUTSTANDING RIDER This trophy is to be presented to the rider who dedicates himself/herself to the overall sport, both in riding ability and sportsmanship, on and off the track. This is voted on by the PMA executive. Only one rider will receive this trophy.

NICOLAS COATES MEMORIAL This trophy will be awarded to a 50cc (4-6 years) beginner rider as voted on by the PMA Executive.

KORY DAVIDGE MEMORIAL TROPHY This trophy is awarded to a MX3 or MX1, Novice rider, as voted on by the PMA Executive. This rider is to be seen obeying rules and extruding kindness to their fellow riders. Yellow flag obedience especially.

** Please see “about us” section for background information about PMA Executive awards**

CLASS FINISHER There will be trophies presented to each of the top 3 point finishers in all classes except Novice and 50cc (4-6) Beginner. Total race points per rider for the year will determine this. In the case of a tie the number of first place finishes will be used to determine the winner, if there are no first place finishes or if this is a tie, second place finishes will be used etc.

iv. PMA "year-end" trophies to be bought by PMA.

v. Hosting Clubs is to try and get sponsors for year-end trophies.

vi. Cost of trophies is not to exceed the \$4000 limit. If the limit is going to be exceeded, it must be approved by the PMA executive.

vii. Year-end trophies that need fixing or added on to will be paid for by PMA.

viii. The year-end executive trophies are to be the same from year to year. Refer to the executive trophies that were presented in 2015.

ix. The club that is hosting the year end banquet is responsible for collecting last year's trophies, getting any work done on them, ordering new trophies, and delivering trophies to the year-end banquet.

x. It is acceptable to have a runner up award for an executive trophy, in order to show acknowledgement to two riders if the executive is having a difficult time choosing between two riders.

CHAPTER 6: Course Regulations

i. The PMA will designate a track inspector as needed.

ii. The maximum length of the course shall be 2800 meters (1.75 miles).

iii. All clubs will have a minimum track width of 7 meters (21 feet) and will endeavour to meet 8 meters (24 feet) where feasible. (Neutral zone of 3 meters).

iv. The course markers (inside and outside) must be no higher than 500 mm above the ground and connected by ribbon or tape. These markers must be made of wood or flexible (easy to break) material.

v. So called "whoop-de-do's" are not considered to be multiple jumps if the top of the highest hump is maximum 1 meter above the lowest part of any of the hollows, and the distance between any two humps does not exceed 5 meters from centre to centre. The decision on what constitutes a multiple jump rests solely with the Senior Referee.

vi. Where a rubber band is used as the starting device, it must conform to the "A" frame style and be no closer than 3 feet in front of the front number plate. (Diagram is available from head office.)

vii. When a starting gate is used, a submerged ground barrier must be placed behind it to assure that all machines remain within 50cm of the gate. The mechanism, which controls the starting gate must be covered sufficiently to prevent the riders from anticipating the start.

viii. The starting line must allow 1 meter wide space per rider, 1-1/2 meters for ATV's.

ix. The starting straight must be a maximum of 125 meters and contain no jumps.

x. A jump is considered anything over 2 feet.

xi. All Double or Multiple jumps must have a 2:1 ratio take-off with a landing ramp no less than 4:1 ratio. All following doubles or triples must be equal or lesser in height of the first take-off jump and must have a take-off ramp of no less than 4:1 ratio.

xii. For the safety of the riders, there must be dust control, suitable passing, removal of rocks, roots, stumps, trees, etc.

xiii. All PMA tracks must be equipped with a transponder loop near the finish line (except for the mini tracks) It is crucial that all clubs maintain their transponder loop. Where the loop is buried is the official finish line and must be marked visibly

xiv. The mini track must have a width of at least 3 meters.

xv. If track is deemed unsafe by the referee/PMA Executive it must be changed prior to the commencement of the race.

CHAPTER 7: General Rules, Offences & Penalties

A. General Rules

i. Any non-authorized pit riding will be subject to penalty as in Chapter 3, Section D (ix).

ii. Starts shall be clutch starts with the machine in gear.

iii. Riders must have the front wheel on or in the designated start line, (within 50 cm of the gate) at the five second signal, and until the completion of the starting sequence. Failure to comply may result in a false start penalty at the Referee's discretion. (This applies to back wheel as well in the case of a forced backwards start).

iv. The penalty for a false start is 3 positions in the results of the moto in which the offence occurred, unless the Referee deems a harsher penalty is appropriate.

v. A race shall be considered as started when the starting signal is given except in the case of a false start. It shall be considered a false start when one or more competitors leave the starting line before the starting signal is given, or if half the riders (or an unsafe number) are down in the first corner. This shall be done by holding the red flag overhead and all competitors must stop racing immediately. Only the Referee or Chief Race Official may authorize a restart.

vi. With the exception of a false start, a race will only be stopped if the AMBULANCE is on the track and the red flag has been raised. Where a race is stopped, the positions of the riders at the last check over the finish line, previous to the stop signal, shall be considered the finishing position. The rider responsible for the stoppage shall be placed last in the results. A rider causing a moto to be stopped will not be permitted to race in the re-start.

vii. All races, which are stopped before the official distance has been run, will be counted if 50% of the event has been completed. The Referee will decide the length of any required re-run and at what point a non-qualifying race is considered complete.

viii. Any rider leaving the course other than at the pits must re-enter at or behind the point of exit, or wait for safe entry onto track. The rider CANNOT gain a position while they re-enter the track. Failure to do so will result in the rider being penalized 3 positions in the results of that moto unless the Referee deems a harsher penalty is appropriate.

ix. The breaking of course marking tape and/or displacement of other course marker such as stakes and tires shall not be considered course cutting unless the Referee considers it was deliberate and/or an advantage was gained. (Advantage may be considered gained if obstacles (i.e. jumps, corners, etc.) are avoided).

x. If a rider stops for any reason during a moto he must restart without outside assistance, with the exception of the 50 cc riders, who may have assistance. However, if a rider falls, blocking the course and endangering other riders, he may have help or have his machine pushed off the track. An attempt to help under any other situation will result in the rider's disqualification.

xi. The penalty for jumping on a yellow flag or a white flag with a red cross will be: 1st offence - 5 positions lost, 2nd offence - race day disqualification.

xii. Any person is able to make a formal protest. This includes riders, parents, guardians and officials. A hand written protest notice must be handed in within 30 minutes of the posted results to the referee. If it cannot be handled, it goes to the PMA president. If it still cannot be handled, it must go to a directors meeting.

xiii. The PMA Executive is to follow-up on protests with the host club.

xiv. The authority of the Referee(s) (or in his absence, the next ranking official) at all PMA events shall be absolute. However, in matters relating to event programming, he shall consult with club officials.

xv. A rider may, at the Referee's discretion, be permitted the use of any motorcycle which has been officially entered in the event, has passed scrutiny and is legal for the class involved. Said permissions would normally only be withheld for safety considerations. In all cases where more than one competitor uses the same machine, applicable riding numbers are to be used at all times. Failure to obtain referee's approval for use of the machine means disqualification.

xvi. Any rider, engaging in any unfair practice, misbehaviour or action detrimental to the sport of motorcycling in general, whether or not related to a specific competition, may be subject to the following penalties. This also pertains to mechanics and all pit crew members, which are the responsibility of the rider for the duration of the event (defined as the time of arrival to time of departure from the site). Penalties relating to this rule: "Eight race disqualification transferable to following season" and/or indefinite suspension and fine up to \$1000, as deemed appropriate by the PMA Executive and Board of Directors." This can apply to "night before the race" should a rider be deemed under the influence of any illegal/non-prescription drug that endangers the racer and other racers during the course of a race day. This rule is in effect immediately and is for the purpose of creating a safe, family oriented, and professional racing circuit.

xvii. Lappers impeding riders who are lapping them will receive one warning; second notice will be a black flag and disqualification for that moto. The rider will lose their points for the moto the offence occurred in.

B. PMA Suspensions

i. Any president of a club can suspend a rider and the rider can appeal.

ii. If not settled locally, the rider can forward his case to PMA PRESIDENT in writing so it can be discussed and solved.

iii. If not solved, then it will go before the Board of Directors. The rider will then be notified if he can ride or not.

CHAPTER 8: PMA Insurance

i. Fence spectator area. Cover spectators and officials. "Enter at own risk" signs must be

posted. All dogs must be on a leash.

ii. The cost of the liability insurance will be shared by the affiliated PMA clubs.

iii. The PMA will make the liability insurance payment on behalf of all affiliated PMA clubs, and will deduct each club's portion from their yearend membership distribution. Each club is charged an insurance premium per race. Other expenses which come up for the season will be divided and each club billed for the amount involved.

CHAPTER 9: PMA Policies

i. Copies of up-to-date PMA rules to be available to each club.

ii. Each club should have a President, Vice-President, Secretary and Treasurer, also two directors.

iii. A PMA executive should be in attendance at race day.

iv. Annual PMA AGM Meeting is to be held in the fall of each year. Between the Wind up Banquet and Dec 15th