

PEACE MOTOCROSS ASSOCIATION (PMA)

RULEBOOK - UPDATED 2025 (REV 1.23)

TABLE OF CONTENTS

- **CHAPTER 1:** PMA Organization
 - **CHAPTER 2:** Riders & Classification
 - **CHAPTER 3:** Events
 - **CHAPTER 4:** Equipment
 - **CHAPTER 5:** PMA Annual Awards
 - **CHAPTER 6:** Course Regulations
 - **CHAPTER 7:** General Rules, Offences & Penalties
 - **CHAPTER 8:** PMA Insurance
 - **CHAPTER 9:** PMA Policies
 - **CHAPTER 10:** Bullying and Harassment Policy
-

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. [UPDATED 2025 AGM] The Statistician / Transponder Technician is a paid position. Compensation is as follows:

- **2-Moto Format:** \$400 per race total (\$200 from PMA and \$200 from hosting club)
- **3-Moto Format:** Clubs pay additional statistician fee (beyond 2-moto rate)
- **Rainout (if technician present):** \$200 instead of full amount
- Only one Transponder Technician is required per race
- If more than one technician works the race, funds are equally split between them
- **Fuel reimbursement:** \$200 per race from PMA; \$300 for longer distances from PMA; hotel (if needed) paid by hosting club

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) [UPDATED 2025 AGM]**
- 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")**
- **[UPDATED 2025 AGM - 85cc (12-16) BIG WHEEL SIZES ADDED]:** 85cc (12-16) class now includes big wheel sizes: 85 2-stroke and 150 4-stroke only. Adopt the MRC Rule as of October 18, 2025 for the 2025/26 season.
- 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) [UPDATED 2025 AGM]**
 - 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 met by a Young Ladies Class rider gives full authority for 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 (i.e., clearing table tops and doubles, etc.)
 4. Lapping riders in the Young Ladies Class multiple times in a moto
- **[UPDATED 2025 AGM - STARK E-BIKES APPROVED]:** Stark and approved e-bikes are allowed into open classes for 2026 season, following MRC rule book as of September 18, 2025, with the following restrictions:
 - Capped at 60 horsepower
 - Must be locked out for the duration of the race
 - Onus is on the racer to approach track marshal to confirm bike is locked out

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. **[UPDATED 2025 AGM - 50CC BEGINNER CLASS CHANGED]:** 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 PARTICIPATION AWARDS ARE AWARDED. RACE DAY PLACEMENT TROPHIES MUST BE REMOVED FOR THIS CLASS.** 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 run 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

[UPDATED 2025 AGM - YOUNG LADIES CLASS AGE CAP]: Young Ladies class is capped at 15 years old maximum with bike sizes 50cc to 112cc.

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:

- \$100 Per Rider
- \$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.

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

viii. 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 be deducted from the full membership fee.

ix. 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.

x. 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.

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 (i.e.

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.

xi. 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.

[UPDATED 2025 AGM - BETTER COMMUNICATION AT GATES]: Motion approved for agreement for better communication at the gates when moto's are being shorted.

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:

1. MX3 / MX2 (Intermediate/Expert)
2. MX3 / MX2 (Novice/Junior)
3. Ladies
4. 85cc (ALL) / 65cc riders who are racing in Supermini
5. Vet Jr & 40+
6. School Boy & 85cc riders that are racing in Supermini
7. Young Ladies & 50 Open
8. 65cc / (65cc-85cc)
9. Youth & Vet Master

10. 50cc (4-6yrs & Intermediate 7-9yrs)
11. 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. [UPDATED 2025 AGM - FLEXIBLE START TIMES]: Event times on race day can now be flexible but must be communicated to the PMA community on the race flier. Times 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.

H. 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 safely 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
- 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

v. [UPDATED 2025 AGM - PAYOUT PERCENTAGE CHANGED]: Membership fee payout to clubs changed from 75% to 50% to ensure sufficient funds for insurance coverage.

vi. 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.

x. 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 (Note: Prince George withdrew from the PMA circuit as of 2025 AGM)

CHAPTER 6: COURSE REGULATIONS

The following course regulations shall apply to all PMA sanctioned motocross events.

Track Specifications

- i. Track design should provide for safe racing with adequate width for passing and maneuvering. Minimum track width in straight sections should allow for at least two bikes riding side by side.
- ii. All jumps, bumps, and natural obstacles must be inspected daily before racing. Any unsafe conditions must be corrected or the area must be flagged off and made unavailable.
- iii. The Head Referee has authority to modify track layout if safety concerns arise during the event.
- iv. Spectator areas must be clearly marked and separated from the racing area with appropriate barriers or natural terrain features.
- v. All turns must be banked or designed to prevent riders from running off course into hazardous areas.
- vi. Water hazards or ditches must be clearly marked and riders must have safe alternative routes.
- vii. Finish line area must be clearly marked with visible finish line banners/markers.
- viii. The start gate area must provide adequate space for safe staging of competitors.
- ix. All classes should use the same track layout whenever possible to maintain consistency.
- x. Track conditions must be monitored throughout the race day. If conditions become unsafe, races may be shortened or postponed at the discretion of the Referee and PMA Executive.
-

CHAPTER 7: GENERAL RULES, OFFENCES & PENALTIES

General Conduct Rules

- i. All participants, including riders, mechanics, spectators, and officials, must conduct themselves in a manner that reflects positively on the sport of motocross and the PMA.
- ii. Disrespectful or abusive conduct toward officials, other riders, or spectators is strictly prohibited.
- iii. Weapons of any kind are prohibited at all PMA events.
- iv. Illegal substances are prohibited at all PMA events and on PMA property.
- v. Excessive speed in pit areas or near the starting gate (when not racing) is prohibited.
- vi. Damage to property at host club facilities will result in the responsible party being charged replacement costs.

Racing Infractions

- i. **Jumping the start:** Riders who cross the starting line before the gate drops will be returned to the starting line and must restart. Repeat offences may result in disqualification from that moto.
- ii. **Interference with other riders:** Any deliberate contact with another rider intended to cause them to lose position or fall is prohibited. Penalties range from warning to disqualification.
- iii. **Riding off course:** Riders are required to stay within marked track boundaries. Repeated off-course excursions may result in penalties or disqualification.
- iv. **Equipment violations:** Riding a bike that does not meet technical specifications is prohibited and will result in disqualification.
- v. **Yellow flag violations:** Failing to obey yellow flags or gaining positions on yellow flags results in penalties. First occurrence: warning. Subsequent: loss of position or disqualification.
- vi. **Unsafe riding:** Any riding that endangers other competitors or spectators may result in black flag and removal from competition.
- vii. **Number plate violations:** Illegible number plates, improper positioning, or incorrect colors may result in being unable to race until corrected.

Disciplinary Procedures

- i. All infractions will be reported to the Head Referee by officials witnessing the violation.
- ii. The Head Referee will investigate the incident and determine appropriate penalties.
- iii. Riders have the right to appeal penalties through written protest within 30 minutes of the decision.
- iv. Appeals will be reviewed by the PMA Executive or designated appeals committee.

v. Severe infractions may result in temporary or permanent bans from PMA competition.

Penalty Scale

- **Warning:** Verbal warning recorded by officials
- **Starting position penalty:** Rider starts moto from back of grid
- **Points deduction:** Loss of points from affected moto or series
- **Disqualification:** Removal from single moto or full event
- **Suspension:** Temporary ban from PMA events (1-6 months or remainder of season)
- **Permanent ban:** Removal from all PMA competition

Protest Procedures

- i. Any rider may file a written protest regarding race results, judging decisions, or rule interpretations.
- ii. Protests must be filed within 30 minutes of the completion of the affected moto.
- iii. A protest fee of \$50.00 must accompany written protest (fee refunded if protest is upheld).
- iv. Protests are reviewed by Head Referee and PMA officials.
- v. Decisions on protests are final and binding.

CHAPTER 8: PMA INSURANCE

- i. The PMA maintains liability insurance coverage for all PMA sanctioned events. Coverage extends to riders, officials, volunteers, and spectators as defined by the policy.
- ii. The official PMA waiver and liability agreement form must be signed by all participants prior to competing or volunteering at PMA events.
- iii. Insurance coverage is limited to events that follow all PMA rules and regulations. Violations of safety rules may void coverage for injured parties.
- iv. All host clubs must ensure adequate insurance coverage for their facilities and events.
- v. The PMA Secretary maintains copies of all insurance documentation and waivers.
- vi. Participants should contact the PMA directly for questions regarding insurance coverage and liability waivers.
- vii. Insurance does not cover injuries resulting from negligence, rule violations, or inappropriate conduct by participants.

CHAPTER 9: PMA POLICIES

General Operations

- i.** All PMA races must follow the current PMA rulebook. Host clubs are responsible for enforcing all rules at their events.
- ii.** The PMA Executive meets regularly to discuss association matters and rule interpretations.
- iii.** Rule changes and new policies are voted on at the Annual General Meeting or through emergency procedures for safety issues.
- iv.** All host clubs must designate a contact person responsible for coordinating race day operations.
- v.** Race schedules must be submitted to the PMA Secretary prior to the race date.
- vi.** Complete race results, including placement, points, and any infractions, must be submitted to the PMA Statistics/Transponder Technician within 24 hours of the event.

Membership Standards

- i.** All riders must maintain current PMA membership to compete in points races.
- ii.** Membership dues support PMA operations, insurance, and administrative costs.
- iii.** Non-paid members will not be eligible to race in championship events.
- iv.** Membership records are maintained by the PMA Secretary.
- v.** Membership cards are issued annually and must be presented at event registration.

Club Responsibilities

- i.** Host clubs agree to follow all PMA rules and regulations when sanctioning events.
 - ii.** Host clubs must provide all required volunteer positions and equipment as specified in Chapter 3.
 - iii.** Host clubs are responsible for track maintenance, safety, and facility preparation.
 - iv.** Host clubs must provide adequate medical support as specified in Chapter 3.
 - v.** Host clubs must submit all registration fees and membership forms to the PMA within 5 days of the event.
 - vi.** Host clubs retain membership fee distributions to support local operations and improvements.
 - vii.** Clubs must communicate any issues or rule violations to the PMA Executive promptly.
-

CHAPTER 10: BULLYING AND HARASSMENT POLICY

Overview

Peace Motocross Association recognizes that to achieve its vision, the environment it provides must be one which demonstrates respect, dignity, equity and safety for all Peace Motocross Association executive, paid positions, volunteers and members and spectators. Bullying and harassment of any kind are in no-one's interest and should not be tolerated at any of the Peace Motocross Association motocross tracks.

Bullying and harassment includes any inappropriate conduct or comment by a person towards a PMA member, volunteer, paid position, spectator, or member of the PMA executive that the person knew or reasonably ought to have known would cause that PMA member, volunteer, paid position, spectator, or member of the PMA executive to be humiliated or intimidated, but excludes any reasonable action taken by an PMA member, volunteer, paid position, or member of the PMA executive relating to the management and direction of race day events.

Any form of discrimination or harassment is prohibited and Peace Motocross Association considers all complaints seriously. All investigations will be timely, thorough, objective and fair to all affected parties.

Any PMA member, volunteer, paid position, spectator, or member of the PMA executive that feels that they have been the victim of, or witnessed bullying, harassment or discrimination should report the incident either verbally and/or in writing to the PMA executive, or race track marshal immediately.

Any allegations of discrimination and/or harassment will be investigated by the Peace Motocross Association executive.

A. DEFINITIONS

PMA Member – Any person with a paid membership with the Peace Motocross Association.

PMA Executive – Any voted in person who volunteers their time and works on behalf of the Peace Motocross Association.

Volunteers – Any person giving up personal time to help with race days and track set up.

PMA Paid Positions – Transponder Tech, Flaggers, etc.

B. DISCRIMINATION

Section 1 of the Human Rights Code provides that every person has a right to equal treatment with respect to services, goods, and facilities, without discrimination because of race, ancestry, place of origin, color, ethnic origin, citizenship, creed, sex, sexual orientation, age, marital status, same-sex partnership status, family status, disability or the receipt of public assistance.

C. HARASSMENT

Harassment may be improper conduct by an individual, that is directed at and offensive to another individual at the race track, including at any event or any location related to racing, and that the individual knew or ought reasonably to have known would cause offence or harm. It comprises objectionable act(s), comment(s) or display(s) that demean, belittle, or cause personal humiliation or embarrassment, and any act of intimidation or threat. It also includes harassment within the meaning of the Canadian Human Rights Act (i.e. based on race, national or ethnic origin, color, religion, age, sex, sexual orientation, marital status, family status, disability and pardoned conviction).

More specifically, harassment is normally a series of incidents but can be one severe incident which has a lasting impact on the individual.

Essentially, the definition of harassment means that more than one act or event is needed in order to constitute harassment and that taken individually, this act or event need not constitute harassment. It is the repetition that generates the harassment. In other words, harassment consists of repeated and persistent behaviours towards an individual to torment, undermine, frustrate or provoke a reaction from that person. It is a behaviour that with persistence, pressures, frightens, intimidates or incapacitates another person. Each behaviour viewed individually may seem inoffensive; it is the synergy and repetitive characteristic of the behaviours that produce harmful effects.

However, one single incident can constitute harassment when it is demonstrated that it is severe and has a significant and lasting impact on the complainant.

Examples of Harassment include:

- Jokes or hostile comments to physical characteristics, ancestry or age
- Physical or verbal teasing
- Display or passing around of sexist, racist or derogatory pictures, materials or graffiti
- Intimidation, offensive remarks, belittling and threatening behavior
- Leering (suggestive staring), obscene and/or offensive gestures
- Inquiries or comments about a person's sex life or sexual preference
- Practical jokes which cause awkwardness or embarrassment, endanger safety or negatively affect others
- Derogatory nicknames
- Physical or sexual unwelcome contact

D. BULLYING

Bullying is usually seen as acts or verbal comments that could 'mentally' hurt or isolate a person in our association. Sometimes, bullying can involve negative physical contact as well. Bullying usually involves repeated incidents or a pattern of behavior that is intended to intimidate, offend, degrade or humiliate a particular person or group of people. It has also been described as the assertion of power through aggression.

While bullying is a form of aggression, the actions can be both obvious and subtle. It is important to note that the following is not a checklist, nor does it mention all forms of bullying. This list is included as a way of showing some of the ways bullying may happen at the track or in a members' workplace. Remember that bullying is usually considered to be a pattern of behaviour where one or more incidents will help show that bullying is taking place.

Examples of Bullying include:

- Spreading malicious rumours, gossip, or innuendo that is not true
- Excluding or isolating someone socially
- Intimidating a person
- Undermining or deliberately impeding a person's racing ability
- Physically abusing or threatening abuse
- Making jokes that are 'obviously offensive' by spoken word or e-mail
- Intruding on a person's privacy by pestering, harassing, spying or stalking (at the track as well as in personal time or at a workplace)
- Yelling or using profanity
- Criticising a person persistently or constantly
- Belittling a person's opinions
- Tampering with a person's personal belongings or race equipment

"Reasonable Person" Test: If you are not sure an action or statement could be considered bullying, you can use the "reasonable person" test. Would most people consider the action unacceptable?

E. DISTINGUISHING BULLYING FROM OTHER BEHAVIOURS

It is recognized that there may be some circumstances where a PMA member, volunteer, paid position, spectator, or member of the PMA executive experiences stress or discomfort at PMA Events, which is not related to bullying or inappropriate behaviours.

Unless there is evidence that demonstrates a pattern of humiliating, offensive, or intimidating behaviour, as described previously, or there is evidence of one incident having severe impact, such situations may not constitute a basis for complaint under this policy.

For example, bullying would NOT include:

- Social interactions, jokes and bantering, which are mutually acceptable, provided the interactions are respectful and there is no negative impact for others
- Disagreements, misunderstandings, miscommunication and/or conflict situations, provided the behaviour of the individuals involved remains professional and respectful

Behaviours which appear to harass or discriminate based on prohibited grounds, as defined by the British Columbia Human Rights Code, would be subject to the provisions of Peace Motocross Association or any relevant policies.

F. REPORTING PROCEDURES**How to Report**

Members, Paid Positions, Volunteers and Executive of the Peace Motocross Association can report incidents or complains of bullying and harassment verbally or in writing. When submitting a complaint, please use the Peace Motocross Association complaint form. When reporting verbally, the reporting contact, along with the complainant will fill out the complaint form.

When to Report

Incidents or complaints should be reported as soon as possible after experiencing or witnessing an incident. This allows the incident to be investigated and addressed promptly.

Reporting Contact

Report any incidents or complaints to the race track official or Peace Motocross Executive immediately.

What to Include in the Report

Provide as much information as possible in the report, such as names of people involved, witnesses, where the events occurred, when they occurred, and what behavior and/or words led to the complaint. Attach any supporting documents, such as emails, handwritten notes, or photographs. Physical evidence, such as vandalized personal belongings, can also be submitted.

Allegations

Allegations can go back further in time to describe incidents or events if you can demonstrate that they are directly related to the last event of alleged harassment that led to your complaint. This is especially necessary in cases where you intend to demonstrate a pattern of events.

G. CONSEQUENCES

A formal investigation involves a thorough information gathering process, objective analysis, determination of fact and conclusions regarding the allegations made in the complaint.

The investigation may conclude with a finding of bullying; or it may conclude that there is an insufficient basis of information to support a finding of bullying, dependent upon the facts and analysis of information.

Where anyone is found responsible for harassment or bullying, corrective measures will be taken. Corrective measures may include, but are not limited to:

- Warnings
- Starting backwards (for Riders)
- Loss of points (For Riders)
- Formal written apology
- Suspension
- Banned from all PMA sanctioned tracks

Peace Motocross Association WILL NOT tolerate BULLYING and HARASSMENT and will make every reasonable effort to prevent and eliminate conduct, which falls within the scope of this policy.

2025 AGM UPDATES SUMMARY

The following key changes were approved at the 2025 Annual General Meeting and are now reflected in this rulebook:

1. **Statistician/Transponder Technician Pay:** Updated to \$200 from PMA + \$200 from hosting club (total \$400) for 2-moto races
2. **Membership Fee Payout:** Changed from 75% to 50% to clubs to ensure sufficient insurance funds
3. **50cc Beginner Class:** Changed to no-points class with participation awards only (no placement trophies)
4. **85cc (12-16) Big Wheels:** Now includes big wheel sizes (85 2-stroke, 150 4-stroke)
5. **Young Ladies Class:** New separate race trial for one season, capped at 15 years old, 50-112cc bikes
6. **Stark/E-Bikes:** Approved for open classes (2026 season), capped at 60 hp with mandatory lockout
7. **Start Times:** Now flexible but must be communicated on race flier
8. **Better Communication:** Motion approved for improved communication at gates during shortened motos
9. **Bullying and Harassment Policy:** Added as Chapter 10
10. **Executive Changes:** Tom Demaid elected President, Jeff Bateman Vice President, Kristy Currie Treasurer

DOCUMENT INFORMATION

- **Rulebook Version:** REV 1.23 (Updated December 2025)
- **Effective Date:** 2025/26 Season
- **Last Updated:** Based on 2025 Annual General Meeting Minutes (October 2025)
- **Next Review:** 2026 Annual General Meeting

For Questions or Clarifications, Contact the PMA Executive:

- **President:** Tom Demaid
- **Vice President:** Jeff Bateman
- **Treasurer:** Kristy Currie

This rulebook incorporates all motions passed at the 2025 Peace Motocross Association Annual General Meeting and includes all 10 chapters with the Bullying and Harassment Policy for the 2025/26 racing season.

Effective: January 1, 2026