



Pacific Northwest Motorcycle Association

Off Road Series Rules and Regulations

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0.) Mission Statement

- 0.1)** The aim of the Pacific Northwest Motorcycle Association (PNWMA) is to provide an off-road motorcycle racing series that is fun, flexible and affordable for both competitors and volunteer workers.
- 0.2)** The rules written herein are intended to provide a uniform set of rules and regulations for PNWMA Off-Road Series Events.
- 0.3)** Each competitor and participant in the series must understand that off-road racing is dangerous and must assess the hazards involved and assume the risk of participation.

1.) Competition Committee

- 1.1)** The Competition Committee is to be made up of the PN Executive and one member from each sponsoring club to represent the club at meetings and at each series event.
 - 1.1.1)** A sponsoring club is defined as a club or association that organizes an event in the off-road series, and is in good standing with the PNWMA.
 - 1.1.2)** If an event is cancelled for the calendar year, the Host Club still retains its privileges with the Competition Committee for that year, subject to PN Executive approval.
- 1.2)** Members of the Competition Committee may pre-ride any course up to the day before the event, and if deemed necessary, discuss with the Host Club any changes that may be needed, (i.e. dangers, ease of riding for all classes, course markings, etc.)
- 1.3)** The Competition Committee must be able to listen to disputes in a quiet area and settle them to the best of their ability. The Host Club must stand behind their decisions. All decisions are final.

1.3.1) A protest levy of \$50.00 is to be paid to the Competition Committee before a protest will be considered. Levy will be returned if the protest is upheld. Any retained protest levies will be donated to the ISDE fund.

1.4) The Competition Committee may assess a penalty per competitor to any Host Club who is found in violation of PNWMA rules at any event. The amount of the penalty is defined in Schedule 1, Section 5.

1.4.1) Any Host Club found in gross or repeated violation of any of the rules and regulations listed herein, or found operating their event in a manner that the majority of the Competition Committee finds unsafe, unfair or unsportsmanlike, may have their event removed from the PNWMA Off-Road Series.

1.4.2) Any judgements passed by the Competition Committee, as well as any evidence or testimony, must be recorded in writing and signed. The aim of this is to justify the actions of the Competition Committee.

1.5) The Competition Committee will review standings each year and compile a list of riders to be moved up. Once a rider has competed in a specific class, he may not drop to a lower class without receiving approval from the Competition Committee.

2.) Host Club

2.1) The Host Club must ensure that all requirements for an off-road event are met, and that appropriate agencies are informed and approval from appropriate agencies has been attained.

2.1.1) The Host Club also must ensure that a reasonable level of safety is maintained on the course. This is done by following the PNWMA Arrowing Guidelines to the best of the Host Club's ability and by providing proper first aid services.

2.1.2) Inclusion into the PWMNA Off-Road Series is at the discretion of the Competition Committee.

2.1.3) Any Host Club may request to the PNWMA to apply their own specific rules and regulations to their event. It is the Rider's responsibility to attend the Rider's meeting to be informed of these rules.

2.2) The Host Club must give the Pointskeeper or his/her representative money for the rider levy according to Rule 2.2.3, a copy of the results sheet and the names of any competitors working the event for points.

2.2.1) The Host Club is also responsible to sell PNWMA Competition Licenses to all competitors except Sportsmen or other support classes that don't require competition licenses.

2.2.2) Northwest Motorcycle Association (NMA) competitors are not required to buy a PNWMA license to race any PNWMA event, however their points will not be tallied by the PNWMA unless they do.

2.2.3) For every entry in an Off-Road Series Event the Host Club must pay the PNWMA a Rider Levy according to Schedule 1, Section 3. For every entry in a Poker Run event the Host Club must pay the PNWMA a Poker Run Levy according to Schedule 1, Section 4.

2.3) The entry fee will be set by each club.

2.4) Competitors are to be divided into eleven (11) classes:

- 1)** Masters (AA)
- 2)** Expert (Open A & 200A)
- 3)** Intermediate (Open B & 200B)
- 4)** Junior, Over 200cc (Open C)
- 5)** Junior, Under 200cc (200C)
- 6)** Veteran, Expert (Minimum 30 years old at time of signup)
- 7)** Veteran, Amateur (Minimum 30 years old at time of signup)
- 8)** Senior, Expert-(Minimum 40 years old at time of signup)
- 9)** Senior, Amateur(Minimum 40 years old at time of signup)
- 10)** Super Senior (Minimum 50 years old at time of signup)
- 11)** Women

2.4.1) The Host Club may run other classes if desired, but the results must be organized so the Pointskeeper can accurately place all Series competitors in one of the eleven classes. The Host Club is encouraged to run other non-competitive classes to promote our sport ie sportsman.

2.4.2) Sportsman is a non-speed event, and is not to interfere with the main event.

2.5) Hare Scrambles courses should be 5-12 kilometers (3-8 miles) long and a total of 3 hours, with short course competitors riding 2 hours. Cross country courses should be at least 13 km long and a total of at least 3 hours, with short course competitors riding at least 2 hours. Host clubs must specify if their event is by time or by loops completed. If scored by loops completed, host clubs must attempt to ensure that the race complies with the time guidelines on the day of the event. Host clubs may shorten the race course or time due to extreme conditions.

2.5.1) Definition of long course competitors:

- 1)** Master

- 2) Expert
- 3) Intermediate
- 4) Veteran-Expert

2.5.2) Definition of short course competitors:

- 1) Veteran-Amateur
- 2) Senior-Amateur
- 3) Super Senior
- 4) Junior
- 5) Women

2.5.3) Senior-Expert competitors ride the long course at the short course time.

2.5.4) The definition between long and short course classes may be changed based on the majority of competitors in the class and the discretion of the Host Club

2.5.5) A clock must be placed on the course before the lap check to allow riders to time out before crossing the check. This clock must be placed in a location that allows riders to stop without impeding other riders.

2.6) An hour before the rider's meeting must be set aside for practice on hare scrambles courses where practical. This is done for both safety and to minimize home track advantage.

2.7) A fully trained First Aid person must be present at all events. If there is no First Aid, the event will be cancelled and the host club will be subject to a penalty defined by Schedule 1, Section 6. If the PNWMA is arranging insurance, the Host Club must adhere to insurance provider's requirements or coverage will be voided.

2.8) Results must be posted half an hour (30 minutes) before trophy presentations to allow for disputes. Postings must be done in a location accessible to all competitors. Reposting time will be 5 minutes if the original half hour has lapsed.

2.8.1) The Host Club has no obligation to hear disputes after the trophies have been handed out.

2.9) Once the rider has left the start line, he/she may not change motorcycles. No rider switches shall be made. One rider per motorcycle (except team events).

2.9.1) A competitor who stops racing to assist an injured person will receive an averaged score ("Good Samaritan Points") at the discretion of the Host Club and/or Competition Committee.

2.10) All courses are to be marked with arrows and wrong way markers, where ribbon is used only where arrows are not feasible. Each loop must have a minimum of two checks to prevent competitors from course cutting.

2.11) The Host Club is responsible to perform a sound check to keep sound levels of the competitors below 96dB. The meter is to be held at a 45 degree angle from the centerline at the same level as the highest exhaust port and at a distance of 50cm (20 in) from the end. The motorcycle is to be operated at half of its maximum revolutions per minute.

2.11.1) Any motorcycle failing a sound check may not race at the discretion of the Host Club and/or the PNWMA Sound Marshalls or Technical Inspector. Any motorcycle failing three sound checks in a season will not be allowed to race until the motorcycle is able to pass the sound check. A conditional pass may be granted by the PN Executive/Competition Committee if prior arrangements are made.

2.12) Motorcycles must have a US Forestry Service Approved spark arrestor or equivalent in place to prevent fires.

2.12.1) Any motorcycle without a spark arrestor may not race at the discretion of the Host Club and/or the PNWMA Sound Marshalls.

2.13) The rider is responsible for the condition of his/her motorcycle, however, the Host Club, PNWMA Sound Marshalls or Technical Inspector may refuse to allow any rider to start his motorcycle if it is not in a safe operating condition.

2.14) No tires with metal studs may be used.

2.15) A manual backup scoring system must be in use. Any variation of the current tag system used is acceptable. Minimum backup can be the recording of tag numbers in order of arrival to ascertain the order and laps of the riders.

2.16) The Host Club is required to provide at least one fire extinguisher in the refueling area (pit lane).

3. Pointskeeper

3.1) The Pointskeeper is responsible for issuing Competition Licenses. Only those competitors who buy the PNWMA Competition License will have their points tallied. The License is not retroactive, and is valid from date purchased only.

3.1.1) Any competitors changing class mid-season will be required to purchase a new Competition License for the appropriate class. Points are not transferable between classes. Once the new license is purchased, the old license is void and cannot be reactivated.

3.2) The points will be tallied according to the following system:

Finish	Points	Finish	Points	Finish	Points
1	30	8	13	15	6
2	25	9	12	16	5
3	21	10	11	17	4
4	18	11	10	18	3
5	16	12	9	19	2
6	15	13	8	20	1
7	14	14	7	20+	1

3.2.1) Any competitor may work one event for points, which is awarded as the average of his best scores up to the maximum counted for his/her class. Competitors collecting work points must be assigned to a work position before the race starts and cannot start the event as a competitor.

3.2.2) The Good Samaritan points are calculated as the average of his/her best scores up to the maximum counted for his/her class.

3.2.3) Club members who work more than 2 or more of their own club events can earn a maximum of 2 work party points if they ride 50% of the series.

3.2.4) Sponsors who have both days of their event on back-to-back weekends are eligible for averaged work points for the previous day's event if they ride 50% of the Series.

3.2.5) There will be no tiebreakers. In the event of a first place tie, two first place awards will be given, with the next highest score receiving third.

3.2.6) Competitors in the following classes may not be moved into another class if they win the class.

- 1) Women
- 2) Veteran-Expert
- 3) Senior-Expert
- 4) Super-Senior

3.3) A competitor's best scores of the series are totalled for Series Awards for the overall series.

- 1) Masters – 80% of series events
- 2) Experts-65% of series events
- 3) Intermediates – 60% of series events
- 4) Veterans – 60% of series events
- 5) Seniors – 60% of series events
- 6) Super Seniors – 60% of series events
- 7) Juniors – 55% of series events
- 8) Women – 55% of series events

3.3.1) The exact tally of the amount of races that count towards series awards will be listed in Appendix B

3.3.2) Additions to the rules concerning the regions are listed in Appendix A

3.4) Point standings should be posted or mailed after every few events.

3.5) The Pointskeeper should consult the Competition Committee regarding any competitor whom, in this first event of the Series, places in the top 20% of a higher class. That competitor must move up one class.

3.6) The PNWMA Executive will arrange for the Awards Night.

3.6.1) The PNWMA will provide trophies for the overall class dependent on the number of competitors in that class at the end of the year. One trophy will be awarded to every seven competitors entered.(14% of competitors)

4. Competitors

4.1) Any competitors unaffiliated with any club may request a sponsoring club or a member of the executive to act on their behalf regarding concerns over the Off-Road Series. However, competitors doing so must have a valid Competition License.

4.2) No competitor may at any time ride in a manner which endangers the safety of other competitors, officials or the public, and when in violation of this rule shall be subject to immediate disqualification and suspension by the Host Club.

4.3) Competitors must remain on the marked course. A competitor leaving the course can only continue in the event by returning to the point where he/she left the course.

4.4) No competitor shall ride backwards on the course. Violators will be subject to immediate disqualification.

4.5) No competitor will be allowed to compete when under the influence of any intoxicant or drug, which can affect their mental or physical ability.

4.6) Any competitor that defaces, changes or destroys markers shall be disqualified from the event.

4.7) All competitors are responsible for the actions of their pit crew and may face penalties for their actions.

4.8) All competitors must ensure that their motorcycles meet the technical requirements for racing which are:

4.8.1) An engine with the appropriate size for their class (200cc and under = Under class, 201cc and above = Open class.) This is irrespective of engine type.

4.8.2) Possession of a United States Forestry Service (USFS) approved spark arrester or equivalent.

4.8.3) An exhaust system which is able to meet a 96dB sound requirement.

4.8.4) Failure to meet the requirements listed in subsections 1 to 3 may result in disqualification and/or removal from the event by either the PNWMA Competition Committee or the Host Club.

4.9) The transponder must be placed upon the chest protector of a rider. If no chest protector is worn then placement upon the top of the head light shroud is acceptable. The transponder will work through clothing or plastic. The Host Club or the PNWMA will take no responsibility for misplaced transponders. Riders with a misplaced transponder may be waved through the check without scoring.

4.10) Competitors can have numbers on their motorcycles. It is recommended that they use the last three digits of their transponder/license number and the colour scheme outlined below. Riders may also use their position in the overall series from the previous year if they were in the top ten riders. This is transferable between classes.

Class	Number Colour	Background Colour	Example
Masters	White	Red	MST 1000
Expert	Black	White	EXP 2000
Veteran Expert	Black	White	VET-EXP 3000
Intermediate	Black	Yellow	INT 4000
Senior Expert	Black	White	SEN-EXP 5000

Veteran Amateur	Red	White	VET-AM 6000
Senior Amateur	Red	White	SEN-AM 7000
Super Senior	White	Black	SUP-SEN 8000
Junior Open	Red	White	JUN-OVR 9000
Women	White	Blue	WMN 10000
Junior Under	Red	White	JUN-UND 11000

5.) Admission into the Off-Road Series

5.1) A club must provide contact information and payment of fees to the PNWMA, then their event will be included in the PNWMA calendar as an off-road event.

5.1.1) Club dues, calendar dates and other information for the following season are to be submitted to the PNWMA no later than December 1st of this year.

5.2) Two or more representatives of the Competition Committee must either enter the event or witness it's operation and examine it for its suitability for inclusion into the Off-Road Series.

5.3) The Competition Committee will vote to include the event into the Off-Road Series in the following calendar year.

5.4) If a club is denied access into the Off-Road Series the reasons for the decision will be given to the club.

5.5) A Competition Committee club may co-organize an event with a non-committee club to bypass the one year requirement, but do so with the understanding that the Competition Committee club holds all responsibility for the event and may be subject to any penalties incurred.

5.6) The new Club must sign an affidavit declaring that they have read and understood the PNWMA Rules and Regulations and the PNWMA Arrowing Guidelines.

6.) Complaint Procedures

6.1) It is highly recommended that any complaints made concerning off-road series events should be made to the Host Club first. Complaints to the Competition Committee must be made in written or typed form and be signed by the complaining parties. No other evidence or testimony will be allowed. One member of the complaining party must be a valid Competition License holder.

6.1.1) Complaints will only be heard concerning the actions of the Host Club and its members. Complaints concerning the behaviour of other competitors will be heard at the Competition Committee's discretion.

6.1.2) The Competition Committee is not required to act upon complaints concerning scorecards. It is the responsibility of the competitors in the event to ensure that their tags are properly marked upon leaving the checkpoint.

6.2) The testimony will be forwarded to the Host Club unedited for rebuttal. If deemed necessary by the Competition Committee, the Host Club will be placed on probationary status for the following season. Fines may be levied by the Competition Committee depending on the severity of the complaint.

6.3) If the Host Club receives similar complaints in the following season and shows little or no sign of improvement, then the Competition Committee can vote to remove the Host Club from the Off-Road Series.

7.) Posters

7.1) All posters for PNWMA Off-Road events require a warning about sound as per Rule 7.2, otherwise the posters will not be posted on the PN website and not posted in mailouts.

7.2) The wording of the warning should be; "Spark Arrestors Mandatory – Motorcycles must meet a 96dB sound limit". The "Less Sound = More Ground" logo must be used.

8) Rules Section

8.1) If a rider cuts the course or misses a check, a penalty of disqualification or up to 5 positions in the results may apply. This penalty will be decided by the Competition Committee.

8.2) Where double course markings are used on both sides of the course, riders must stay between them. (IE: four arrows, two on each tree on either side) Penalty is disqualification.

8.3) Machines must be shut off when refueling.

8.4) A finisher is a rider who crosses the finish line with the correct number of checks.

8.5) A protest fee of \$50.00 will be required before a protest will be considered

8.6) Absolutely **no smoking** will be permitted in the fuelling area (pit lane).

8.7) Use of tear-offs is to be discouraged. Preference is for a roll-off system with one tear-off for starts.

Insert Logo here.