

## **ADRA PROVINCIAL MX RULES**

(Nov. 14, 2015)

*The following rules supplement the CMRC Competition Rules.*

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### **A. ADVANCEMENT**

1. MX2 Junior B to MX2 Junior A requires 12 upgrade points. A rider may advance to MX2 Junior A prior to acquiring the 12 points by advising the ADRA office. However, the MX2 Junior B class is recognized as a Provincial MX points class which means the rider may remain in the class until Series end regardless of acquired upgrade points.
2. MX2 Junior B riders will have the option of racing in the MX3 Junior class.
3. Vet Junior to Vet Master requires 18 points.
4. Ladies B to Ladies requires 18 points.
5. Upgrade points earned by an Intermediate rider in the MX3 Intermediate class will apply towards advancement to the Pro class.
6. Ladies B riders are eligible to ride in the MX3 Beginner class as long as their bike and age meet the eligibility requirements for the Beginner classes. Ladies B participants on smaller bikes will be eligible for any class for which their bike and age meets the eligibility for that class (i.e. 65cc).
7. Ladies riders are eligible to ride in the Junior classes as long as their bike and age meet the eligibility requirements for the junior classes. Riders on smaller bikes will be eligible for any class for which their bike and age meets the eligibility for that class (i.e. 85cc, Supermini).
8. All 85cc (12-16 years) riders must compete in a junior class (not a Beginner class) when advancing. If the rider finished the previous season in the top five of the Provincial MX Series, he/she must move up to the Junior A class. Riders not finishing in the top 5 may move up to the Junior B class.
9. Riders advancing from the 85cc (7-11 years) may move up to either the MX2 Junior A or B classes providing they are eligible by age.
10. If you feel that you are qualified to advance but are not permitted to do so according to the rules please send an email explaining your reasons to [ADRAinfo1@gmail.com](mailto:ADRAinfo1@gmail.com) Alternatively, if the rules require you to advance and you feel that you are not ready to do so please follow the same procedure as outlined above. The Board or the Advancement Committee will review the rider's request and results and will approve or deny the request. The rider will be notified of the decision. The rider has the option to accept the decision or may appeal the decision. See the Appeals section in the CMRC Amateur MX rulebook (Ch. 7, Sec. B).
11. Self advancement of a rider without the required number of advancement points or the prior approval of the ADRA Board or Advancement Committee will result in disciplinary action.

12. The ADRA will screen each license application to ensure that the applicant has checked off the correct classification. In the event that the incorrect classification has been marked off and a request to advance or not advance has not been received, the ADRA will process the application in accordance with the rules.

**B. ATV**

The CMRC assigned racing number must be visible on the back of the riders' jersey or chest/back protector.

**C. MINIMUM PARTICIPATION CRITERIA**

A rider must compete in at least 50% of the races in the Series in order to be eligible for Series end trophies and awards.

**D. PIT RIDING**

Pit riding is allowed for bikes and quads going to and from the track for their race and those identified as race officials. First gear at walking pace only. Absolutely NO PIT RIDING otherwise. Anyone caught pit riding in a way other than explained will face consequences ranging from starting backwards to disqualification from the event.

**E. PRO PAYOUT**

In the event that Moto 2 is cancelled, the Pro riders will receive 50% of the payout for the second moto. Results will be based on their Moto 1 finish.

**F. PROOF OF CMRC LICENSE**

All persons participating in a CMRC sanctioned event must possess a valid CMRC competition license. If proof of license cannot be verified, the rider in question must fill out a current CMRC license application, sign it and provide payment of \$50 to be held until verification of the license can be produced. The preferred form of proof of license is a current CMRC license card, however a CMRC/ADRA receipt, an email confirmation from CMRC or your name appearing on the master license list that the sign in staff have at each event will suffice.

**G. RACE CANCELLATION AND REFUNDS**

This policy is in place for the procedures to determine cancellation of a race and the procedures for refund. Race cancellations are unfortunate for clubs and competitors; this policy will provide the clubs and competitors a clear understanding of refund entitlement.

**CANCELLATION CRITERIA**

**What determines race cancellation on race day?**

Extreme weather, track is not raceable in a safe manner as determined by the Head Referee. If small wheel bikes are not able to ride at least a portion of the track, these classes will be excluded for the day (even if big wheel classes can race).

No ambulance or qualified medical staff on site.

No Head Referee.

Unsafe conditions for spectators or riders and race officials as determined by the Head Referee. If a race is cancelled by the Head Ref on race day, a riders meeting will be called so that the riders in attendance can be notified. The purpose of the riders meeting will be for information only. The decision by the Head Referee to cancel the race will not be up for discussion.

The Club/Promoter will have a maximum of 14 days after the cancellation to reschedule the race. However, the rescheduled date does not have to fall within these 14 days.

## **REFUND POLICY**

### **Gate Fee**

No refund for same day cancellation.

In the event of a 2 day race and gate fee is collected for both days, a refund is allowed for the second day only.

### **Entry Fee**

50% of the first entry and 100% of the second entry will be refunded on the condition that no practice takes place.

In the event that a practice is allowed to determine if the track can be raced on and is cancelled after the practice, the above refund policy applies.

Once racing starts and the race is cancelled midday, no refund will be considered.

No refund is allowed if a competitor practices and does not race that day.

In the event of a 2-day race, a competitor has paid for entry fee for both days and does not race or practice on the second day, the racer can claim back 100% of the 2nd day's entry fees.

If a competitor has entered one class and has practiced and does not compete, no refund will be allowed.

If a competitor has entered two classes and has practiced but does not compete, no refund will be allowed for the first class and 100% refund for the second class.

### **Event Personnel**

Event personnel in paid positions will be paid 50% of the compensation that would normally be paid for a full race day. (Sign-in staff, referee, flaggers, lap scorers, starting gate personnel, etc.). These positions are determined by the club/promoter.

***Refunds are to be provided the same day as cancellation. The racer/personnel must be present to receive their refund. Refunds will not be mailed out.***

## **H. RACE DAY PRACTICE**

1. **ONE PRACTICE PER RIDER PER RACE DAY.** A Provincial MX race is 2 days so a rider would be able to practice once per day.
2. If a rider is eligible for more than one practice group, he/she must choose which group he/she wishes to participate in. The rider may use different bikes within that group if he/she chooses to do so. If that rider is found to have practiced in more than one practice group, the rider will be penalized as follows:

First offense - start the first moto in each class entered backwards.

Second and subsequent offenses - no points will be scored.

3. The reasoning behind this decision is as follows:
  - a) The event is race day not practice day.
  - b) This ruling makes it fair from a financial point of view, whether a rider has one or more bikes.
  - c) No one should gain an advantage over another because a rider has had 2-3 practices vs. one whom has had only one.

## **I. REFUNDS**

No refunds once race day practice has started.

## **J. YOUR BEHAVIOR**

**Did you know that riders can be held responsible for their parents and/or associates behavior?**

Remember we all race motocross to have fun. We all get excited and we all need to control our behavior. Let's keep things in perspective. Think a moment before you act.

**Did you know that there is a camping curfew at the track?**

After 11 pm any noise should not carry past your own campsite. That includes generators. If you need to run a generator after 11 pm please be sure to purchase a campground approved quiet model.

## **K. ZERO TOLERANCE**

The following offence (refer to the CMRC rulebook - Ch. 6, Sec. A, #5) will be subject to disciplinary action by the Referee and/or the CMRC.

*“An attack (physical or verbal) or threat on a CMRC official and/or engaging in a fight. This includes any person who attacks or is involved in a confrontation anywhere on the premises prior to, during or after a CMRC sanctioned race. There will be no maximum fine or suspension period for this offense. A verbal threat or physical attack on a CMRC official by a mechanic/team manager will result in disqualification of their rider”.*

WHAT DOES THIS MEAN FOR YOU? The ADRA is taking the stance of ***“ZERO TOLERANCE”*** for bullying, verbal or physical abuse towards ANYONE. Your behavior matters! Your family, friends & relative’s behavior matters also! You are responsible for anyone associated with you at any CMRC sanctioned event. ***ZERO TOLERANCE FOR ANY TYPE OF ABUSE FROM ANYONE TOWARDS ANYONE!***

An attack in any form on anyone will result in disqualification, no points, and no prizing. There are steps in the rulebook that you can take to get your point across without subjecting anyone to abuse.

**THINK BEFORE YOU SPEAK OR ACT**