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Pacific Coast Mini Roadracing Club

2017 Rule Book



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INTRODUCTION

The main objective of the Pacific Coast Mini Roadracing Club, hereafter referred to as PCMRC, is to promote the sport of mini motorcycle road racing in Canada in a safe and professional manner. To ensure the longevity of the sport, the PCMRC promotes low cost fun racing and strives to be at the forefront of safety, and environmentally friendly practices.

PCMRC shall provide competitive racing for various makes and models of up to 93cc 2stroke and up to 249cc 4-stroke motorcycles. Motorcycles are divided into a variety of classes (please see section 13 for classes). PCMRC classes will compete for trophies, points and awards.

PCMRC races will always be run in the safest manner possible, and rider safety is top priority. First aid personnel will be present at all races.

The PCMRC is a self-sanctioning, non-profit, motorcycle racing club and has created these rules and regulations. These rules are designed to provide for the orderly conduct of motorcycle races. These rules and regulations shall govern the conditions of all PCMRC events.

Requests for rule amendments may be forwarded to PCMRCclub@gmail.com. **Rule changes are due 30 days following the last race of the season for consideration in the next season.**

GENERAL GUIDELINES

- (1) The general guidelines and regulations listed below are to provide members with an understanding of how mini road racing will be run at PCMRC events.
- (2) The PCMRC Executive will serve as Race Director, Referee, and all Committees unless otherwise noted below.

Section 1 – Rider Requirements

All competing riders must meet the following requirements:

1.1 BY ENTERING ANY EVENT, IT SHALL BE DEEMED THAT THE ENTRANT HAS READ THESE RULES AND AGREES TO BE BOUND THEREBY.

1.2 Any rider under the legal age of majority must provide a consent document, **signed by the child and their parent or guardian**, to the PCMRC before they will be allowed to compete, practice, or participate in the PCMRC rider training.

1.3 At all times, sportsmanship and fair play will serve as the guiding concepts in PCMRC events. The PCMRC Executive will have complete control of all areas covered by these guidelines.

1.4 It is the responsibility of every competitor to inform the PCMRC of any physical condition that might prevent the safe control of a motorcycle under race conditions, as well as any medical condition that could be worsened by virtue of competition in a PCMRC event.

1.5 A FIRE EXTINGUISHER IN WORKING CONDITION IS REQUIRED to be on display at each paddock / pit area. The minimum rating acceptable is ABC (5lb capacity).

Section 2 – Race Officials

All race officials are appointed by the PCMRC Executive.

2.1 Race Director

- a) Responsible for all aspects of the coordination of PCMRC events, including, but not limited to ensuring the race events stay on schedule and the track is in safe operating condition.

2.2 Starter

- a) Reports to the Race Director, and:
 - Is to open and close the track when appropriate.
 - Is responsible for starting and finishing races and for displaying the appropriate flags.
 - Is responsible to take over communications as directed by the Race Director.

2.3 Chief Technical Inspector

- a) Reports to the Race Director, and:
 - Is responsible for ensuring that all rules regarding machine preparation and rider protective equipment (sections 4 and 5) are followed.

2.4 Riders' Representatives

- a) Reports to the general club membership, and is responsible to liaise with race officials, PCMRC Executive and riders.
- b) Will be introduced at each riders meeting.
- c) Is to represent the racing members and affiliate racing members and act on their behalf in any situation concerning track safety, rules interpretation and protests.
- d) Is **there** to assist riders who are new to the club and / or track.
- e) In the event a Rider Rep is directly involved in any dispute, an alternate will be assigned by the Referee.

2.5 Race Registrar

- a) Reports to the Results Coordinator, and:
- b) Is responsible for all registration of riders for each race day.

2.6 Results Coordinator

- a) Reports to the Race Director, and:
- b) Is responsible for the gridding of all heat and final races.
- c) Is responsible for all timing and scoring of races.

2.7 Referee

- a) Has final authority on all race-related matters, including, but not limited to, protests, appeals, penalty judgments', disqualification, and license change status.

2.8 Race Control

- a) Responsible for starting and stopping races in the timing system, posting results sheets, notifying the Race Director of potential illegal bikes gridding up for a race.

Section 3 – Number Plate Requirements

3.1 Every machine participating in a PCMRC event (test and practice, or race days) must carry complete number identification, comprising of three number plates: one on the front of the machine and one number plate on each side of the bike (on the tail piece, or on the side of the front fairing). Each plate must carry the rider's designated and registered PCMRC competition number.

3.2 The number plate must be securely and safely fastened to the machine in a manner deemed acceptable by the Chief Technical Inspector. The number plate must be rectangular, and must be finished in black or white with a non-glare surface. Numbers must be at least 4.5 inches high for the front plate (4" for 50cc), and a minimum of 3" for side plates/panels.

- a) ALL riders must have black or white numbers on a black or white contrasting background.
- b) Number plates may not have sharp edges or corners.
- c) Numbers should be painted on or be of the pre-cut, shop-bought adhesive variety. Each machine must have all plates and numbers attached in a "ready to race" fashion when presented for technical inspection.

3.3 On all machines, the front number plate should cover the headlight shell, and the side number plates should be mounted so that the rider's legs do not cover the number plates when the rider is in riding position on the machine. If the method of mounting the number plates does not meet with these requirements, the Chief Technical Inspector can ask to have the number plates relocated.

3.4 The front number plate on all machinery entered in PCMRC events may not be angled more than 30 degrees from vertical.

- 3.5 On all machines, the numbers must be applied to the fairing and / or tailpiece in a similar size and manner to that specified for the number plates in section 3.2.
- 3.6 No advertising or sign writing may appear on the number plates without PCMRC approval.
- 3.7 PCMRC license holders may not, for any reason, ride a machine on the street if it is equipped with racing number plates and / or competition numbers.
- 3.8 If for any reason a rider is forced to change plates, numbers, or machines, it is up to that competitor to inform the starter and scorer at least five (5) minutes prior to an event. Otherwise, no guarantee can be made that the competitor's grid position, points and standings will be assessed and recorded correctly.
- 3.9 At the end of each racing season, when racers renew their competition licenses, they will also apply for their competition numbers (the number that appears on their number plates) for the upcoming season. Every effort will be made to give each racer the competition number desired. Priority will be given to racers who have already competed and / or have long established competition numbers. The PCMRC will hold the previous season's competition numbers **until the first meeting of the next season**.
- 3.10 Priority will be given to keeping all PCMRC competition numbers as low as possible (i.e. one or two digits) to keep scoring and bookkeeping simple. Lower numerical competition numbers that are not already renewed or chosen by established competitors will be available on a first come, first served basis on March 1st of each year.

Section 4 – Technical Inspection and Machine Requirements

All the following rules apply, without exception, to every machine taking part in any PCMRC event.

- 4.1 Every machine competing in a PCMRC event must be fully inspected and judged race worthy and safe before that machine can take to the track. The VIN of racing machines will be spot-checked during the season.
- 4.2 Any rider participating on a stolen machine will be subject to full prosecution under law and may also suffer a permanent loss of his / her PCMRC competition license.
- 4.3 The Chief Technical Inspector has the right to final decision over any matter of technical or safety legality. The Chief Technical Inspector or other race official may at any time recall a machine for further inspection if he / she have any doubts concerning a machine's legality or safety.
- 4.4 It is the competing riders' responsibility to ensure that their equipment, be it their own or borrowed, meets all PCMRC rules. Remember: the primary duty of the Chief Technical Inspector is to inspect machinery for safety.
- 4.5 The Chief Technical Inspector may at any time revoke approval of either a competitor or his/her machine, whereby that competitor must bring the equipment up to acceptable standards before any further practicing or racing.
- 4.6 All machines entered in PCMRC events must meet the following rules:
 - a) The machine must be clean.
 - b) The following items must be drilled and safety-wired in a safe, workmanlike manner, so that the wiring will prevent the items from loosening and falling off (see lock wire guide at the end of this section).
 - Oil drain plug bolts.
 - Oil filler and access plugs.

- All oil and fuel fittings and clamps outside of the frames perimeter (non-banjo style oil fittings may be silicone).
 - Oil filter cover bolts (spin-on type filters must be secured with a hose clamp and then wired).
 - Axle pinch bolts and axles when accessible (if recessed type, silicone may be used).
 - Cylinder and other water drain bolts.
 - Radiator cap.
 - Exhaust baffles and muffler bracket bolts.
 - ALL muffler brackets must be triangulated and safety wired.
 - Brake caliper bolts.
 - Brake line banjo bolts (silicone may be substituted for safety wire).
 - R clips may be used in lieu of cotter pins for securing the rear / front axle nut, but must be wired closed at the mouth.
 - R clips with safety wire can be used on caliper mounting bolts.
- c) Fork drain plugs must be securely fastened (either wired or taped).
- d) Any motorcycle having a radiator must have a heat resistant 'catch can' attached to its overflow hose.
- e) Only water or a non-glycol based additive like Redline brand 'water wetter' may be used in the radiator; anti-freeze or any other additive may not be used.
- f) All breather-type fluid lines that don't return to the air box, must drain into a heat resistant, non-combustible 'catch can' of at least five (5) ounces displacement, attached in a safe and secure manner.
- g) All fuel tank vent hoses must have a one-way check valve installed to prevent fuel from leaking out in the event of a tip over.

- h) All machines must have a well-marked operational engine kill button or kill switch mounted on or adjacent to the handlebars or clip-ons, within easy reach of the rider.
- i) All bikes must have fully operational front and rear brakes with integral ball-ended brake and clutch levers. Minimum size of the ball-end shall be 5/8 inch diameter.
- j) All side and center stands must be removed.
- k) Carriers, mirrors and turn signals and any touring-style fairings must be removed.
- l) All lenses (both reflective and headlight) must be removed.
- m) All light bulbs must be removed and horns disconnected.
- n) Either the rear fender or seat must extend rearward past a line drawn vertically through the rear axle.
- o) All fairings must be mounted in a safe and workmanlike fashion, as judged by the Chief Technical Inspector.
- p) No part of the machine may extend past a line drawn vertically 6 inches past the rearmost part of the rear tire.
- q) Tires must be in safe operating and racing condition. Tape all wheel weights. Metal valve stem caps must be used.
- r) Where a starter motor has been removed from the engine, a metal plate and gasket shall be fitted and bolted securely to close the opening. No rubber or plastic plugs will be allowed.
- s) At Greg Moore Raceway all machines must be appropriately equipped with sliders. Including, but not limited to, axles, foot pegs, handlebars, and any metal parts that would contact the ground in the event of a crash (eg. exhaust).
- t) At Greg Moore Raceway no machine shall exceed a noise level of 82dbA measured at a pre-determined area by a designated official during any race or practice session. Any machine in violation of this rule may be immediately Black flagged and must be able to demonstrate that the problem has been rectified before being

allowed back on the track. The race officials will monitor the sound levels during each race or practice session and will warn the rider of any machine that exceeds an average of 81 dbA.

- u) All sign-writing appearing on the motorcycle must be in good taste as determined by PCMRC officials.
- v) All previous technical inspection stickers must be removed prior to presenting the machine for technical inspection. Fairing lowers may have to be removed and brought along to inspection.
- w) There is up to a \$500 fine for oiling the track if the above rules are not met.

4.7 Basic rules for the installation of lock wire:

- a) Lock wiring is the securing together of two or more parts with a wire, which shall be installed in such a manner that an additional tightening of the wire will counteract any tendency for a part to loosen.
- b) Use smaller diameter wire where parts are too small to permit a whole diameter to accommodate the preferred sizes, or where space limitations preclude the use of the preferred sizes. The larger sizes are used where stronger wire is required. Wire diameter of .032 is most commonly used.
- c) The common method of installing lock wire shall consist of two strands of wire twisted together (the so-called "double twist" method). (One twist is defined as being produced by twisting the wires through an arc of 180 degrees and is equivalent to half of a complete turn). The single strand method of lock wiring may be used for some applications, such as in a closely spaced, closed geometrical pattern (triangle, square, rectangle, circle, etc.), or parts in electrical systems.
- d) The maximum span of lock wire between tension points shall be 6 inches.

- e) Where multiple groups are lock wired by either the double twist or the single strand method, the maximum number in a series shall be determined by the number of units that can be lock wired by a 24 inch length of wire.
- f) Wire shall be pulled taut while being twisted. The number of twists per inch, as recorded in Table 1-1, represents general practice and is given as guidance information only.
- g) Caution must be exercised during the twisting operation to keep the wire tight without overstressing. Abrasions caused by commercially available wire twisting pliers shall be acceptable but nicks, kinks, and other damage to the wire are not.
- h) Lock wire shall not be installed in such a manner as to cause the wire to be subjected to chafing, fatigue through vibration, or additional tension other than the tension imposed on the wire to prevent loosening. In the event that no wire hole is provided, wiring should be to a convenience neighboring part in a manner so as not to interfere with the function of the parts. Hose and electrical coupling nuts shall be wired in the same manner as tube coupling nuts.
- i) Various examples of lock wiring are shown in Figures 1-1 through 1-12. Figure 112 shows the single strand method, while the other figures show the two-strand or double-twist method.

4.8 Detailed instruction for the installation of lock wire:

- a) Check the units to be lock wired to make sure that they have been correctly torqued. Under-torque or over-torque to obtain proper alignment of the holes is not advisable. If it is impossible to obtain a proper alignment within the specified torque limits, back off the unit and try it again select another unit.
- b) In adjacent units, it is desirable that the holes be in approximately the same relationship to each other as shown in Figures 1-1 through 1-4 (for right-hand

threads), thus the lock wire will have a tendency to pull the unit clockwise. This should be reversed for left-hand threads.

- c) Where lock wire is used to secure a castellated nut on a threaded item, selection of locking hole diameter for the item shall be based on cotter pin requirements.

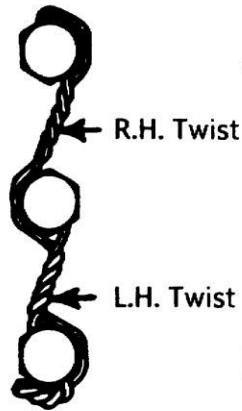


Figure 1-1

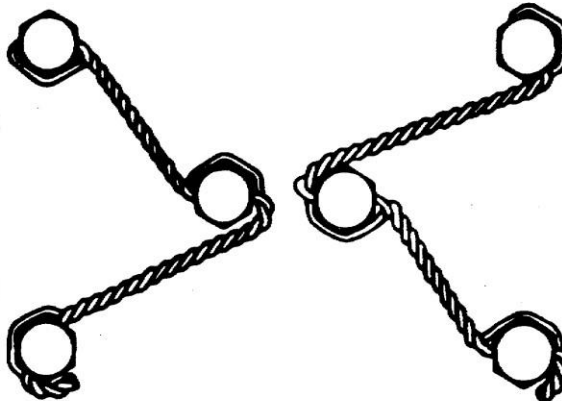


Figure 1-2

Figure 1-3



Figure 1-4



Figure 1-5



Figure 1-6



Figure 1-7



Figure 1-8

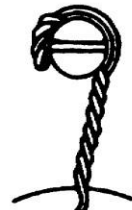


Figure 1-9

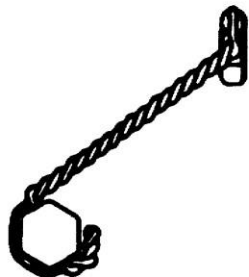


Figure 1-10

Correct method for wiring bolts in different planes. Note that wire should always be applied so that tension is in the tightening direction.



Figure 1-11

When applicable, hollow head plugs shall be wired as shown with the pigtail bent inside the hole to avoid snags and possible injury.



Figure 1-12

Correct application of single wire to closely spaced multiple group.

Lockwire information courtesy of American Association of Motorcycle Road Racers (A.A.M.R.R.)

Section 5 – Riders' Clothing

5.1 All competitors in any PCMRC event must wear a full-face helmet with visor. All helmets must be as new, good condition, Snell M2010, Scorpion ECE 750 Series, ECE 22-05(P, NP or J), BS 6658 Grade A, or JIS T 8133:2007. Helmet must have the original certification label affixed (clearly visible / not painted over). Helmet must be no older than 5 years from date of manufacture. All helmets and gear must pass mandatory technical inspection at the start of each race day. No open face or flip-up full face style helmet is allowed. Approved motocross helmets are allowed.

5.2 Clothing:

- a) All clothing must be made of leather and be in good repair. One-piece special purpose racing suits are recommended. Road racing approved Kevlar suits are also allowed.
- b) If the leathers are two pieces, the top and bottom must be safely and securely joined together with a full-length zipper.
- c) Leather boots of a minimum height of eight (8) inches from the top of the sole. Hard plastic boots manufactured for motorcycle competition, may be substituted for leather.
- d) Leather or Kevlar gloves.
- e) No skin should be visible on the rider's body when that rider has their equipment on and is in racing position, except at the rider's neck.
- f) A hard shell spine protector or back protector pad must be worn under the leathers.
- g) All of the rider's equipment mentioned above must be worn whenever he / she is on the track including practice, warm-up laps, cool-down laps and any acceleration runs.
- h) None of the rider's clothing may flap at racing speeds.

5.3 All of the rider's personal equipment must pass technical inspection before the rider can take part in any PCMRC event. If any clothing or machinery shows excessive damage, the Chief Technical Inspector has the right to reject that piece of gear from racing use.

EXCESSIVE DAMAGE INCLUDES CRACKED OR SCRATCHED HELMETS, LONG RIPS IN VULNERABLE PARTS OF THE LEATHERS, AND PALMS / KNUCKLES TORN OUT OF GLOVES. IN THESE INSTANCES, THE RIDER MUST PROVIDE ACCEPTABLE REPLACEMENT EQUIPMENT. If a rider's equipment shows a small amount of damage, the Chief Technical Inspector may take note of that damage and give that rider one event's grace to repair and / or replace the damaged item. If at the next event, the same problem(s) still exist with the rider's equipment then the Chief Technical Inspector can refuse to allow that rider to compete until the specified repairs have been made.

Section 6 – Protests

It is to be understood that any licensed competitor, upon entry into a PCMRC event, is responsible for proving upon demand that his / her machine is legal for the class(s) entered that day.

The competitor filing the protest must be a racer in that class on the day of the protest.

The competitor must be prepared to prove this adherence to the rules at any time from sign-up to one (1) hour after the completion of this / her event(s), at the discretion of the PCMRC officials.

Except in the case of an unproved protest, the competitor is responsible for all material costs incurred in any inspection.

In no instances will a competitor be compensated for labour costs incurred to disassemble and reassemble inspected machinery.

It is the intention of the PCMRC to ensure that competition is fair for all competitors.

6.1 In all events, all rules will be strictly enforced. If a bike is found to be illegal at Technical Inspection, the Chief Technical Inspector will decide what modifications must be made to allow that machine to compete. However, all machinery is still vulnerable to post race inspections and protests from fellow competitors.

6.2 During a PCMRC event, any bike may receive an unannounced post-race inspection and, if required, tear-down. The rider will be responsible for performing any post-race disassembly ordered by the officials. Riders will also be responsible for any re-assembly and the resulting expenses.

6.3 Any entrant or pit crew may protest a decision of the Senior Official (Senior Referee at racing events) re matters connected with the running of the event, provided they are directly involved and are PCMRC member, **as well as participating in that race on that day.**

6.4 No protest at racing events will be accepted against a statement of fact which has been personally observed by the Referee or officials reporting to the Referee (eg. false start/ course cutting/ dangerous riding/ inappropriate entry to or use of the course).

6.5 Protests **must be filed with Rider Representatives only** (in writing and with fee, if applicable).

Scoring Questions - Within 30 minutes of the posting of the race in question.

(No fee required and may be verbal.)

Rule Infractions - Within 30 minutes of the completion of the race in question.

\$10 fee required.

Machine Legality - **Within 30 minutes of the race in question**

(External) \$20 fee required.

Machine Legality - \$200 fee

(Internal, including suspension systems, gear box, crank shaft, carburetor, and internals of all components)

6.6 If a protest (machine legality, internal) is upheld, the fee will be returned and the cost assessed the protested party.

6.7 If the protest is not upheld, the protest fee will be retained and the protestor will be responsible for any costs in excess of the fee.

6.8 Protest decisions may be appealed to the PCMRC Executive in writing, within **24 hours** of the event, and accompanied by a \$10.00 fee.

6.9 In the event that a "Machine Legality" protest is upheld, the rider protested will forfeit all points and money earned at that event and also his / her points earned to that point in the season in the class in question.

Section 7 – Competitor and Crew Behaviour

PCMRC Officials will apply the following rules at all PCMRC events:

- 7.1 Every rider is responsible for the behavior of his / her crew, family, and friends. Any behavior problems caused by crew, family, or friends at a PCMRC event may result in penalties being assessed to the rider responsible. See “Penalties” in section 7.19.
- 7.2 All crew members must wear suitable body, leg and foot covering / clothing while in the pit areas.
- 7.3 No crew member or relative or friend may assist a rider outside the pit area, regardless of the reason, without first receiving permission from the PCMRC Referee or Race Director. “Outside the pit area” specifically means the area defined as the “circuit” or “track” and its immediate surroundings. These areas – the track and its verge – are usually fenced off from the pit area. All persons wishing to assist a rider outside the pit area must have signed a track waiver, on the day in question, prior to rendering such assistance.
- 7.4 No competitor, crew, or family member may be under the influence of alcohol or drugs, or consume alcohol or otherwise ingest any illegal substances during any sanctioned event.
- 7.5 Any person found consuming or found to be under the influence of any element that could create an abnormal state of mind shall be removed from and refused re-admittance to the track property.
- 7.6 Competitors must follow the instructions of race marshalls and race officials.
- 7.7 No competitor, crew, or family member may verbally or physically abuse or threaten a PCMRC race official, Referee, Race Director, Executive or staff member.
- 7.8 All competitors must fill in and sign all their appropriate entry forms as well as the track waiver and fully pay all fees applicable before taking part in any testing session, practice or race.

- 7.9 No competitor, crew, or family member may take part in any activity judged to be “unsportsmanlike” by the PCMRC Referee.
- 7.10 At all PCMRC events, the tower, the announcer’s booth and all official areas including the timing and scoring facilities are off limits to all competitors, crew and family members. Only the PCMRC Race Director or Referee may give permission for a competitor, crew, or family member to have access to the above mentioned area.
- 7.11 No competitor, crew, or family member may take part in any sort of altercation anywhere on the track property.
- 7.12 No competitor may take part in any practice or event that they did not legally qualify or register for.
- 7.13 Helmets must be worn at all times while riding on the track.
- 7.14 Vehicle parking in the pit area is strictly controlled.
- 7.15 Riding of competition motorcycles in the pit area is strictly prohibited.
- First offence:** \$10 fine payable before re-entering the race track -
- Second offence:** Loss of PCMRC license for the current day’s event.
- 7.16 The road outside the pits is a public area and is off limits to race machines.
- 7.17 All complaints or questions about rules on Race Day events must be directed to the Referee, through the Rider’s Representative.
- 7.18 The Riders Representative shall act as a mediator between the riders and the Referee and other race officials.

7.19 Penalties

a) Penalties are assessed by the PCMRC Referee / Race Director for any competition rules or riders' sheet infractions, and are not subject to appeal. Penalties may

range as follows:

- i. Re-positioning on the starting grid.
- ii. Re-positioning in the finishing order.
- iii. Loss of event points for one event.
- iv. Loss of points and purses for all of season up to time of infraction.
- v. Loss of PCMRC license for one event.
- vi. Loss of PCMRC license for balance of season.
- vii. Loss of PCMRC license permanently.
- viii. Monetary fine of up to \$250.

7.20 Jumped Starts

- a) Riders who are found guilty of jumping the starter's flag during a qualifying heat race will start from the back of the grid in the main event providing they qualified in the event in question.
- b) When a rider or riders leave the starting line before the signal is given there will be no restart. The penalty is losing 5 seconds on the finishing time. If manual timing is being used or timing system data is unavailable, a penalty of 3 positions or more at the discretion of a senior official will be applied.
- c) "Leave the starting line" shall be defined as "ANY FORWARD MOVEMENT" before the starter's flag has dropped.

7.21 Series sponsor identification.

- a) Any competitor who does not display the official series identification (decals) in quantities and locations as specified by PCMRC officials risks the loss of all points and purses for the event or race in question.

Section 8 – Flags

8.1 The following is a list of flags and signals that are used trackside at PCMRC events. It is the responsibility of every rider to be aware of all flags and be prepared to act appropriately whenever any of the flags are displayed.

- a) GREEN FLAG (dropped)
 - i. Starting flag.
- b) CROSSED GREEN AND WHITE OR BLUE FLAGS (stationary)
 - i. Half-way flag.
 - ii. Not used for short races.
 - iii. Shown only at start and finish line.
 - iv. Courtesy Flag, not always shown.
- c) CHECKERED (waved or stationary)
 - i. Finish flag.
 - ii. End of race.
 - iii. After receiving this flag, all racers, including those that have been lapped, proceed around the track to the pits at a reasonable pace.
- d) RED (waved or stationary)
 - i. Stop racing immediately and come safely to a stop at the next flagging station to await further instructions.

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- ii. All corners will display a waved RED flag at this time. This is not a braking contest. Be aware that riders behind you or drafting you may not have seen the flag yet and may still be racing.
 - iii. Do not race to the flag.
 - iv. Also used to signify the end of the warm-up laps and to hold the grids in preparation for the start of the race.
- e) BLACK WITH ORANGE DOT / MEATBALL (This will be pointed directly at the relevant rider)
- i. Shown only at start and finish line.
 - ii. Mechanical or sound violation. Get off racing line, check bike and proceed to pits.
 - iii. Must check in with Tech before re-entering race track.
 - iv. Ignoring a MEATBALL flag is a serious offence. The rider will be banned from racing until the Executive can review the situation.
- f) YELLOW (waved or stationary)
- i. CAUTION – EXTREME DANGER!
 - ii. Obstruction on track
 - iii. Be prepared to stop.
 - iv. NO PASSING between flagging station and the accident or obstruction area.
Penalty for violation is disqualification from that heat or race.
 - v. Note to Novices: experienced racers, even though not passing, will probably not slow down much until the danger being flagged is actually seen and assessed. A racer slowing down abruptly in this situation runs the risk of being hit from behind by another closely following racer.
- g) BLACK
- i. Dangerous machine defect – pull off the track as soon as safely possible.
 - ii. This will be pointed directly at the relevant rider.

- iii. Do not proceed until your machine has been checked over and released by a Corner Marshall.
- h) WHITE FLAG
 - i. Last lap.
 - ii. Courtesy Flag, not always shown.
- i) VERTICAL YELLOW STRIPES ON RED
 - i. **Debris of some kind on the track (oil, water, parts, etc)**
- j) RED CROSS ON WHITE
 - i. **Ambulance may be called after medical needs are assessed**
- k) LIGHT BLUE
 - i. You are being lapped; allow rider to pass
 - ii. Courtesy Flag, not always shown.

Section 9 – Race Points

9.1 The PCMRC awards points in all PCMRC competition categories toward season championships to eligible race finishers in the following order:

1st 25 points	6th 10 points	11th 5 points
2nd 20 points	7th 9 points	12th 4 points
3rd 16 points	8th 8 points	13th 3 points
4th 13 points	9th 7 points	14th 2 points
5th 11 points	10th 6 points	15th 1 point

9.2 The winner of the race is the rider who takes the checkered flag ahead of the others. To be classed as a finisher of the race, a rider must:

- a. Have completed at least $\frac{3}{4}$ of the laps of winner rounded off to the highest number.

- b. The lap scoring will stop 3 minutes after the designated number of laps or time has elapsed.
- c. Classification will be based on order and number of completed laps recorded.
- d. A rider must complete one full circuit of the track to be credited with a lap.

9.3 Non finishers are not eligible for awards or points.

9.4 A rider must complete a given heat, semi or final using the same machine on which he starts that heat, semi, or final.

9.5 During a race, the motorcycle must be moved by the power of its own engine, the muscular power of the rider and/or passenger in any or natural causes such as the forces of gravity.

9.6 All Regional events must have at least three (3) racers starting that event for that event's points to count toward the OVERALL Regional point's total.

9.7 All Western Canadian Miniracing Championship events will have a race for each championship class, providing that there are at least 4 starters. Classes may be combined provided it does not prevent a rider from competing in the championship race for each machine he is riding. For any races with combined machine classes, the results and points will be awarded separately.

9.8 **TIE BREAK PROCEDURE:** in the final series standings, there cannot be a tie for any overall position in any class. In the case of a tie in overall point standings for any position in any class series, the position is awarded to the rider with the most victories. If the position is still undecided (i.e. the tied riders have the same number of wins in that class) then the position is awarded to the rider with the most second place finishes, or thirds, or however low must be reviewed until the position has been decided. If this method still fails to break the tie, the rider with the best result in the final event of the year is awarded the position. This system is used to break ties in all PCMRC championships including the club championship.

In the event of a tie for the #1 plate at the end of the season, both riders names will go on the trophy and a coin toss by a neutral 3rd party, at the end of the year awards ceremony, will determine the #1 plate holder for the following season

Section 10 – Race Procedures

The following are basic guidelines for safe behaviour at all PCMRC events.

- 10.1 PCMRC events will be held rain or shine.
- 10.2 The starter will indicate whether or not the upcoming race is a "Wet Race" or a "Dry Race"
 - a) For those classes that use dry slicks(no tread), the race will be red flagged if it starts to rain during their race. If this race is restarted it will be a minimum of 30 minutes until the restart.
 - b) A "Dry Race" is a race that starts the warm up lap(s) with a completely dry racing line (no matter how wide) for one entire lap.
 - c) A "Wet Race" is a race that starts the warm up lap(s) with a completely or partially wet racing line
 - d) A "Wet Race" will not be red flagged (for rain) if it starts to rain again during the race, even if a dry racing line has formed.
 - e) There will be a minimum of 30 minutes from the start of rain to the start of the warm up lap(s) for the next (dry slick) class.
 - f) The starter is the one who decides if it is raining or not and if the start of the race is a "Dry Race" or a "Wet Race".
 - g) For these purposes, a qualifier or main is considered a "race".
- 10.3 Pre-registration is mandatory. Grid positions for the first race of any season shall be based upon previous year's points total with late registrations and newcomers gridded

behind the returning competitors. Grid positions in subsequent heat races will be based on current point standings of the pre-registered riders only; late registrations will be gridded at the back of the field. The decision of the race officials shall be final.

- 10.4 When last call is announced riders will have **1** minute to report to Pre Grid before the track closes. Anyone not on the track by closure time will not get a warm up lap and will be gridded behind the others.
- 10.5 In the event of a mechanical problem after staging, the rider is permitted 1 minute to get the machine operational.
- 10.6 Starting procedure **with starting lights**:
- a) Red flag will be held out to signify the end of the warm-up/sighting lap(s) and allow racers to enter their grid positions.
 - b) Once all racers are gridded, the starter will bring the red flag in and light up the red lights on the tower.
 - c) When the red lights go out, the race starts.
 - d) If there is a problem on the grid after the lights are on, the starter will bring the red flag back out, and once they are satisfied that all riders see the red flag, the starter will turn off the lights with the red flag still out, allowing for problems on the grid to be rectified.
 - e) Once problems are rectified, the starting procedure will start again.
- 10.7 Starting procedure **with NO starting lights**:
- a) Red flag will be held out to signify the end of the warm-up/sighting lap(s) and allow racers to enter their grid positions.
 - b) Once all racers are gridded, the starter will bring the red flag in and bring out the green flag, holding it low between both hands.
 - c) The starter will slowly raise the green flag to an overhead position using both hands.

- d) When the green flag is released from the starter's hand, the race starts.
 - e) If there is a problem on the grid after the green flag goes up, the starter will slowly bring the green flag back down, allowing for problems on the grid to be rectified.
 - f) Once problems are rectified, the starting procedure will start again.
- 10.8 If, at the discretion of the Race Director, it becomes necessary to stop a regional event, that event will be considered officially completed if 50 per cent (50%) of the original specified distance has been run. The only person authorized to stop a PCMRC event is the Race Director or his / her appointed delegate. If the event has not gone to 50 per cent of the scheduled distance, it may still be considered complete if the PCMRC Race Director deems a re-start to be unsafe.
- 10.9 Western Canadian Miniracing Championship events are only considered complete if at least 75% of the original distance or time has been completed, unless force majeure (i.e. weather) requires officials to shorten such distance or time.
- 10.10 If the event is not considered to be complete a new race will be run. If a "new race" is held then the original final event grid will be used to line up machines and all riders who qualified for the event and have not been subsequently disqualified may start.
- 10.11 Race will be considered complete after 50 per cent if Red flagged during the next lap. For example, in a 4-lap heat race, it would be considered complete if Red flagged on the third lap.
- 10.12 When a race is Red flagged, the finishing order shall be determined by the position of the riders on the previous lap.
- 10.13 Where a race is restarted, the rider responsible shall be placed last in the restart positions. When a scoring lap has not been completed, they will start behind the others. Where a race is restarted after the completed of one or more "scoring laps", and the full

race is not to be re-run, riders shall be started in single file based on their positions on the last scored lap.

- 10.14 All those who originally started will be eligible to restart, providing they are ready at the specified time of the restart, except where a race was stopped due to a fallen rider's inability to get off the track because of apparent injury. In that case, the rider may not restart.
- 10.15 A rider entering or leaving the pits must proceed to the designated entrance and exit lanes or face a possible disqualification penalty.
- 10.16 Riders intending to enter the pit lane must signal well in advance with an arm or leg (usually the left one) held HIGH so that both the pit lane officials and following riders are made aware of the intention to exit.
- 10.17 When leaving the pits, riders must wait for the appropriate official to wave them out.
- 10.18 Competitors must proceed in the direction of the course only. Any competitor found proceeding against the direction of the racing will be disqualified.
- 10.19 Use of electronic communication with the rider or use of a portable electronic device of any kind (i.e. digital music device) that would be considered a distraction while on the motorcycle during the meet is prohibited.
- 10.20 There will be no practice allowed prior to sign-in, filling out an official entry form, signing the track waiver or without permission of the Referee.
- 10.21 There will be no unauthorized use of the course before or after an event.
- 10.22 Attendance by competitors at the riders meeting is mandatory. Penalties will be assessed for no-shows. At the discretion of race officials, riders who fail to attend the riders meeting for any reason may not be permitted to race on that day.
- 10.23 If a machine breaks down on the course only the rider can repair it. The rider can have assistance pushing and / or starting the machine but his / her crew may not go trackside during an event to do so.

- 10.24 Any competitor who either intends to pull off the course or is forced to slow down significantly (and stop racing), must signal their intention (or dilemma) with either an arm held high (preferable) or an outstretched leg and must never cut across the track in front of their competitors.
- 10.25 Any rider leaving the track during a race, but not crashing or dropping his / her machine must re-enter the track as close as possible to where he / she exited. If a rider gains an advantage on another rider when returning to the track, the position must be relinquished as soon as safely possible. Any rider gaining an unfair advantage by “short cutting” may be penalized at the discretion of the Referee.
- 10.26 In a heat race or main event, a rider MAY re-mount and continue to race after having dropped or crashed his / her machine after a self-inspection of the motorcycle for any fluid leaks, or anything that could deem the motorcycle unsafe to continue.
- 10.27 No competitor shall at any time ride in such a manner as to endanger life or limb of other riders, the officials, or the public and, in violation of this rule, shall be subject to immediate disqualification and suspension by the Referee.
- 10.28 Race day refunds: there are no race day refunds.
- 10.29 PCMRC Right of Refusal: the PCMRC reserves the right to refuse participation in an event or the issuing of a license to any person for safety or other relevant reasons it deems appropriate. Such a decision is not subject to appeal.

Section 11 – Licensing Requirements

All racers must possess a current club membership and club race licence to compete in any PCMRC race.

Note: see Rider Classification for age requirements in section 12.

- 11.1 PCMRC “Youth” licenses are issued to those riders 6-9 years of age.
- 11.2 PCMRC “Intermediate” licenses are generally issued to new riders. “Intermediate” licenses may also be issued to riders of any age who have not had any previous road racing experience.
- 11.3 PCMRC “Expert” licenses are issued to riders who have previous road racing experience or have shown competent skills as an “Intermediate” during the previous season. PCMRC reserves the right to require an “Intermediate” rider to bump up to the “Expert” class at any time during the year.
- 11.4 PCMRC also reserves the right to require a rider to bump down a classification should there be sufficient reason to do so.

Section 12 – Rider Classification

There are four classifications of riders in PCMRC promoted events: Youth, Intermediate, Women and Expert. These classifications are meant to designate the difference between various racer demographics such as age and ability and gender and hence make for safe and fair competition.

- 12.1 Youth refers to riders in the age group of 6-9 years. In special circumstances, upon the discretion of the PCMRC Executive, Youth riders may be advanced to an Intermediate or Expert classification, based on their skill set and safety considerations.
- 12.2 Intermediate refers to riders 10 years and older and will include first time riders of any age. An Intermediate rider must show a clear understanding of the safety regulations and rules. An Intermediate rider must show the ability to operate their motorcycle in a

safe and prudent manner and will be allowed to participate in PCMRC events at the discretion of the PCMRC. Intermediate riders can advance to Expert status only after evaluation by a recognized PCMRC official. Advancement from Intermediate to Expert classification is at the discretion of the PCMRC.

a. *Note: any riders who have moved upwards from the Intermediate class will not be permitted to re-enter the Intermediate class in a race event.*

- 12.3 Expert refers to experienced riders. Only riders who have proven themselves to be amongst the top of the Intermediate classification will be promoted to Expert license status. Expert riders must be able to race safely with top riders from the PCMRC or other racing associations.
- 12.4 Any rider who wishes to be upgraded from Intermediate to Expert status may apply in writing to the PCMRC Executive and present his / her case to be judged on its own merit. As well, any rider slated for mandatory advancement may protest this change in license status by presenting evidence showing why he / she should remain at his / her current rider classification. Rider classification protests will be decided at the discretion of the PCMRC.
- 12.5 Any rider who has applied for Expert status may, at the discretion of the PCMRC Directors, be restricted to riding in that class only at test and tune events until such time he / she has proven skills required to safely compete in the Expert classes. Simply obtaining an Expert class machine does not imply the right to enter these classes during competition. The PCMRC reserves the right to restrict the entry of riders to Expert classes.

Section 13 – Machine Class Summary List

Note: due to the number of new machines entering PCMRC events, the Executive reserve the right to place the unproven machine into the class where the motorcycle appears to meet qualifications. The rider has the right to produce manufacturer's specifications to prove class entry for the machine and / or the unit will be observed for performance levels and reclassified by the Executive according to the machine specs. A rider, when purchasing a new untested machine is urged to research the class he / she intend to run and / or contact the PCMRC for classification for the machine.

- (1) Youth (ages 6-9)
- (2) Intermediate (ages 10 and up)
- (3) Spec Supersport
- (4) Formula Supersport
- (5) Spec Thunder
- (6) Formula Thunder
- (7) Spec Thumper
- (8) Formula Thumper
- (9) Motard
- (10) Formula GP
- (11) Spec 21 And Over
- (12) Spec Under 21
- (13) Formula 21 And Over
- (14) Formula Under 21
- (15) Moto 4
- (16) Ladies
- (17) Grom Prix

- (18) Gold Cup
- (19) Super Motard
- (20) **Formula 16 Unlimited**

Note: Based on the number of bikes present at each race and / or the decision of the track organization, some of the classes listed in this rulebook may not run, or some of the classes may run together to save track time (not including the Youth class).

Section 14 – Approved Motorcycle Modifications and Class Structure

The following modifications may be made after all safety requirements are met. All motorcycle components (frame, wheels, engine parts, etc.) must be stock and in place unless designated otherwise. Only modifications indicated below are allowed for the specified class.

*****Note: if it is not listed, it is not allowed.*****

Note: in the interest of providing affordable and fun racing at PCMRC events, riders owning an older uncompetitive machine may upgrade that machine and apply in writing to the PCMRC for classification in a Spec class. An example of this may be a YSR50 fitted with a stock Derbi or Honda 50cc engine. When applying for classification of this unit for Spec classes it must meet the specifications for both the frame and the engine according to the machine class rules. When petitioning for classification, the rider must make the case for the unit to compete in the Spec class of his / her choosing. The PCMRC reserves the right to place all entries in an appropriate class.

14.1 Transponders will be used at most PCMRC events. Transponders must be mounted on the front forks of the motorcycle in a safe location. Any transponders “borrowed” for use in a practice or race event must be encased in a PCMRC approved material pouch. This pouch must be securely mounted by tie strap and / or tape to the motorcycle frame or body so as to prevent damage to the transponder. Replacement of a damaged “borrowed” transponder due to the inadequate mounting is the rider’s responsibility. The mounting of the transponder to the motorcycle including drilling holes for the straps, is not considered modification under the rules.

Rented or loaned transponders are NOT to be secured with tape (unless in an approved pouch) as it leaves them in a sticky condition. Loaned transponders must be secured with tie straps or other non-marking method.

14.2 If a racer can’t maintain a lap time within 15% of the lead rider in that class they may be removed from the class for safety reasons.

14.3 A competitor may not enter or ride the same machine in two different capacity classes unless specific provision to do so is provided in the rules applicable to the specific discipline.

a. In order for a bike to not be considered the “same machine” as listed in 14.2, the bike must be modified in such a way that it is no longer legal to race in the class it was initially registered in.

14.4 Youth 6-9 Class: this is a Spec class and all stock motorcycle components must be in place and unmodified unless specified below.

Minimum Age is 6 years old at the time of racing. Maximum age is 9 years old, unless a competitor has completed an event and has turned 10, they will be allowed to complete the season.

- a) Engines are limited to maximum 70cc air-cooled 4-stroke engines and maximum 50cc air-cooled 2-stroke engines. Machines are restricted to wheel sizes 10-inch or less.
- b) Carburetor modifications are restricted to changes in needle jet, pilot jet and main jet only. Main jetting is not to exceed 25 per cent of stock jetting.
- c) Only external changes to gearing allowed.
- d) Only commercially available pump gas may be used. Additives for lubrication and knock suppression will be permitted provided they fall within PCMRC rules.

14.5 Intermediate Class:

- a) This class is open to Intermediate riders of minimum 10 years old.
- b) This class is open only to Spec machine class motorcycles.
- c) Intermediate class is a Non Championship Progressive Class. Riders will be moved out of the class once they have obtained a level of competency as determined by the PCMRC.
- d) Formula Class riders are prohibited from participating in Intermediate Classes.
- e) **This is a time restricted class, if at any point during qualifying or racing, the motorcycle completes a lap faster than the restrictions, in this class or any other class that day, the rider will be disqualified from Intermediate for the season.**
- f) **Riders cannot be faster than 1:14.0 at Greg Moore Raceway and 54.0 seconds at Quesnel's Cariboo Raceway Park.**

14.6 Spec Supersport Class: this is a Spec production class. The bike must be a factory built motorcycle using a sport bike style frame. All stock motorcycle components must be in place and unmodified unless specified below.

- a) Maximum 50cc single cylinder liquid cooled 2-stroke or maximum 80cc single cylinder air cooled 2-stroke or maximum 125cc single cylinder air cooled 4-stroke. Only OEM oversized piston sizes or equivalent permitted.

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- b) Carburetor modifications are limited to changes in needle jet, pilot jet and main jet only. Main jetting is not to exceed 25 per cent of stock jetting.
- c) Only external changes to gearing are allowed.
- d) Aftermarket bodywork may be used, but must serve in the same capacity as stock (must use stock mounting points). The stock gas tank must be retained.
- e) Upgraded fasteners for safety wiring purposes may be used.
- f) Aftermarket brake and clutch levers (must retain stock master cylinder).
- g) Aftermarket brake pad and shoes are permitted.
- h) Steel-braided brake lines are permitted.
- i) **Unmodified** aftermarket DOT approved tires are required. Slicks are not permitted and DOT rain tires are not permitted
- j) **Tire warmers are NOT permitted**
- k) Foot pegs may be cut and sanded smooth, **however, must have a slider installed as well.**
- l) **Aftermarket rearsets or relocation of factory rearsets are permitted**
- m) Battery, wiring harness, lighting coil and ignition switch may be modified or removed. Kill switch must be in working order.
- n) Kick starter and / or shaft and gear may be removed. The starter motor may be removed. An effective oil seal must be in place.
- o) Aftermarket clutch springs and plates are allowed.
- p) Aftermarket reeds are allowed (reed cage must remain stock and unmodified).
- q) Speedometer and cable may be removed.
- r) Self-returning throttles must be used. **Quick Turn throttle permitted.**
- s) Aftermarket Handlebars and clip-ons may be used, but must mount in stock position.
- t) Motorcycles using factory supplied 10 to 17 inch wheels are allowed.

- u) Modifications to stock air box are allowed.
- v) No suspension modifications allowed other than the installation of spacers / tubing springs and fork oil to stiffen the suspension. Factory spec OEM rear shock must be used. All stock factory adjustments may be utilized.
- w) Only commercially available pump gas may be used. Additives for lubrication and knock suppression will be permitted provided they fall within PCMRC rules.

14.7 Formula Supersport Class: This class is open to experienced riders and to intermediate riders only at the discretion of the Race Officials

- a) Maximum 65cc single cylinder 2-stroke liquid cooled engine or maximum 80cc single cylinder air cooled 2-stroke engine. Maximum 125cc single cylinder liquid cooled 4-stroke engine or maximum 200cc single cylinder air cooled 4-stroke engines.
- b) Motorcycles must use sport bike style frame only.
- c) Wheels 10 to 17 inches are allowed. Must use DOT approved tires or slicks.
- d) No restrictions on modifications.

14.8 Spec Thunder Class: this is a Spec class for maximum 125cc 4-stroke off-road style motorcycles. All stock motorcycle components must be in place and unmodified unless stated below.

- a) Maximum 125cc single vertical cylinder 4-stroke air cooled engines.
- b) Carburetor modifications are restricted to changes to needle jet, pilot jet and main jet only. Main jetting is not to exceed 25 per cent of stock jetting.
- c) Only OEM oversized piston sizes, or equivalent are allowed.
- d) Only external changes to gearing are allowed.
- e) Stock bodywork must be retained. Stock seat may be modified but must retain stock mounting points.

- f) Aftermarket handlebars may be used but must retain stock mounting points and the grips must be above the level of the upper triple tree.
- g) No suspension modifications allowed other than the installation of spacers / tubing, springs and fork oil to stiffen the suspension. All stock factory adjustments may be utilized.
- h) Aftermarket DOT tires are allowed but motorcycle must retain stock OEM hubs and rims. Slicks are not allowed.
- i) Heavy duty spokes are allowed.
- j) Only commercially available pump gas may be used. Additives for lubrication and knock suppression will be permitted provided they fall within PCMRC rules.

14.9 Formula Thunder Class: This class is open to experienced riders and to intermediate riders only at the discretion of the Race Officials

- a) Maximum 65cc single cylinder 2-stroke liquid cooled engine or maximum 80cc single cylinder air cooled 2-stroke engine. Maximum 125cc single cylinder liquid cooled 4-stroke engine or maximum 200cc single cylinder air cooled 4-stroke engines.
- b) There are no restrictions on modifications.
- c) Must use DOT tires, race compound tires, or slicks.
- d) Must use off-road style frame. Modifications are open.

14.10 Spec Thumper Class: This is a spec class for 125cc air-cooled four stroke thumper pitbike style motorcycles.

- a) Maximum 125cc single horizontal cylinder air cooled four stroke.
- b) Carburetor modifications are restricted to changes in needle jet, pilot jet, and main jet only. Main jetting is not to exceed 25% of stock jetting.
- c) Only OEM oversized piston sizes or equivalents are allowed
- d) Only external gear changes are allowed.

- e) Stock bodywork must be retained. Stock seat may be modified but must retain stock mounting points.
- f) Aftermarket handlebars may be used but must retain stock mounting points and the grips must be above the level of the upper triple tree.
- g) Modifications to stock air box are allowed
- h) No suspension allowed other than the installation of spacers/tubing, springs and fork oil to stiffen the suspension. All the stock factory adjustments may be utilized.
- i) Aftermarket DOT tires are allowed but the motorcycle must retain stock OEM hubs and rims. Slicks are not allowed.
- j) Heavy duty spokes are allowed.
- k) Only commercially available pump gas may be used. Additives for lubrication and knock suppression will be permitted provided they fall within PCMRC rules.

14.11 Formula Thumper Class: This class is open to experienced riders and to intermediate riders only at the discretion of the Race Officials

- a) Maximum 200cc single horizontal cylinder air cooled four stroke
- b) There are no restrictions on modifications.
- c) Must use DOT tires, race compound tires or slicks.
- d) Must use off road style frame. Modifications are open.

14.12 Motard Class: **EXPERIENCED RIDERS ONLY – AT RACE OFFICIALS DISCRETION**

- a) Maximum 93cc single cylinder liquid cooled 2-stroke or maximum 150cc single cylinder liquid cooled 4-stroke, or maximum 200cc single cylinder air cooled 4strokes.
- b) Engine modifications are open.
- c) Must use DOT tires, race compound tires, or slicks.
- d) Must use off-road style frame. Modifications are open.

- e) Aftermarket handlebars are allowed. They must use the stock mounting points and the grips must be above the level of the upper triple clamp.

14.13 Formula GP Class: **EXPERIENCED RIDERS ONLY – AT RACE OFFICIALS DISCRETION**

- a) Maximum 93cc single cylinder liquid cooled 2-stroke, or 150cc single cylinder liquid cooled 4-stroke, or 250cc single cylinder air cooled 4-stroke engines.
- b) Engine modifications are open.
- c) Must use approved DOT tires, race compound tires, or slicks.
- d) Must use Supersport style frame, modifications are open.
- e) ~~This class is open to the 2008 and newer Kawasaki Ninja 250R, as well as the 2011 and newer Honda CBR250, restricted to “Gold Cup” rules.~~

14.14 Spec 21 And Over Class: this class is open only to Intermediate and Expert racers 21 years of age and over. The class is open only to Spec machine class motorcycles.

14.15 Spec Under 21 Class: this class is open to Intermediate and Expert racers under the age of 21 years. The class is open only to Spec machine class motorcycles.

14.16 Formula 21 And Over Class: this class is open only to Expert racers 21 years of age and over. The class is open only to Formula machine class motorcycles, including “Gold Cup” legal motorcycles.

14.17 Moto 4: this class is open only to Expert racers 21 years of age and over. The class is open only to Formula machine class motorcycles, including “Gold Cup” legal motorcycles.

- a) This is a time restricted class, if at any point during qualifying or racing, the motorcycle completes a lap faster than the restrictions, **in this class or any other class that day**, the rider will be disqualified from Moto4 for the **season**.
- b) The rider will be permitted to continue in that class for the remainder of the season if they change to a different motorcycle.
- c) Time restrictions:

1 Greg Moore Raceway – 1:04.00

2 Cariboo Raceway – 0:46.50

14.18 Formula Under 21 Class: this class is open only to Expert racers under the age of 21 years. The class is open only to Formula machine class motorcycles.

14.19 Ladies Class: this class is open only to Intermediate and Expert female racers. The class is open only to Spec machine class motorcycles.

14.20 Grom Prix: This is a spec class for 125cc air-cooled four stroke “Honda Grom” motorcycles. Maximum 125cc single horizontal cylinder air cooled four stroke.

a) Mandatory modifications

- i. Head, tail, signal and license plate lights removed
- ii. Reflectors removed
- iii. Side-stand removed
- iv. Safety wire and catch can as per PCMRC rules
- v. Sliders to prevent damage to track surface
eg. Handlebar ends, axles, foot pegs, hard parts
- vi. Numbers and number plates(or solo seat cover) on front and on rear (both sides) as per PCMRC rules

b) Permitted modifications

- i. Pump fuel only (87-94 octane) (no additives, no race fuel, no oxygenated fuel etc)
- ii. Brake pads and/or brake fluid
- iii. Preload adjustable fork caps or internal preload spacers
- iv. D.O.T. tires only (no D.O.T. rains)
- v. No tire warmers
- vi. External gearing and chain

- vii. Front fork springs and oil (no internal modifications)
 - viii. Rear spring
 - ix. Solo seat cover allowed for race numbers
 - x. Stock bodywork must be retained
 - xi. Foot pegs can be changed for ground clearance reasons
 - (No rear sets allowed)
 - xii. Handlebars and or braces may be changed
 - xiii. Levers and foot controls may be changed
 - xiv. Rear fender may be removed
 - xv. Lever guards (eg. bark busters)
 - xvi. Rear foot pegs may be replaced with sliders
 - xvii. Left handlebar switchgear removed
 - xviii. O.E.M. Plastic muffler guard must be used or suitable replacement
 - xix. Chain adjuster/swing-arm spools may be added/changed
- c) No other modifications other than listed above are allowed
- d) Series promoter reserves the right to update rules at any time as the series progresses

14.21 Gold Cup: EXPERIENCED RIDERS ONLY – AT RACE OFFICIALS DISCRETION

- a) Gold Cup is open to all 2008 and newer Kawasaki Ninja 250R, 2011 and newer Honda CBR250, ~~and the 2015 and newer Honda CBR300R.~~
- b) This Class will have a horsepower and torque restriction of 32 HP and 17 ft.lbs measured at the back wheel on a Dynojet Dynamometer.
- c) Street legal pump gas only (87-94 octane RM/2) designed to be run in street legal vehicles.
- d) The replica bodywork must mimic the silhouette of the stock O.E.M. bodywork and tail section. The complete stock O.E.M. seat must be used. Any available windscreen for your model can be used.

- e) Airbox must retain stock O.E.M. appearance.
- f) Adjustments may be made to the swingarm for gearing and chain adjustment.
- g) Removal of the kickstand mounting tab from frame on 2008 and newer Kawasaki Ninja 250R is required.
- h) No quick shifter devices allowed.
- i) CDI/Igniter may be replaced with an aftermarket model.
- j) No master cylinder modifications or replacements of aftermarket master cylinders.
- k) Aftermarket levers are allowed.
- l) DOT tires must be used. Their original tread pattern may not be grooved or modified. Non-DOT grooved rain tires are allowed.
- m) Slicks are not allowed.
- n) Brake linings and/or pads may be changed. Steel braided or Kevlar brake lines may be used as a safety precaution as long as no other brake related modifications occur with the installation of the steel lines to the stock system. OEM style aftermarket rotors may be used. Front Master Cylinders may be replaced with aftermarket items such as Brembo, Nissin, Magura, etc.
- o) Spark plugs may be changed.
- p) Carburetor jets and settings may be changed or replaced with aftermarket kits. The stock bore and slides must remain (existing drilled holes in the slides can be enlarged).
- q) All components involved in fuel injection systems must remain standard except electronic control modules and the wiring harness, which can be modified or replaced with aftermarket pieces. Fuel injectors must remain stock bore and fuel pumps must be OEM as per the motorcycle being entered.
- r) Tires may be replaced with those more suitable for racing, but replacement tires must fit on the original manufacturer's stock rims for that model.

- s) Chains and sprockets may be changed.
- t) Handlebars and clip-ons may be changed for those more suitable for racing.
- u) Rear shocks and rear springs can be exchanged for aftermarket equipment.
- v) Linear shock links may be used in place of progressive shock links.
- w) The front fork externals must remain stock. Upper and lower triple clamps must remain stock.
- x) A steering damper may be added, and must be mounted in a safe and effective manner.
- y) Footrests may be relocated to any position or replaced with aftermarket footpegs/rearsets. Gearshift and brake pedals may be relocated or replaced without restriction. No sharp protruding edges are allowed.
- z) The stock charging system, all wiring, and the battery must remain and be in full operating condition. The battery may be relocated if done in a workman like manner and meets the approval of the chief tech inspector. This includes the alternator and electric starter if fitted to the standard model. The battery must be able to start the bike a minimum of three times and may be replaced with Lithium Ion type battery.
- aa) The speedometer, speedometer cable, tachometer, tachometer cable, and any other “dash gauges” may be removed.
- bb) The CDI unit can be modified or replaced with an aftermarket product. Traction control and electronic shifters are allowed. No aftermarket wheel sensors allowed.
- cc) Rear passenger pegs must be removed.
- dd) The maximum allowable overbore is 1 millimeter oversize using OEM standard replacement parts only.
- ee) Other than the above mentioned items, the bike must remain stock.
- ff) Aftermarket replacement subframes and fairing mounts are allowed.

14.22 Super Motard: EXPERIENCED RIDERS ONLY – AT RACE OFFICIALS DISCRETION

- a) Maximum engine displacement permitted at Greg Moore Raceway is 250cc.
- b) Engine modifications are open.
- c) Must use DOT tires, race compound tires, or slicks.
- d) Must use off-road style frame. Modifications are open.
- e) Aftermarket handlebars are allowed. They must use the stock mounting points and the grips must be above the level of the upper triple clamp.

14.23 Formula 16 Unlimited

- a) Maximum 250cc
- b) Minimum age of 16 years old

** Normally the PCMRC provides at least 2 qualifiers and/or 2 main event races for each motorcycle that is registered to race. This does not apply to this class. (This class is new for the 2017 season on a trial/developing basis. Expected class entries for this race are from Supermotard, 250 Production, Motard, and Formula GP bikes)

Section 15 – Race Grid Layout

~~15.1 Starting grid spacing will be as follows; the pole position will be on the inside of the track approaching turn one. The pole starting box will be 2 metres from the inside edge of the track and 1 metre back from the starting line. Second qualifying position will be 1 metre back from the line of the pole starting box and in the measured center of the track. Third qualifying position will be 2 metres back from the line of the pole position box and 2 metres from the outside edge of the track. The second row will be as follows; the fourth position will be 6 metres back from the inside starting box of the row in front, and in a direct line in the middle of the two boxes in the row in front. The fifth position will be~~

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~~1 metre back from the inside box of the second row and in a direct line between the inside and outside box in the row in front. This spacing will be repeated for all of the starting grid rows as the grid is progresses down the track. Layout may change due to width of track and safety considerations.~~