



PBRA RULES

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CHAPTER 1: DEFINITIONS

Abbreviations **PBRA** —Pit Bike Racing Association

CC—cubic centimeters **Cu. in.**—cubic inches **DOT**—Department of Transportation

OEM—Original Equipment Manufacturer

ADULT—any person over the age of majority in the state where he lives

AMATEUR RIDERS—motorcycle riders not competing for cash awards

AUTHORIZED ADULT—any person over the age of majority —not the parent or legal guardian—who is given the responsibility, in writing and notarized, for a minor on a given day

CONTEST—competition between two or more riders in the meet

EVENT—any one of the contests in a meet

KNOBBY TIRES— Tires marked not for highway use are considered knobbie. All blocks in the same circumference must be of the same depth.

MACHINE— one frame and frame number and one engine and engine number.

MANUFACTURER— the original manufacturer of a motorcycle.

MEDICAL RELEASE— authorization from the parent or legal guardian required by a hospital before it can treat a sick or injured minor **MEET** —an activity during which one or more motorcycle events and related practices for such events are conducted

MOTO— a contest during pit bike race

PISTON DISPLACEMENT— the space covered, or volume swept out, during each piston stroke

PIT CREW—mechanics or assistants to a rider entered in a meet

PIT BIKE— a two-wheeled motor-powered vehicle with a wheelbase of 54 inches or less and rear wheel size of 14” or smaller.

PRO RIDER—Holder of a Pro license from PBRA. Pro Sport riders may compete in their appropriate class for cash, prizes, etc. in any PBRA sanctioned event.

RIDER—any person who has completed an entry and competes in a meet.

ROLL CHECK—List of rider numbers and times as they pass a checkpoint

SLEEVE—A cylinder insert

STANDARD MEET—a series of events or games in which prizes are limited to trophies or merchandise

SUSPENSION—in the context of penalties, the loss of all rights to compete as a rider or member of a pit crew for a specified period.

TIME TRIAL (RECORD TRIAL)—an event in which a rider competes against a clock

WHEELBASE—The length of a horizontal line connecting two vertical lines drawn from the center point of each axle to the surface, with the rear axle adjusted to its maximum rearward position. Wheelbase shall be measured with the machine in an upright unloaded position.

YOUTH MEET—a series of contests or games for youth riders in which prizes are limited to trophies or merchandise

YOUTH RIDER—any rider, age 4 through 15, competing in a youth meet

CHAPTER 2: RIDERS AND ELIGIBILITY

Special Note: The Pit Bike Racing Association does not test the skill of individual participants in PBRA-sanctioned events, nor does the Association license amateur competitors or judge rider competence. Participants are solely responsible for their safety.

A. General

All riders in PBRA sanctioned competition are required to be members of the PBRA. Race entry cannot be denied if the rider has a valid PBRA. Entry fees can be altered at the promoter’s discretion for riders without specific series or event memberships. PBRA-chartered clubs or promoters may collect contestants PBRA membership cards when they sign in and return the cards at the end of the meet. A proper legal release must accompany each membership application. The minimum age for “Amateur” class riders is 12 years. The minimum age for a “Pro” class rider is 16. The age of the rider is determined as of the date of the event, except in youth competition.

1. Standard meets are open to all qualified PBRA members without regard to the sex of the entrant. Recognized districts must submit any supplementary regulations to the PBRA.
2. At Standard meets, only Pro class riders (the highest rider classification) may compete for cash prizes.
3. No rider under the legal age of majority in the state in which the meet takes place may compete without the written consent (signature on liability releases and entry forms) of his/her parents or legal guardians present at the meet. An authorized adult acting on behalf of the parents or legal guardians must provide a notarized statement indicating they have been given the authority by the parent or legal guardian to be responsible for the minor during the meet. All releases and notarized statements must be forwarded to the PBRA with the referee report and/or injury report. The parents, legal guardians or authorized adult must remain present while the PBRA member he/she is responsible for is at the meet.
4. All race personnel, officials, riders, mechanics, anyone associated with riders and photographers must not consume or be under the influence of intoxicants, performance enhancing drugs or drugs that could affect their normal mental or physical ability. Besides affecting the safety of the meet, any such use is inconsistent with the concept of good sportsmanship and is harmful to the sport of pit bike/mini bike riding.
5. Riders and/or family and pit crew who direct foul and abusive language to an official of the sponsoring club, promoter, or district official are subject to disqualification for the entire meet.

6. Each rider is responsible for the actions of his family and pit crew. Any unnecessary trouble caused by these individuals puts that rider at risk of disqualification.
7. All riders and other race personnel must assess for themselves the track, facilities, existing conditions and other matters relating to safety. The PBRA cannot and does not undertake to supervise any competition. All riders and race personnel must rely on their own judgment and assume all risks of participating in competition in any manner.
8. Any member subject to disciplinary action by the PBRA, including a permanent revocation and loss of licensure to engage in professional competition, shall be ineligible to participate in any PBRA-sanctioned amateur competition.

B. Riders and Classifications

1. Riders shall be classified by the PBRA on the basis of participation and achievement on a national level competition unless otherwise provided by PBRA rules. Rider classification shall be as follows:

A. Pro Class

B. Amateur Class

C. Youth Class

2. Participation in or advancement to a higher class in any PBRA or non PBRA activity by any rider will result in permanent advancement to that higher class (in like activity) in all PBRA sanctioned competition. (Like activity=MX to MX or Enduro to Enduro, etc.)
3. If a rider believes he/she is not capable of competing as the higher class rider, he/she may appeal (twice per calendar year) in writing. Each case will be considered individually. When the PBRA is notified of the decision in writing, with a copy to the rider, the change in classification will become official. Appeals from riders will be considered by the PBRA staff.
 - a. Riders returned to a lower class are only those who officials consider completely non-competitive in the class they are leaving and will not dominate the class they are returning to.
 - b. A rider may return to a lower class only twice per calendar year.
 - c. A rider returning to competition after several years must request to be reverted as explained above and can not move back a class automatically or without PBRA permission.
 - d. Failure to comply will result in suspension or other disciplinary action.
4. Riders between the ages of 12 and 15 riding the "Amateur" class shall not be forced into "Pro" class, regardless of how many "Amateur" races or advancement points he/she has.

C. Entries

1. All entry blanks must be signed in ink by contestants. A promoter may refuse the entry of a rider who has not made arrangements to pay medical bills or ambulance bills incurred as a result of injuries at a previous meet sponsored by that promoter.
2. No more than one engine number can appear on an entry blank.
3. Promoters may establish an advance entry closing date, and post entries, which can have a higher entry fee, may or may not be accepted. In any case, the conditions of entry must appear in all advertisements.
4. Entrants may be removed from a meet for breaking the rules of conduct. However, promoters and recognized districts cannot issue continuing suspensions of PBRA membership cards.
5. No youth rider shall ride in more than one age grouping during any meet, (i.e., a rider is eleven (11) years old or twelve (12) years old. He cannot be two different ages because of date of birth).
6. The same machine may be used by a youth or amateur entrant in more than one class in youth and/or amateur competition on the same day as long as the machine and rider meets the requirements of the class.
7. A rider must actually start the meet to be considered a participant.

CHAPTER 3: EQUIPMENT

Special Note: The Pit Bike Racing Association does not inspect vehicles in PBRA sanctioned competition. Participants are solely responsible for the condition of their vehicles and their competence to operate them.

A. Approval of pit bikes

1. Pit bikes used in competition must be approved by the PBRA. Modified classes will run as indicated in the General Equipment Standards Section.

a. For a pit bike to be approved for the Stock/Mod class, the manufacturer or distributor must provide photographs and prove that 100 identical, completed machines of the same model are available for sale to the general public (with exception to aftermarket modifications). PBRA staff will verify production requirements.

b. Manufacturers and distributors must have a sufficient quantity of spare parts to meet customers demand for a minimum of the current model year being approved. Any parts determined to be inadequate in design or construction may be upgraded by the OEM approval process as defined by the PBRA staff and must be submitted no later than June 15 of the model year. PBRA may require one unit of each approved model and/or upgraded part(s) to be provided for long term parts comparison.

c. Custom pit bikes are allowed in as long as the frame, swingarm and suspension are available for sale to the general public.

2. To be eligible for a STOCK/MOD CLASS (49cc to 125cc), the following cannot be changed or modified unless specified in this section: Engine cases, Engine head (no aluminum heads or special coatings), Engine cylinder (no cylinder spacers & no special coatings), carburetor (re-jetting allowed, choke must remain on carb.), carburetor manifold, engine appearance (no painting or coatings allowed), swing arm, forks (inverted forks allowed), frame and hubs. No porting or polishing allowed.

Bikes can be modified by changing or adding the following parts: Triple clamps, kill-switch, handle bars, grips, throttle assembly, throttle cable, brake cable, clutch cable, clutch springs, clutch plates (clutch shift style cannot be changed, i.e. automatic must remain automatic), piston (no titanium pistons or special coatings), rings, exhaust system, rear sprockets, counter shaft sprockets, CDI box, tires, air filter, fork springs, rear shock, bearings, footpegs/mounts, shifter, brake lever, skid plates, rims, spokes, seat cover and foam, graphics and plastics (must be OEM replacement plastics, must have white backgrounds on # plates.)

3. Violations of the stock/mod class rules as determined by the protest process or by the referee of the event will result in a disqualification from the event. A second violation of the stock class rules will result in a disqualification from the event and a suspension from PBRA competition for one year. However, if a violation is deemed by the referee to be cosmetic in nature, with no performance advantage or willful misconduct involved, he may issue a warning or fine in lieu of disqualification.

B. General Equipment Standards

Equipment used in sanctioned competition must meet the following standards, except as otherwise specifically provided for in this rule book. When the rules permit or require equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the rider to select components, materials and/or fabricate the same so that the motorcycle components will perform in competition with safety.

1. Engines (Modified Classes)

a. Unlimited motor modifications are allowed unless otherwise stated by class.

b. Superchargers and Nitrous systems are prohibited.

c. All pit bikes must be equipped with a functional mechanical kill device (such as a compression release) or ignition cut-off switch mounted on the handlebar and able to be reached without taking ones hand from a handgrip.

d. Pit bikes must be fitted with a self-closing throttle.

e. All pit bikes must use petroleum-based gasoline as defined by the American Society for test and materials (ASTM), designation: D4814. All gas must be stored in approved containers.

2. Transmission

a. Unlimited transmission modifications are allowed unless otherwise stated by class.

b. Machines originally equipped with fewer than six speeds may be increased to a maximum of six speeds.

c. Specially fabricated clutch levers or pedals may be used.

d. Special sprockets may be fabricated, but they must be made and attached in a safe and workmanlike manner. An extra sprocket cannot be mounted to the rear wheel.

e. Starting systems may be removed, including kick lever, pedal, starter crank gear and starter shaft. Kick pedals must be of the folding type.

f. There are no limitations on gearing.

3. Brakes

- a. Brakes, when required, must be manufactured and installed in a safe and workmanlike manner.
- b. Pit bikes in all PBRA competition must be equipped with a functional rear-wheel brake.
- c. A brake or braking device does not mean a compression release, although compression releases may be installed in addition to brakes.
- d. Brake ventilation is permitted.

4. Wheels and Axles

- a. 8" minimum rear wheel size for Pee-Wee and 50cc classes. 10" minimum rear wheel for all other classes unless specified by class. 12" rear wheel maximum unless specified by class.
- b. Aluminum wheel axles are prohibited in all PBRA competition.

5. Frame

- a. Frame parts must be manufactured in a safe and workmanlike manner, and any frame modifications also must be done in a workmanlike manner.
- b. Titanium frames are not allowed.
- c. Safety bars and stands must be removed except in Cross-Country type events.
- d. Maximum wheel base for all 10" rear wheel models is 45". Maximum wheel base for all 12" rear wheel models is 49".

6. Foot pegs and levers

- a. All foot pegs must fold back at a 45 degree angle for at least 50 degrees of movement.
- b. Foot pegs must have a non skid surface (knurled, serrated, rubber covered etc.)
- c. The length of the foot pegs pivot point to the frame, engine or transmission must not exceed three inches.
- d. Once qualified for the meet, the machines frame may not be replaced.

7. Handlebars and Controls

- a. Handlebars must be made of steel, aluminum, titanium or another material approved by the PBRA. Repaired, cracked or broken handlebars are prohibited. Handlebar mounts may be altered.
- b. Control levers must have ball ends.

8. Forks

- a. Forks must be adequate in strength and size for the pit bike and its use.
- b. Fender brackets may be removed.
- c. A steering damper may be fitted in all types of competition.

10. Gas Tanks

- a. Except for pit bikes used in cross-country competitions, gas tank capacity must be between less than 2 gallons. The gas tank must be manufactured and mounted in a safe and workmanlike manner.
- b. Leaking gas tanks or fittings, as well as temporary makeshift repairs, are prohibited.
- c. Seat tanks are prohibited.
- d. Gas tank vent lines must have a device that prevents gasoline from escaping.
- e. The same size gas tank must be used during the entire meet, including qualification. During pit stops, gas tanks may not be changed instead of adding fuel to the original tank.

11. Fenders

- a. The front fender and the rear portion of the rear fender may be removed, or special fenders may be fitted. However, any special fenders must be mounted securely and safely.

12. Chain Guards

- a.** A guard must completely enclose the primary drive, i.e. drive shaft. (The counter-shaft sprocket and primary back drive are not considered parts of the primary drive.)
- b.** A rear chain guard is not required.

13. Exhaust System

- a.** The exhaust system must be attached securely together and to the frame.
- b.** The discharge end of an exhaust system may not extend past the rear edge of the back tire, nor point so that it creates dust or interferes with the vision of another rider.
- c.** Machines entered in all meets shall have mufflers/silencers which do not exceed the maximum db(A) required by the state where the meet is being held if required by such state.
- d.** When required, spark arrestors shall remain in place throughout the event.
- e.** This applies to all entrants, including pro riders.

14. Tires

- a.** The tread pattern of tires in competition may be re-grooved or cut, provided it is done in a safe and workmanlike manner.
- b.** Recapped or re-treaded tires are prohibited.
- c.** No rubber or metal studs (or foreign materials) may be added to the tire tread.
- d.** No paddle tires may be used.
- e.** No liquid may be used as primary tire filler

15. Number Plates

- a.** When number plates are required, a motorcycle must be equipped with three plates of uniform size, shape and color.
- b.** Numbers must be at least four-inch high standard block letters; numbers must not be shaded or outlined. Lettering must have a professional appearance. PBRA national numbers will take precedence in all events, and will be designated by a 3-inch letter N (such as 1N). Nothing but the number and letter may appear on a number plate, except to allow top two inches of the front number plate for sponsor or rider name.
- c.** Number plates must be securely mounted. The front plate must be attached parallel to the head angle and may not be curved.

No radio communication with riders is permitted.

C. Motorcycle Equipment Inspection

- 1.** The referee has the power to disqualify any motorcycle that does not conform to the rules, and he may inspect any part of a motorcycle entered in a PBRA sanctioned meet. A machine that passes a pre-race inspection is subject to further inspection or protest at any time during the race program.
- 2.** A rider who refuses to turn over their machine for inspection or measurement at the request of the referee or meet officials is automatically disqualified from the meet.

E. Competition Apparel

It is the sole responsibility of the rider to select a helmet and apparel which will provide appropriate protection. The PBRA does not endorse or certify any manufacturers or products. The rider must rely on his own judgment in the selection of any helmet and apparel for durability and safety.

- 1.** A helmet must be worn during all competition. All helmets must be full coverage or full-face models. Helmets must be certified by the manufacturer and have a sticker affixed stating it meets or exceeds DOT Standard 2000, Snell M2000, M2005, or any of the FIM SFI approved certifications. The riders number may be placed on both sides of his helmet (using a contrasting color) to help scoring.
 - a.** It is recommended that all competitors display the following information on the base of his/her helmet: name, drug allergies and blood type. It is also advisable to carry this information on a small card inside

the leathers and add any pertinent information such as epilepsy, diabetes, current medications and past medical problems.

2. Protective pants made of durable material are recommended in all competitions.
3. Boots constructed of durable leather or other material are recommended in all competitions.

CHAPTER 4: MEETS & CLASSES

Special Note: The Pit Bike Racing Association does not set engineering and design standards or inspect tracks used in PBRA-sanctioned standard events. Participants are solely responsible for their safety at PBRA-sanctioned meets and should assess their own ability to negotiate each individual track or course. Participants who doubt the competence of track officials, have concerns about the safety of the course, or their own ability to negotiate the course, or are uncertain about the condition of their vehicle, or doubt the competence of fellow competitors, should not participate and should request the return of their entry fee before competitive activity begins.

A. General Rules of the Meet

1. Every club, association, promoter, rider and all other persons participating in or connected with any meet are bound by these rules. Recognized districts must submit any supplementary rules to the PBRA staff.
2. No gambling is permitted at any PBRA-sanctioned meet, and it is the responsibility of the promoter and referee to strictly enforce this rule.
3. At any meet, the following applies: The machine must meet the class requirement for engine size. All classes need not be run in any given meet. However, all classes to be run must be listed on any advance advertisements. If there are six or more entries for any class, that class must be run. If there are more than six but fewer than twelve riders in each of any two consecutive classes, these classes may be run at the same time (for separate prizes). In any advertised class with fewer than six entries, the class must be run, scored and awarded but may be combined with a similar ability or equipment class.
4. As specified in Chapter 3, general equipment standards, pit bikes must be equipped with mufflers. Meets should be advertised as muffled to promote good community relations.
5. With PBRA permission, a standard meet may run in conjunction with a professional meet. At meets where spectator admission is charged, an entry fee may be charged in addition to the admission fee.
6. At meets where the promoter is supplying medical insurance for the riders, he/she may collect an additional fee for this service. The promoter must display at sign up a sign stating, RIDER MEDICAL INSURANCE TODAY, in three-inch letters. All other meets should be recognized as not having rider medical insurance.
7. PBRA Pro licensed riders are not eligible to enter any amateur meets (except cross-country events).
8. A rider who earns a national number may begin using the number immediately and until the succeeding year's event at which the national number was earned.

B. Race Rules

1. No one except riders officially entered may ride or practice on any portion of the course the day of the meet. If a course includes public roads, a rider may travel those roads necessary to reach the starting area.
2. In a cross-country, anyone who lays out the course marks it or who in any way may have an unfair advantage through his involvement in organizing the meet is prohibited from competing. Except for an official parade lap or in an official event, no competitor will practice ride or survey the course by any means (i.e. mountain bike, horseback, airplane, by foot, etc.) at any time prior to the start of the meet. If they do, they will be adjudged as having an unfair advantage and will be excluded from the meet.
3. The machine the rider brings to the starting line for his first heat or moto is considered the qualified machine for that days meet in that class.
4. If a rider's physical stature is such that he/she can not reach the ground with both feet, blocks may be used but must be removed immediately after the start.
5. Practice or warm up is limited to the designated area identified by the organizer. Competitors riding, or allowing their machines to be ridden, outside these boundaries can be excluded from the meet.
6. A rider must be ready when called to the starting area. If not ready, he is allowed two minutes after the starters call to make minor repairs. Afterward, if he still is not ready, he is excluded from the event. Once an alternate rider has been called to the starting line by the referee, he will not be removed unless disqualified for some infraction. No alternate rider will be placed in an event once it has been initially started by the starter. Additionally, alternate riders may not be placed in an event that must be restarted. Any rider may ask for two

minutes to make repairs, but the additional time will not prevent the disqualification of another rider who has used the two-minute limit.

7. Starting methods for events:

a. Two starting lines, two feet apart, are plainly marked for each row. After starting their engines, competitors ride their pit bikes to their assigned starting positions, stopping half a bike length behind the back line and placing their machines in neutral. The width of the track at the starting line determines the number of riders. All riders are to get a front row start in all heat races.

b. When the starter ensures that all engines are running and in neutral, and all machines are properly positioned behind the back line, he walks to the side of the track and faces the riders. This is the signal for riders to place their machines in gear, move to the starting line and stop. When all riders are ready, the starter begins the event.

c. Facilities permitting, the referee may use starting lights, rubber band gate or speedway-type starting gate to assist the starter. All of the starters other responsibilities remain the same.

d. Any rider whose motorcycle touches the front line before the start will be moved to the penalty line. Riders who jump the line just prior to the start may be disqualified and black-flagged out of the event while the race continues. In all restarts, a rider at the penalty line must continue to start from the same position on the penalty line.

e. All starts, except for time trials, must be standing starts with both wheels on the ground.

f. If more than one starting line is used, each line must be no less than 5 feet behind the preceding line. The penalty line is to be 5 feet behind the last starting line in use.

g. Main event riders will select their start positions based on posted order or heat race positions when necessary.

h. Any race stopped with two laps or less completed will require a complete restart in the original positions. (see d. above)

i. A rider who was determined by the referee of the event to be the primary cause for the event being stopped will be required to restart from the penalty line.

j. If, in the referees opinion, it is necessary to stop an event after at least 60 percent of the total distance has been covered, the race may be considered completed. Riders will be scored according to their position on the lap preceding the one during which they were red flagged. If, in the referees opinion, it is necessary to stop a race, the race may be considered completed and riders will be scored according to their position on the lap preceding the one during which they were red flagged. At the referee's discretion, the race may be resumed and riders will be started in single file in the positions they held on the lap before the event was stopped.

(1) Should a race be stopped but not completed, riders must return their motorcycle to the designated work area only, to make repairs. Any rider returning a motorcycle to the paddock will be disqualified.

(a) Work periods last four minutes at the red flag/light, except in final events where they are ten minutes in length.

(b) Riders continuing to have work performed on their pit bikes past the allotted time period will be placed at the back of the lineup for the restart. There will be no two minute allowances given for further work.

(c) All riders must report to the starting line immediately when called or they will be subject to disqualification.

k. If a race was stopped because riders were down, the first rider down is placed last in the restart, etc., with the last rider down behind the last rider who did not fall. If for any reason a rider does not complete the red-flagged lap, he too will be placed in the rear of the restart in a position respective of his stoppage. If the race is called complete the riders will be scored in the position in which they would have restarted.

1. Under no circumstances may anyone ride a machine in the wrong direction on the track. For this offense, the referee may suspend a rider for the event or for the entire meet.

2. A rider whose machine is disabled before reaching the finish line may, under his own physical power, push or carry his machine (in the direction of the track) across the finish line to receive the checkered flag. Provided he completes at least 50 percent of the number of laps as the winner, a rider who finishes in this manner will be considered as having completed the event.

3. If a rider stops for any reason during an event, he must restart without any outside assistance. However, if a rider falls, blocking the course and endangering other riders, he may receive help or have his machine pushed off the course. An attempt to help under any other situation will result in the rider's disqualification.

4. A rider leaving the course must re-enter at the same point or at the first point where he can safely do so without interfering with other riders and without gaining an advantage. Failure to do so will result in the rider being penalized a minimum of one finishing position for that event.

5. A competitor who rides in a way that endangers officials, other riders or the public will be subject to immediate disqualification from the meet by the referee.

6. When entering or leaving the pits, a rider must use designated entrance and exit lanes. Failure to do so may result in disqualification.
7. The referee may decide the maximum number of riders who start any event. Starting riders will be those who qualify as a result of time trials or qualifying heats.
8. If heat races are used, a rider must start a heat to qualify for the final event.
9. The race is completed when the leader takes the checkered flag. Finishing position is determined by the number of laps completed and a rider need not take the checkered flag to finish.

C. Flags, measuring 30 inches by 30 inches, have the following meanings:

1. GREEN-start of race.
2. WHITE-one lap to go until finish.
3. YELLOW-caution. When a yellow flag is displayed, competitors must ride cautiously until they have passed the incident that caused the flag. In motocross when a yellow flag is displayed there is no passing or jumping between the flag and the incident that caused the yellow flag. Failure to do so may result in the rider being docked from one finishing position all the way to disqualification from the event subject to the referee's discretion.
4. BLACK WITH 1-INCH WHITE BORDER-disqualification of a rider. That rider must report to the referee at once.
5. LIGHT BLUE with diagonal yellow stripe-indicates you are about to be overtaken by faster riders. Hold your line and do not impede their progress.
6. WHITE WITH RED CROSS-indicates that ambulances, safety vehicles or emergency personnel are on the course. EXERCISE caution. Should this flag (red cross) be displayed riders will slow down, maintain position with no passing or jumping until past the incident.
7. YELLOW WITH THREE RED STRIPES-oil on the track at that location. (Two-inch red stripes are perpendicular to the shaft of the flag.)
8. BLACK AND WHITE CHECKERED-end of race.
(Checks are 5 inches square.)
9. RED-stopping of a race for any emergency situation.

D. Scoring

1. A PBRA-approved scoring system must be used.
2. Each rider is entitled to examine his score or scorecard with the head scorer or referee.
3. No official announcement of race winners may be made until all checks have been examined and the head scorer approves the cards. Official results are declared final if no rider requested a recheck within a half-hour after they are posted. The final results posted at the end of the 30-minute protest period may not be altered except by the PBRA or the appeal process.
4. It is the rider's responsibility to ensure number legibility. If a rider appeals his score and the numbers are not properly displayed, a protest will be disallowed. There will be no exceptions to this rule.

E. Classes

1. Any of the classes below may be included at a PBRA sanctioned event, but they must be run as advertised. Promoters may add extra classes as long as they stay within the guidelines of the general equipment standards (See chapter 3). A rider and the machine must meet the requirements of the class entered.

A. Pro Classes:

1. 10" rear wheel (max 188cc)
2. 12" rear wheel (max 188cc)

B. Amateur Classes:

1. Stock/Mod. (49cc-125cc)
2. 10" rear wheel (max 188cc)
3. 12" rear wheel (max 188cc)
4. Veteran (Over 30 years of age) (max 188cc)
5. 10" rear wheel (Women's only)
6. 12" rear wheel (Women's only)

7. 88cc open (88cc max)
8. Stock "50" (10" rear wheel)
9. Big Bike Open (125cc-250cc Air Cooled) eg: TTR 125, CRF 150, KLX 140, etc.

C. Youth Classes:

1. 51cc - 2 stroke Open (age 4-8)
2. 65cc - 2 stroke Open (age 7-11)
3. 10" rear wheel (age 7-11)
4. 12" rear wheel (age 7-11)
5. 10" rear wheel (age 12-15)
6. 12" rear wheel (age 12-15)

CHAPTER 5: YOUTH RULES

Warning: Motor vehicle mishaps, in competition or otherwise, can result in injury or death. Motor vehicles should never be used by minors without parental consent or supervision.

Unless otherwise provided for in this chapter, the rules of PBRA amateur competition also apply to youth meets. The Pit Bike Association does not test the skill of individual participants in PBRA-sanctioned standard events, nor does the Association license amateur competitors or judge rider competence. Participants are solely responsible for their own safety.

A. Riders and Eligibility

1. General

a. To compete in a youth meet, a PBRA member must be no younger than 4 years of age and no older than 15 years. The referee or clerk of course may ask to see any riders proof of age at sign-in. Proof of age must be available at all races.

b. Parents, legal guardians or authorized adults must remain present at all times during participation of PBRA member in any sanctioned youth meet.

(1) To authorize a minor to compete, parents, legal guardians or authorized adults must sign below the riders signature on the entry form.

(2) The notarized authorization signed by the riders parents or legal guardians giving responsibility to authorized adults must be kept on file with the riders release form.

c. The rider must be large enough and mature enough to control his machine at all times and to ride it safely. This includes stopping, starting, standing still, and mounting, dismounting and putting one or both feet on the ground. The referee has the authority to disqualify a rider that cannot safely control his/her motorcycle/pit bike.

d. A rider's age on January 1 will determine his/her age for the year. However, a rider may move to the next higher age class (within the youth division only) if he/she will be eligible to do so at any time during the year, but once a rider moves to the higher age class in PBRA or non PBRA competition, he/she may not move back to the lower age class. Riders are encouraged to determine at the beginning of the points season which age class they will participate in for the points season /year. Points earned in a lower age class will not transfer to the higher age class.

2. Entries

a. The same machine may be used by a youth entrant in both Youth and amateur events on the same day as long as the machine meets the engine displacement of the class entered.

b. The Pit Bike Racing Association does not inspect vehicles used in PBRA-sanctioned competition. Participants are solely responsible for the condition of their vehicles and their competence to operate them.

B. General Rules of the Meet

1. Youth meets must be conducted according to the rules in this rule book. Any variations are not allowed without the written permission from the Director of PBRA.

2. All classes to be run at a meet must be listed in advance advertising and posted in a prominent place at the entry desk. All classes advertised must be run if there are six or more riders for that class. When there are fewer

than six riders, they may be advanced to the next higher class and scored separately. If there are more than six but fewer than twelve riders in each of two consecutive classes, the two classes may be run at the same time (for separate points and trophies).

3. In classes with twelve or fewer riders, at least two trophies must be awarded. An additional trophy should be added for every five additional riders in the class. No more than five trophies need be awarded in any given class.

CHAPTER 6: OFFENSES, PENALTIES, PROTESTS, APPEALS & HEARINGS GENERAL INFORMATION

A. General Information

1 Through the establishment and enforcement of various rules and procedures, PBRA strives to regulate motorcycle competition in the fairest possible manner. By participating in an PBRA meet, each participant agrees to abide by the PBRA's rules and procedures. In addition, riders are deemed responsible for the actions of their families and crew members. All parties involved in PBRA competition are expected to conduct themselves in a responsible manner, respecting at all times the rights of others. Participation in PBRA-sanctioned activities is a privilege, and all participants understand that violation of PBRA rules and procedures can lead to forfeiture of their competition privileges.

2 Through its protest and appeal procedures, the PBRA provides a system of administrative review in the event of disputes which are eligible for such review. The goal of the PBRA's protest and appeal procedures is to assure fair and consistent enforcement of rules and objective review of protests and appeals lodged by or against participants.

3 Any current PBRA member who has been denied the right to participate in an PBRA sanctioned meet may request reconsideration via the PBRA national office using the PBRA appeal process.

4 Any participant who is fined under these rules will be deemed suspended from all PBRA-sanctioned activities until the fine is paid. The fined party is entitled to a receipt upon payment. Fines and other disciplinary actions levied by meet officials or by PBRA must be explained to the participant and noted in the referee report.

5 Any participant under suspension, or otherwise disciplined under these rules of competition, may be placed on probation or reinstated by the PBRA.

6. Only professional video from an accredited journalist/videographer will be allowed as evidence in Protests and Appeal Hearings.

B. GENERAL OFFENSES AND PENALTIES

1 This section outlines actions which are deemed to be detrimental to the sport of motorcycle competition and which may result in a range of disciplinary actions.

2 Unless otherwise specifically provided for in these rules, the referee may disqualify any rider, crew member or family member from a race meet for violation of these rules, insubordination or other actions deemed in the sole discretion of the referee to be detrimental to the race meet and the sport. Such disqualification includes the loss of any rights with regard to the event in question and may result in expulsion from the meet site. In addition, the referee is empowered to levy fines of up to \$50 and to recommend to the PBRA that further disciplinary actions be taken. The referee may also disallow use of a motorcycle determined by the referee to be illegal under these rules.

3 Unless otherwise specifically provided for in these rules, PBRA is empowered to suspend any rider, crew member or family member for a period of from 15 days to indefinite suspension for violation of these rules, insubordination, or other actions deemed, in the sole discretion of the PBRA, to be detrimental to the sport. The beginning and ending dates of any such suspension will be determined by the PBRA. The minimum suspension for a second offense of a similar nature shall be six months. In addition, the PBRA is empowered to levy fines of up to \$100.

4. Any supplemental rules, regulations, instructions or procedures established by the PBRA for the purpose of implementing, interpreting or enforcing these rules will be deemed to be part of the rules.

5. The following offenses are subject to disciplinary action by the referee and/or PBRA. This list is provided as guidance to competitors but does not restrict the PBRA from invoking penalties for other actions detrimental to the sport which are not specifically contemplated herein.

a. In any way attempting to gain an unfair advantage.

b. Falsifying one's name, age or ability level, practicing without officially signing up, or competing or attempting to compete under false pretenses. The penalty for riding in a lower classification than entitled (i.e. an

- “Pro” class rider competing in the “Amateur” class) shall be a fine and a suspension of up to one year.
- c. Entering and competing on a machine in a class that the machine was not of the same basic design and materials of the approved model for the class entered. For example: a 150cc entered in the Open Stock class, the rider will be disqualified from the event and may be suspended for up to one year.
 - d. Failing to attend mandatory riders’ meetings.
 - e. Riding in such a manner as to endanger the life or limb of others.
 - f. Failing to immediately respond to a black flag or other signals from officials.
 - g. After leaving the track during a competition, failing to re-enter at a point as close as practical to the point at which the rider left the track; and in so doing gaining an unfair advantage.
 - h. Receiving any form of prohibited outside assistance, including, but not limited to, receiving radio transmissions while in competition.
 - i. Causing a race to be stopped. At the referee’s discretion, a rider judged to have caused a red flag may be excluded from restarting the event.
 - j. Abetting or knowingly engaging in a race in which the result is “fixed” or prearranged.
 - k. Giving, offering or promising, directly or indirectly, any bribe in any form to any person in an attempt to circumvent PBRA rules or procedures or to otherwise gain an unfair advantage.
 - l. Accepting or offering to accept any bribe in any form from any person in an attempt to circumvent PBRA rules or procedures or to otherwise gain an unfair advantage.
 - m. Wagering on the outcome of any PBRA-sanctioned competition.
 - n. Knowingly entering or starting competition with a motorcycle that has been disqualified or is ineligible for the class entered; or competing on any machine other than the one on which the rider qualified.
 - o. Changing the specifications of a motorcycle that has already been admitted for competition and/or inspected.
 - p. Refusing to submit a machine or component (including fuel) for inspection, measurement or testing. Such refusal will result in the forfeiture of all points, prizes and rights at the race meet in question, plus a fine and one-year suspension.
 - q. Refusing to provide a factual statement regarding an item under appeal when requested by the PBRA or a party to the appeal; or interfering in any way with the PBRA’s protest and appeal procedures in order to hinder the process or influence the outcome.
 - r. Attacking an PBRA or meet official or engaging in a fight. This includes any person and any incident anywhere on the premises prior to, during, or after an PBRA sanctioned meet. The penalty for such violations shall be a fine of up to \$100 and an indefinite suspension pending review by the PBRA.
 - s. Engaging in any unfair practice, misbehavior or action deemed by the referee or PBRA to be detrimental to the sport.
 - t. Conspiring with others to violate any of these rules.

C. EQUIPMENT OFFENSES AND PENALTIES

- 1 This section deals with violations of equipment regulations. Regardless of a motorcycle passing prior inspections, compliance with all applicable equipment rules must be made at all inspections.
- 2 Any motorcycle found to be in violation of equipment rules may be assumed to have been in violation for the entire race meet. In permitting a motorcycle to practice and/or compete, race officials do not warrant that motorcycle’s adherence with the PBRA rules. Riders are responsible for any violation of equipment rules involving their motorcycle.
- 3 Under the direction of the meet referee, pit bikes or components may be impounded following an event to allow for detailed or independent inspection and testing directed by the PBRA.
- 4 Penalties
 - a. On the day of an event, and at the discretion of the meet referee, any or all of the following penalties may be administered:
 - (1) Disqualification
 - (2) Total or partial loss of points and awards/prize money from the meet
 - (3) Fine of up to \$50
 - (4) Recommendation of further action by the PBRA
 - b. Based on review of an event and/or recommendations of the referee, the following penalties may be administered by the PBRA:
 - (1) Disqualification

- (2) Fine of up to \$100
- (3) Probation
- (4) Suspension

D. PROTESTS

1. There are three types of protests:

- a. Visual protests relate to pit bikes and components where compliance or noncompliance can be confirmed visually.
- b. Technical protests relate to pit bikes and components where some type of measuring device or teardown procedure is needed to confirm compliance or noncompliance with the rules.
- c. All other protests will be defined as administrative.

1. Unless specifically excluded herein, riders may lodge protests on any matter regarding an event in which they were a participant. Such matters may include, but are not limited to, the conformity of a machine or the eligibility of a rider.

2. Each protest must be made separately and in writing, signed by the protesting rider. Each protest must specify the violation of PBRA rules or procedures which is alleged, and must be accompanied by the appropriate filing fee.

a. For each protest, \$25 per item or component protested

b. In addition to the protest fee(s), the following teardown fees will apply for a technical protest requiring measurement or teardown of an engine:

(1) Four-stroke engines and all two-strokes: \$100

(2) An additional \$50 is required for measurement of any engine that must be removed from the frame for inspection.

c. For a technical protest requiring the collection and test of a fuel sample, a \$25 protest fee plus a deposit of \$50 must be paid.

1 The referee (or his designee) must accept any protest that is properly made within the specified time limit and accompanied by the appropriate fee. The referee may not accept any protest that is not properly filed and accompanied by the required fee.

2 All protests must be filed within 30 minutes of the posting of results of the event in question.

3 Final determination of the timeliness of a protest will rest with the meet referee and such decision will be final to all concerned.

4 The referee will render decisions on all protests as soon as possible. If it is not possible to render an immediate decision, the referee may allow a protested rider or machine to compete "under protest". In such cases, payment of all affected points and awards will be withheld pending a decision on the protest.

5. When a protest involves piston displacement or any other internal engine modification, the referee must call for an engine measurement or inspection after the meet. The protesting party must be present during the inspection, is entitled to witness the teardown, and must be informed of all measurements.

6. The referee is empowered to levy appropriate penalties shown herein as the result of a protest and subsequent investigation.

7. Once made, a protest cannot be withdrawn without the permission of the referee.

8. Any legitimate expense to which the referee may be put as the result of a protest must be paid by the protesting party, and the referee may require a deposit from the protesting party sufficient to cover such expenses. If the protest is upheld, however, such costs must be reimbursed by the protested party.

9. If a protest is decided in favor of the protesting party, the referee will refund the protest fee and teardown fee, if any, and forward a report in writing to the PBRA.

10. If a protest is decided in favor of the protested party:

a. In a protest not involving teardown fees, the referee will forward the protest fee to the PBRA along with a written report.

b. In a protest involving teardown fees, the referee will forward the protest fee to the PBRA along with a written report and the protested party will be entitled to the teardown fees.

1 The referee may call for the inspection of any machine or component, including fuel, at any time.

2 When a protest involves fuel, the losing party must pay all laboratory costs for fuel analysis. If the protest is upheld, the protester is refunded all fees and the protested party must reimburse the PBRA for all laboratory costs.

3. Protests lodged at any event, where PBRA District or PBRA points are paid, and not resolved at the event, shall be submitted to PBRA within 72 hours of said event. In addition, Referee shall call and mail denial of protest to the protestor and submit protest funds along with copy of original protest to PBRA in the same time period.

E. APPEALS

1. The PBRA's process of administrative review provides two levels of appeals:

a. First Appeals: Items which may be appealed include the decision of a referee on a protest and the imposition of penalties by a referee and/or the PBRA.

b. Final Appeals: Appeals against the results of a First Appeal.

2. Items which may not be appealed include:

a. Protest able items for which no protest was lodged.

b. In general, appeals cannot be accepted related to matters for which no remedy is available. (For instance, no appeal will be heard if the only means of remedy would be to re-run an event.)

1 All appeals must be in writing, accompanied by the appropriate fee and signed by the appellant. The appeal must specifically state the date and location of the sanctioned meet, the elements of the matter being appealed and the grounds for the appeal. The appeal may be filed with the referee at the meet or submitted to: PBRA Racing, P.O. Box 172738 Arlington, TX 76003. Accepted delivery methods United States mail or an express delivery service of the appellant's choice.

2 The appellant is solely responsible for timely delivery of the appeal, appeal fees and related documentation to the PBRA.

3 Appeals must be received by the PBRA before the close of business (5:00 p.m. Eastern time) on the fifth business day (Monday through Friday) after the ruling or incident under appeal.

4 A filing fee of \$100 (\$200 for National events) must accompany a First Appeal. A filing fee of \$200 (\$400 for National events) must accompany a Final Appeal. Filing fees will be refunded only if the appealing party prevails. Laboratory fees for fuel testing must be paid by the appealing party and will be refunded only if the appealing party prevails.

5. Both PBRA and the appealing party are responsible for producing the following within 30 working days of the decision/incident being appealed (5 working days for a Final Appeal), and the PBRA is responsible for distributing all such information to the appellant in a timely manner:

a. Copies of all written statements which will be offered as evidence at an appeal hearing.

b. A list of all witnesses to testify during the appeal hearing.

c. In the case of a Final Appeal, any new evidence to be considered.

6. As soon as practical, PBRA will review all materials submitted and take one of three initial actions:

a. Rule in favor of the appealing party, take appropriate remedial action and refund the filing fee;

b. If the matter appealed is a dispute between two parties, mediate the matter in an effort to reach an agreement between the parties; but failing to do so, convene an appeal board. (For these purposes, a "dispute" exists only if one party has filed a formal protest against the other. Having material interest in an appeal, e.g. being in a position to gain or lose money or points as a result of the outcome, does not constitute a dispute.)

c. Convene an appeal board

6. The time and place of hearings will be set by PBRA. The appeal hearing will be convened as soon as practical, and barring unforeseen delays will be held no more than 45 days after the ruling/incident being appealed (for Final Appeals, 15 days after the decision of the First Appeal Board).

F. APPEAL HEARINGS

1 First and Final Appeal Board hearings may be conducted in person or via telephone conference.

2 Each appeal board will consist of three persons with no material interest in the matter. Selection of the appeal board members is at the discretion of PBRA, which will make every effort to assure a fair and impartial hearing.

3 PBRA Racing staff or designee will serve as non-voting chairman of appeal hearings.

a. First Appeal Boards will include two members of the PBRA.

b. Final Appeal Boards will include three members of the of PBRA.

c. If it is impractical to constitute a First or Final Appeal Board as outlined above, alternate appeal board members may be appointed subject to the approval of the Chairman of PBRA.

1 No evidence or other information will be given to the appeal board members in advance of the hearing, and PBRA will not announce the composition of the appeal board in advance of the hearing. Any effort by any party to unfairly influence a member of an appeal board may result in disciplinary action. For these purposes, any effort to discuss the matter under appeal prior to the hearing will be considered an attempt at influencing the appeal board member. It is the responsibility of all appeal board members to immediately report any such attempt at “tampering” to PBRA.

2 PBRA will confirm the time and place of all hearings in writing to the appealing rider and to the parties to any original protest. Such notice is to be made at least 10 days before the hearing (5 days for Final Appeals) unless the appealing party agrees to shorter notice. Formal written notice will be deemed to have been given when mailed to the appealing party at the most recent address provided to the PBRA. The PBRA will make every effort to verbally confirm the time and place of the hearing.

3 Availability for the hearing will be the responsibility of the involved parties. If the appealing party fails to participate, the appeal board may go forward with the hearing. In the event of a documentable emergency on the part of the appealing rider, the hearing may be delayed at the discretion of the PBRA.

4 The appeal hearing will be informal and formal rules of evidence will not apply. The following guidelines for conduct will, however, be enforced:

a. The chairman and members of the appeal board may at any time ask any questions they deem appropriate.

b. All parties involved in the appeal will be expected to provide full cooperation to the members of the appeal board in establishing pertinent facts and gathering information.

c. All comments from parties involved in a dispute will be to the appeal board members. No debate between disputing parties will be allowed.

d. The appeal hearing will be a closed meeting with attendance restricted to the following: The chairman, the members of the appeal board, the party or parties directly involved in the appeal and their witnesses. Subject to the approval of the chairman, non-participating observers may also be admitted.

e. Any party to a matter under appeal may request a written statement from any PBRA official or member believed to have relevant information. Refusal by any PBRA official or member to provide a statement or testimony when requested may result in disciplinary action as provided for in these rules.

f. Any party who fails to comply with these guidelines for conduct will be asked to leave the meeting and may be subject to disciplinary action.

8. The following order of business will be followed at appeal hearings:

a. Introductions and summary of matter under appeal.

b. Presentation of written and oral testimony, with the party in a “defense” posture presenting its evidence last.

c. Questions from the chairman and appeal board members.

d. Closing statements, again with the party in a defensive posture going last.

e. After all evidence has been presented; the appeal board will go into executive session to consider its decision. The chairman may, upon the request of at least two members of the appeal board, be present as a consultant to this process. During its executive session, the appeal board may, upon the request of at least two of its members, recall parties or witnesses for follow-up questions.

f. It is the responsibility of the appeal board to rule on the matter at hand within the context of existing PBRA rules and regulations. Appeal boards are encouraged to make recommendations regarding such rules and regulations but have no power whatsoever to waive or modify PBRA rules.

g. Any recommendation from an appeal board which involves any type of disciplinary action involving a third party, for instance an PBRA district, promoter or affiliate promoter or club, is subject to review by the PBRA Board of Directors or staff as called for under the PBRA code of Regulations.

h. Decisions of the appeal board will be by simple majority.

i. Upon reaching a decision, the appeal board will inform the chairman, who will assist in drafting the board’s formal statement.

j. Upon completion of the appeal board’s formal statement, the appeal hearing will be reconvened and the chairman will read the statement.

k. The hearing will be adjourned.

9. If the appeal board members do not feel they can make a decision based on the evidence available at the

appeal hearing, they will have up to seven days to conduct further investigations and reach their decision. If no decision has been reached within seven days of the appeal hearing, the appeal board will be dismissed. At that point, the PBRA must either mediate a resolution to the appeal or convene a new appeal board.

1 The PBRA will reimburse actual expenses incurred by members of the appeal board. Parties and witnesses will not be entitled to any such reimbursement.

2 If an appeal is upheld, the appealing party will be refunded their filing fee(s). If an appeal is denied, the fees will be retained by the PBRA to defray costs.

3 While appealing a suspension, a rider may continue to compete in PBRA events. However, this privilege may be denied at the sole discretion of PBRA if the suspension is related to an offense involving drugs or alcohol, for riding in such a manner as to endanger the life or limb of others or for fighting.

4 The participants to a First Appeal agree that the determination of the appeal board is appealable only to an PBRA Final Appeal Board. The participants to a Final Appeal agree that the determination of the appeal board is final, binding, and not appealable to the PBRA or any court. The participants to any protest or appeal further agree that the protest and appeal procedures provided herein by the PBRA are the exclusive method for the resolution of any disputes and renounce the right to pursue recourse to any arbitrator, court or other tribunal not provided for in these rules. Any attempt to do so may result in disciplinary action being imposed by the PBRA. Said disciplinary action may include the permanent suspension of the appellant's PBRA membership and all privileges related to that membership, including but not limited to the privilege of participating in PBRA sanctioned competition.

5 Publication of protests, appeals, and the interim and final results of said protests and appeals—in news releases, in American Motorcyclist magazine and other publications, on the Internet and through any other media—is expressly agreed to by the participants to any protest or appeal. The participants further agree that they shall not bring a cause of action against PBRA, its directors, trustees, officers, employees, Congress Delegates, agents and assigns as a result of such publication.

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