2025 Rule Book

Version: 2025.0 – January 13, 2025

TABLE OF CONTENTS

Contents

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 105cc 2-stroke 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 are due 30 days following the last race of the season for consideration in the following season and may be forwarded to executive@miniracingbc.com.

GENERAL GUIDELINES

The general guidelines and regulations listed below are to provide members with an understanding of how mini roadracing will be run at PCMRC events. 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. 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.

1.3. 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.

1.4. Any competitor that required medical attention as the result of a racing incident must be cleared by PCMRC first aid attendants before returning to racing.

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).

1.6. Riders must complete more than 50% of the races in the season to qualify for a year end trophy in their class.

Section 2 – Race Officials

All race officials are appointed by the PCMRC Executive.

2.1. Race Director / Referee

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.

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

2.2. Starter

a. Reports to the Race Director, and:

b. Is to open and close the track when appropriate.

c. Is responsible for starting and finishing races and for displaying the appropriate flags.

d. Is responsible to take over communications as directed by the Race Director.

2.3. Chief Technical Inspector

a. Reports to the Race Director, and:

b. 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 Riders' 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 / Race Control

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.

d. 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.

2.7. PCMRC President

a. PCMRC President must have volunteered on the executive board for at least one year before they can be voted in as president.

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 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.

3.3. ALL riders must have numbers that are legible from a distance and on a contrasting background.

3.4. Number plates may not have sharp edges or corners.

3.5. 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.

3.6. 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 these requirements, the Chief Technical Inspector can ask to have the number plates relocated.

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

3.8. 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.

3.9. 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.

3.10. When registering for the race 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.

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

4.2. The VIN of racing machines may be spot-checked during the season. 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 they 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).
    i. Oil drain plug bolts.
    ii. Oil filler and access plugs.
    iii. All oil and fuel fittings and clamps outside of the frame's perimeter (non-banjo style oil fittings may be silicone).

iv. Oil filter cover bolts (spin-on type filters must be secured with a hose clamp and then wired).
v. Axle pinch bolts and axles when accessible (if recessed type, silicone may be used)
vi. Cylinder and other water drain bolts.
vii. Radiator cap.
viii. Exhaust baffles and muffler bracket bolts.
ix. ALL muffler brackets must be triangulated, and safety wired.
x. Brake caliper bolts.
xi. Brake line banjo bolts (silicone may be substituted for safety wire).
xii. 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.
xiii. 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 150 ml 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 is 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 (e.g. exhaust).

t. At Greg Moore Raceway no machine shall exceed a noise level predetermined 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 may monitor the sound levels during any race or practice session.

u. All signwriting appearing on the motorcycle must be in good taste as determined by PCMRC officials.

v. 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. For general-purpose lock wiring, use 0.032-inch diameter wire. Use smaller diameter wire where parts are too small to permit a hole 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.

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 six 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 twenty-four (24) inch length of wire.

f. Wire shall be pulled taut while being twisted. As a general rule, when using 0.032-inch diameter wire there should be 6-11 twists per inch. Thicker gauge wire should have fewer twists. In all cases the lock wire should not be twisted so tight that it will snap from vibration while the motorcycle is in operation.

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 convenient 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 1-12 shows the single-strand method, while the other figures show the two-strand or double-twist method.

j. Check the units to be lock wired to make sure that they have been correctly torqued. Under-torqueing or over-torqueing 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 or select another unit.

k. 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.

l. 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.

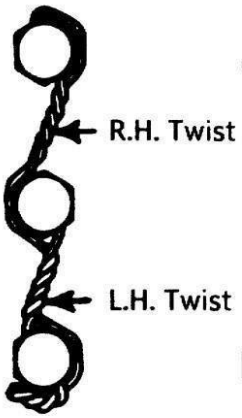

Figure 1-1

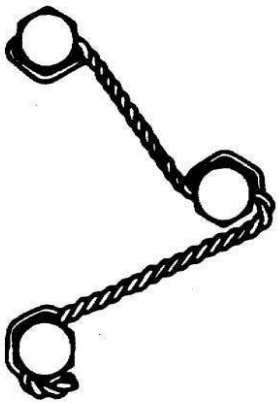

Figure 1-2

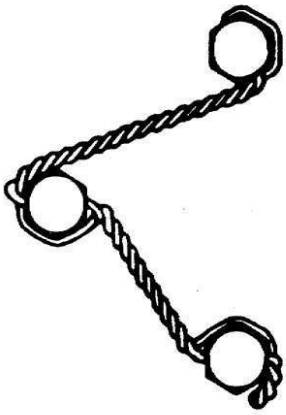

Figure 1-3

Figure 1-4

Figure 1-5

Figure 1-6

Figure 1-7

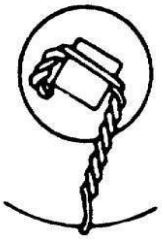

Figure 1-8

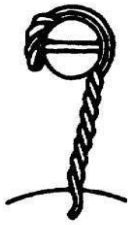

Figure 1-9

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 eye protection. All helmets must be as new, good condition, Snell M2015, 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 they are 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 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

6.1. It is to be understood that any 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.

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

a. If the competitor is under the age of 19, the protest may be filed by their parent or guardian.

6.3. Competitors must be prepared to prove adherence to the rules at any time from sign-up to one hour after the completion of their event(s), at the discretion of the PCMRC officials.

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

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

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

6.7. 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 subject to post race inspections and protests from fellow competitors.

6.8. 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.

6.9. 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 (e.g. false start/ course cutting/ dangerous riding/ inappropriate entry to or use of the course).

6.10. Protests must be filed with Riders' Representatives only (in writing and with fee, if applicable).

a. **Scoring Questions** (No fee required and may be verbal.) - Within 30 minutes of the posting of the race in question.

b. **Rule Infractions** ($10 fee) - Within 30 minutes of the completion of the race in question.

c. **Machine Legality "External"** ($20 Fee) - Within 30 minutes of the race in question

d. **Machine Legality "Internal"** ($200 fee) - includes suspension systems, gear box, crank shaft, carburetor, and internals of all components) - Within 30 minutes of the race in

question.

6.11. If a protest (machine legality, internal) is upheld, the fee will be returned.

6.12. 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.

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

6.14. 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.

   a. "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.

   b. 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 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 volunteer.

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 Race Director / 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 always worn by competitors while 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.

a. **First offence**: Verbal warning.
b. **Second offence**: Loss of PCMRC license for the current day's event and disqualification from further track access for the day

7.16. The road outside the pits is a public area subject to local legislation 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 Riders' Representative.

7.18. The Riders' Representative shall act as a mediator between the riders and the Referee or other race officials.

7.19. Penalties

a. Penalties are assessed by the PCMRC Referee / Race Director for any rule 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. 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.
b. "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 when starting lights are not operational.
    ii. Live track

b. CROSSED WHITE AND 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. WHITE FLAG
    i. Last lap.
    ii. Courtesy Flag, not always shown.

d. 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.

e. RED (waved or stationary)
    i. Used to signify the end of the “safety and sighting” lap and to hold the grids.
    ii. Used to hold competitors at grid positions in preparation for the start of the race.
    iii. When used during a race, signifies a serious incident, racing stops;
        1. All corners will display a waved RED flag at this time.
        2. Competitors are to raise arm to signal racers behind.
        3. Stop racing immediately and come safely to a stop at the next manned flagging station to await further instruction.
        4. 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.
        5. Do not race to the flag.

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 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 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 racetrack.
iv. Ignoring a MEATBALL flag is a serious offence. The rider will be banned from racing until the Executive can review the situation.

h. BLACK (This will be pointed directly at the relevant rider)
i. Dangerous machine defect-pull off the race line, proceed to the next manned flag station for instructions.
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.

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 50% of the laps of winner rounded up to the highest number and have taken the checkered flag.
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. 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.

a. 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.
b. 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.

c. 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.
d. If there is still a tie, the racer with the most races finished that season wins.
e. This system is used to break ties in all PCMRC championships including the club championship.

9.9. Class Championships

a. Year-end trophies will only be awarded for a class if that class ran at more than 50% of the races in the season.

9.10. Club Championship

a. Awarded to the competitor with the most points at the end of the season.
    i. Total points determined by combining the competitors two highest scoring classes.

9.11. Sportsman Trophy

a. Awarded to the club member that other people are drawn to because of their contribution and positive attitude to the sport. (See Appendix B)
    i. Determined by the PCMRC Executive

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 warmup 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 warmup 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 warmup 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.

10.4. Transponders will be used at all PCMRC races. Transponders must be mounted on the front forks of the motorcycle in a safe location. In all races, if a rider does not have a transponder on their bike, the finishing position will not be scored for that race. If a bike has two transponders on it while racing, the rider will be disqualified from that race. 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 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.

10.5. 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.

10.6. Grid Positions;

a. Qualifier Grid Positions:

i. Grid positions for the first qualifier of the season shall be based upon previous year's points total with late registrations and newcomers gridded behind the returning competitors.

ii. Grid positions in subsequent qualifiers will be based on current point standings of the pre-registered riders only; late registrations will be gridded at the back of the field.

b. Race Grid Positions:

i. Operational Transponders – When transponders are operational, grid positions will be based on the riders' best lap time during qualifiers.

ii. Non-Operational Transponders – When transponders are non-operational, grid positions will be based on the riders' finishing position during the qualifier. This includes incidents where the rider believes their transponder to be operational, but it malfunctions.

iii. Riders are required to line up in their assigned grid position, as marked on the track. Racers with no assigned grid position must grid behind the last assigned position.

iv. Racers starting from any grid position ahead of their assigned grid position will be assessed a jump start penalty.

10.7. When last call is announced riders will have 1 minutes to report to Pre-Grid before the track closes. Anyone not on the track by closure time will not get a "safety and sighting" lap and will be required to start from pre-grid after the pack has passed.

10.8. In the event of a mechanical problem after staging, the rider is permitted 1 minute to get the machine operational.

10.9. Starting procedure with starting lights:

a. Red flag will be held out to signify the end of the "safety and sighting" lap 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.

10.10. Starting procedure with NO starting lights:

a. Red flag will be held out to signify the end of the “safety and sighting” lap 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 flag back down, allowing for problems on the grid to be rectified.

f. Once problems are rectified, the starting procedure will start again.

10.11. If, at the discretion of the Race Director, it becomes necessary to stop an event, that event will be considered officially completed if 50 percent (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 percent of the scheduled distance, it may still be considered complete if the PCMRC Race Director deems a restart to be unsafe.

a. 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.

b. 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.

c. When a race is Red flagged, the finishing order shall be determined by the position of the riders on the previous lap.

d. No rider who is involved by falling off in any incident resulting in a red-flag situation in any race or its subsequent re-run shall appear in the final results of that race, unless the fall was caused by another rider or another rider’s machine failure.

10.12. A rider entering or leaving the pits must proceed to the designated entrance and exit lanes or face a possible disqualification penalty.

10.13. Riders intending to exit the track 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.

10.14. When leaving the pits, riders must wait for the appropriate official to wave them out.

10.15. Competitors must proceed in the direction of the course only. Any competitor found proceeding against the direction of the racing will be disqualified.

10.16. 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 event is prohibited.

10.17. There will be no practice allowed prior to sign-in, filling out an official entry form, and signing the track waiver.

10.18. There will be no unauthorized use of the course before or after an event.

10.19. Attendance by competitors at the riders meeting is mandatory. Penalties will be assessed for no-shows.

a. 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.

10.20. 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.

a. 10.18 does not apply to the Spec 70 class

i. Crew must have permission from the Race Director / Referee to enter the track to assist their rider

10.21. 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.

10.22. 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 they 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.

10.23. 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.

10.24. 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.

10.25. Race day refunds: there are no race day refunds.

10.26. 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 – 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 they intend to run and/or contact the PCMRC for classification for the machine.

(1) Spec 70
(2) Spec 110
(3) Spec Thunder
(4) Formula Thunder
(5) Spec Supersport
(6) Formula Supersport
(7) Motard
(8) Formula Under 16
(9) Formula 16 Unlimited
(10) 250 Production
(11) Moto 2
(12) Moto 4
(13) Moto 8
(14) Moto 12
(15) Formula GP
(16) Ladies
(17) Scooter

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 Spec 70 class).

Section 12 – 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. **If it is not listed, it is not allowed.**
Note: in the interest of providing fun and affordable 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.

12.1. Spec 70 Class

a. 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 11 years old, unless a competitor has completed a race that season at 11 years old and then turned 12, they will be allowed to complete the season in this class.
b. Engines are limited to maximum 70cc air-cooled 4-stroke engines and maximum 50cc air-cooled 2-stroke engines. Machines are restricted to OEM hubs and rims.
c. 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.
d. Only external changes to gearing allowed.
e. Only commercially available pump gas may be used. Additives for lubrication and knock suppression will be permitted provided they fall within PCMRC rules.
f. Racers aged 10 or 11 years old at the beginning of the year who race in this class may not race in any other classes and will be disqualified from Spec 70 for the season if at any point during qualifying or racing the rider completes a lap faster than 1:20.00 at Greg Moore Raceway (0.57.00 at Cariboo Raceway)

12.2. Spec 110 Class

a. This is a Spec class, and all stock motorcycle components must be in place and unmodified unless specified below.
b. Minimum Age is 9 years old at the time of racing unless approved by the executive.
c. Maximum age is 15 years old, unless a competitor has completed a race that season at 15

years old and then turned 16, they will be allowed to complete the season in this class.

d. This is a time restricted class, if at any point during qualifying or racing the rider completes a lap faster than the restrictions, in this class or any other class that day, on their Spec 110 bike, the rider will be disqualified from Spec 110 for the season at that track unless they switch to a different style motorcycle chassis.
e. Time restrictions:
    i. Greg Moore Raceway – 1:12.00
    ii. Cariboo Raceway – 0:52.00
f. Engines are limited to maximum 110cc air-cooled 4-stroke engines, maximum 50cc single cylinder liquid cooled 2-stroke, or maximum 80cc single cylinder air cooled 2-stroke, and are limited to a maximum of 8 horsepower as per manufacturer specification.
g. Racers who previously competed in this class with a 125cc 4-stroke engine shall be permitted to continue to race this class, subject to the class time restrictions.
h. Carburetor modifications are restricted to changes in needle jet, pilot jet and main jet only. Main jetting is not to exceed 25 percent of stock jetting.
i. Only external changes to gearing 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.

12.3. Spec Thunder Class

a. 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.
b. Maximum 125cc single vertical cylinder 4-stroke air cooled engines.
c. 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.
d. Only OEM oversized piston sizes, or equivalent are allowed.
e. Only external changes to gearing are allowed.
f. Stock bodywork must be retained. Stock seat may be modified but must retain stock mounting points.
g. Aftermarket handlebars may be used but must retain stock mounting points and the grips must be above the level of the upper triple tree.
h. 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.
i. Aftermarket DOT tires are allowed but motorcycle must retain stock OEM hubs and rims.
j. Slicks are not allowed.

k. Heavy duty spokes are allowed.

l. Only commercially available pump gas may be used. Additives for lubrication and knock suppression will be permitted provided they fall within PCMRC rules.

12.4. Formula Thunder Class

a. This class is open to experienced riders and to intermediate riders only at the discretion of the Race Officials

b. Maximum 65cc single cylinder 2-stroke liquid cooled engine, or maximum 80cc single cylinder air cooled 2-stroke engine. Maximum 125cc single vertical cylinder liquid cooled 4-stroke engine or maximum 200cc single vertical cylinder air cooled 4-stroke engines.

c. There are no restrictions on modifications.

d. Must use DOT tires, race compound tires, or slicks.

e. Must use off-road style frame. Modifications are open.

12.5. Spec Supersport Class

a. 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.

b. 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.

c. 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.

d. Only external changes to gearing are allowed.

e. 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.

f. Upgraded fasteners for safety wiring purposes may be used.

g. Aftermarket brake and clutch levers (must retain stock master cylinder).

h. Aftermarket brake pad and shoes are permitted.

i. Steel-braided brake lines are permitted.

j. Unmodified aftermarket tires or slicks are required. DOT rain tires are not permitted.

k. Tire warmers are NOT permitted.

l. Foot pegs may be cut and sanded smooth, however, must have a slider installed as well.

m. Aftermarket rearsets or relocation of factory rearsets are permitted.

n. Battery, wiring harness, lighting coil and ignition switch may be modified or removed. Kill switch must be in working order.

o. Kick starter and/or shaft and gear may be removed. The starter motor may be removed. An effective oil seal must be in place.
p. Aftermarket clutch springs and plates are allowed.
q. Aftermarket reeds are allowed (reed cage must remain stock and unmodified).
r. Speedometer and cable may be removed.
s. Self-returning throttles must be used. Quick Turn throttle permitted.
t. Aftermarket Handlebars and clip-ons may be used but must mount in stock position.
u. Motorcycles using factory supplied 10-to-17-inch wheels are allowed.
v. Modifications to stock air box are allowed.
w. Aftermarket exhaust permitted on Honda NSR or Yamaha YSR motorcycles only.
x. 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.
y. Only commercially available pump gas may be used. Additives for lubrication and knock suppression will be permitted provided they fall within PCMRC rules.

12.6. Formula Supersport Class

a. This class is open to experienced riders and to intermediate riders only at the discretion of the Race Officials
b. 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.
c. Motorcycles must use sport bike style frame only.
d. Wheels 10 to 17 inches are allowed. Must use DOT approved tires or slicks.
e. No restrictions on modifications.

12.7. Motard Class

a. This class is open only to experienced racers 16 years of age and over unless approved by the executive.
b. Maximum 105cc single cylinder liquid cooled 2-stroke, or maximum 150cc single cylinder liquid cooled 4-stroke, or maximum 200cc single cylinder air cooled 4-strokes.
    i. Requests for larger displacement engine limits can be made to the executive and will be evaluated on a case by case basis.
c. Engine modifications are open.
d. Must use DOT tires, race compound tires, or slicks.
e. Must use off-road style frame. Modifications are open.

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

g. This is considered a formula machine class.

12.8. Formula Under 16

a. This class is open only to experienced racers up to the age of 15 years old.

b. If a competitor has completed a race that season at 15 years old and then turned 16, they will be allowed to complete the season in this class.

c. The class is open only to Formula machine class motorcycles.

*** 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.*

12.9. Formula 16 Unlimited

a. This class is open only to experienced racers 16 years of age and over unless approved by the executive and the racer must have been disqualified from Moto 4. The class is open only to Formula machine class motorcycles.

b. Maximum 250cc

*** 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. (Expected class entries for this race are from Motard, 250 Production, and Formula GP bikes)*

12.10. 250 Production

a. This class is open to experienced racers only

i. Section 10.5 will be strictly enforced

b. Class Rules as per the current rule book of the Westwood Motorcycle Racing Club https://wmrc.ca/racing/rule-book/ for their "250 Production" class, subject to the track engine displacement restrictions

i. Maximum engine displacement permitted at Greg Moore Raceway is 250cc.

*** 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.*

12.11. Moto 2

a. This class is open only to experienced racers 16 years of age and over unless approved by the executive and the racer been disqualified from Moto 8.

b. Due to safety concerns surrounding size, this class is not open to "250 Production" motorcycles.

c. This is a time restricted class, if at any point during qualifying or racing, the rider completes a lap faster than the restrictions, in this class or any other class that day, the rider will be

disqualified from Moto 2 for the season at that track unless they switch to a different style motorcycle chassis.

i. Time restrictions:

1. Greg Moore Raceway – 1:02.00
2. Cariboo Raceway – 0:44.00

12.12. Moto 4

a. This class is open only to experienced racers 16 years of age and over unless approved by the executive and the racer been disqualified from Moto 12.

b. Due to safety concerns surrounding size, this class is not open to “250 Production” motorcycles.

c. This is a time restricted class, if at any point during qualifying or racing, the rider completes a lap faster than the restrictions, in this class or any other class that day, the rider will be disqualified from Moto 4 for the season at that track unless they switch to a different style motorcycle chassis.

i. Time restrictions:

1. Greg Moore Raceway – 1:04.00
2. Cariboo Raceway – 0:46.00

12.13. Moto 8

a. This class is open only to experienced racers 16 years of age and over unless approved by the executive.

b. Due to safety concerns surrounding size, this class is not open to “250 Production” motorcycles.

c. This is a time restricted class, if at any point during qualifying or racing, the rider completes a lap faster than the restrictions, in this class or any other class that day, the rider will be disqualified from Moto 8 for the season at that track unless they switch to a different style motorcycle chassis.

i. Time restrictions:

1. Greg Moore Raceway – 1:08.00
2. Cariboo Raceway – 0:49.00

12.14. Moto 12

a. This class is open to all riders that have reached a Minimum Age of 10 years old at the time of racing.

b. Due to safety concerns surrounding size, this class is not open to “250 Production” motorcycles.

c. This is a time restricted class, if at any point during qualifying or racing, the rider completes a lap faster than the restrictions, in this class or any other class that day, the rider will be disqualified from Moto 12 for the season at that track unless they switch to a different style motorcycle chassis.
    i. Time restrictions:
        1. Greg Moore Raceway – 1:12.00
        2. Cariboo Raceway – 0:52.00

12.15. Formula GP Class

a. Maximum 105cc single cylinder liquid cooled 2-stroke, or 150cc single cylinder liquid cooled 4-stroke, or 200cc 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.

12.16. Ladies Class

a. This class is open only to female racers.
b. The class is open only to Spec machine class motorcycles.

12.17. Scooter

a. A scooter is defined as a motorcycle with a step through design frame, where the engine and transmission act as the swingarm and conforms to the rules listed below.
b. All scooters that meet the displacement and power limits. Scooters may also race in regular motorcycle classes if they meet the requirements for those classes. Exceptions may be made on a case-by-case basis, contact race direction staff before the event to confirm machine legality. “Maxi” scooters, defined as scooters weighing over 275lbs, are prohibited from competition.
c. Three types of scooters, with different displacement limits, are recognized as legal in the Scooter class, each of which has different displacement limits and chassis or engine restrictions:
    i. Vintage air-cooled two-stroke:
        1. 225cc maximum displacement
        2. Stock-appearing engine cases
        3. Frame design must have been first sold prior to 1965. This includes Vespa small frames, Vespa large frames and Lambretta Series 1-4.
    ii. Modern air-cooled two-stroke:
        1. 125cc maximum displacement

iii. Four stroke (any):

1. 190cc maximum displacement

d. Restrictions for all scooters:

i. Must use wheels 12” or smaller in diameter.

ii. Must use engine cases that match the original model frame – no motorcycle engine swaps.

iii. Cylinders and heads must be based on OEM scooter cylinders and heads – no motorcycle cylinder/head swaps.

iv. Frame must have been originally sold for street use; no bespoke racing frames.

e. Except for the restrictions as mentioned above, chassis and engine modifications are open.

Appendix A - Retired Race Classes

Spec Thumper – Run simultaneously with Spec Thunder

a. 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.
b. Maximum 125cc single horizontal cylinder 4-stroke air cooled engines.
c. 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.
d. Only OEM oversized piston sizes, or equivalent are allowed.
e. Only external changes to gearing are allowed.
f. Stock bodywork must be retained. Stock seat may be modified but must retain stock mounting points.
g. Aftermarket handlebars may be used but must retain stock mounting points and the grips must be above the level of the upper triple tree.
h. 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.
i. Aftermarket DOT tires are allowed but motorcycle must retain stock OEM hubs and rims.
j. Slicks are not allowed.
k. Heavy duty spokes are allowed.
l. Only commercially available pump gas may be used. Additives for lubrication and knock suppression will be permitted provided they fall within PCMRC rules.

Formula Thumper - Run simultaneously with Formula Thunder

a. This class is open to experienced riders and to intermediate riders only at the discretion of the Race Officials
b. Maximum 65cc single cylinder 2-stroke liquid cooled engine, or maximum 80cc single cylinder air cooled 2-stroke engine. Maximum 125cc single horizontal cylinder liquid cooled 4-stroke engine or maximum 200cc single horizontal cylinder air cooled 4-stroke engines.
c. There are no restrictions on modifications.
d. Must use DOT tires, race compound tires, or slicks.
e. Must use off-road style frame. Modifications are open.

Spec Under 21

a. This class was open only to Spec class motorcycles.
b. For racers under 21 years old

Spec 21 & Over

a. This class was open only to Spec class motorcycles.
b. For racers 21 years old and above

Formula Under 21 Class

a. This class was open only to Formula class motorcycles.
b. For racers under 21 years old

Formula 21 And Over Class

a. This class was open only to Formula class motorcycles. (replaced by Moto 4 / Moto 2)
b. For racers 21 years old and above

Super Motard - Run simultaneously with Motard

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.

Novice 250 Production

a. Class Rules as per the current rule book of the Westwood Motorcycle Racing Club for their "250 Production" class, subject to the track engine displacement restrictions
b. Maximum engine displacement permitted at Greg Moore Raceway is 250cc.
c. This is a time restricted class, if at any point during qualifying or racing, the rider completes a lap faster than the restrictions, in this class or any other class that day, the rider will be disqualified from Novice 250 Production for the season at that track.
    a. Time restrictions:
        i. Greg Moore Raceway – 1:08.00
        ii. Cariboo Raceway – 0:49.00

Appendix B – Sportsman Trophy

During the early years of the Western Canadian 250 Gold Cup Series, a young man named Konstantin came to the paddock at GMR on a Friday before one of the rounds. English was his second language, and he was a self-proclaimed "nerdy" street rider with an earnest desire to transition to the track. At the time, Dave Vu and Scott Borthwick struck up a conversation with him. Konstantin's enthusiasm was undeniable. Dave and Scott agreed to help prep his bike for the track.

The next day, Konstantin took to the track. While he wasn't the fastest rider, he was safe and competent, and what stood out above all else was his infectious energy and spirit. When he got off the track, his excitement was unmatched—he was overjoyed just to be part of what we were doing. From that moment on, every time he showed up, no matter the outcome—whether he fell, finished last, or contended with the front pack—he was always happy. His positivity lit up the paddock, resonating with everyone.

Even on my most stressful days of the Gold Cup rounds, Konstantin's energy had a way of cutting through the tension. His positivity was so remarkable that he eventually earned a spot on the Carter Honda team—not for being the fastest rider, but for being the most spirited and uplifting presence in the paddock.

Tragically, Konstantin's life was cut short. At his funeral, Scott promised Konstantin's parents that we would honor his legacy by carrying his contagious positivity forward at the track he loved so much.

Scott and Dave set the criteria together for the new Sportsman Trophy:

- **The recipient doesn't have to be the fastest or even the hardest-working individual in the paddock.**
- **They must exude a positive vibe that uplifts others, embodying the same spirit Konstantin brought to our community.**

Over the years, this award has become a symbol of the kindness, positivity, and camaraderie Konstantin embodied. Every recipient of this trophy has been someone whose energy impacts everyone around them in a meaningful way. If no one meets the high standard set by Konstantin's legacy in a given year, we skip awarding it until someone deserving emerges.

Each time the trophy is awarded, Scott sends a photo of the recipient to Dave, who shares it with Konstantin's parents. It's a small but powerful way to honor the promise that made to them during such a heartbreaking moment, celebrating the joy their son brought into our lives.

Take a look at the names on that trophy—they represent the kind of people who embody Konstantin's spirit. It's not easy to describe this award in words, but its essence lives in the positivity and humanity of those who have received it.

Thank you for helping us keep this tradition alive, ensuring that Konstantin’s legacy continues to inspire all of us in the PCMRC community.