



Pembina Dirt Riders Association (PDRA)

Ice Racing Rules

www.pdramx.com

RULE BOOK DISCLAIMER

The rules and or regulations set forth herein are designed to provide for the orderly conduct of ice racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events all participants are deemed to have complied with these rules. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. The PDRA Race Director shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that in his opinion do not alter the mini-mum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATION.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

Any suggestions for rule changes should be made in writing and submitted to the PDRA Secretary. The normal process is to vote on proposed rule changes at the AGM, but changes required for safety may be made at any time by the Executive.

FOREWORD

Welcome to PDRA Endurance Ice Racing Association. PDRA policies, rules and class structures are formulated with fair and equal competition as an overall goal. These rules are available to any individual, and compliance with these rules is the responsibility of each racer. Enforcement of these rules is the responsibility of PDRA designated Race Officials. The PDRA is a Non-Profit organization and makes decisions based on fairness for all, and the wellbeing of the sport of endurance ice racing in Alberta.

Endurance ice racing is dangerous. Every competitor assumes by their participation the responsibility and obligation to assess the safety aspects of the racing facility and individual conditions, and must assume all risks of competition, including injury or death.

These PDRA rules are written to ensure that all riders have the opportunity to compete impartially and as safely as possible in motorcycle ice racing. It is not possible to anticipate every circumstance and cover it in this rulebook; therefore, common sense and a regard for fairness are the fundamental principles in interpretation and enforcement of the rules by PDRA officials. This rulebook is not intended for use as a tool to gain an advantage over another competitor, but is written to serve as a guide for fair and equal competition.

Every club, association, promoter, rider and all other persons participating or in any way connected with any race meet, is bound by the Rules of Competition.

Any supplementary Regulations established by the PDRA for the purpose of implementing, interpreting and enforcing these Competition Rules is deemed to be part of the Rules.

PDRA officials and/or volunteers will not be held liable or responsible for any incidents, accidents, fatalities, written reports, press releases or actions. All PDRA officials and/or volunteers will conduct themselves in a safe and professional manner at all times and will not attempt to cause any incidents or accidents.

All PDRA Executives will act in an appropriate and professional manner, PDRA executive members may not be in a position that could jeopardize the wellbeing of the club. Failure to do so will result in suspension or removal from the executive and further discipline that could include banishment from all race events sanctioned by the PDRA.

All parties involved in PDRA Ice Racing events are expected to conduct themselves in a mature and orderly fashion. Riders are responsible for the behavior of their crew, family and pets. Any behavior problems caused by crewmembers, relatives, friends or pets at a PDRA event could result in expulsion from the event to the responsible rider.

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Chapter 1 - Classes:

1. **Bike Pro** (*Any cc size, open class, pro riders only*)
2. **Bike Novice** (*All non pro riders*)
3. **Metal Melisha** (*Open to all riders*)
4. **Quad Open**

****Metal Melisha** Class has two categories:

1. The **“Red Eye”** category - will race during the daylight hours only at any 24 Hour event.
2. The **“Tin Man”** category - will race a total of 50% of the total race time at any Endurance Ice Racing event. (Numb Bum excluded).

****Metal Melisha Red Eye Class:**

- For the Numb Bum 24 hour race only and for machines not equipped with head/tail lights.
- The team entered in the red eye class will be allowed to have points awarded to their respective class/team for the PDRA Series.
- It is mandatory that machines/bikes entered in the red eye class have no head light, head light housing/bracket or tail light housing/bracket mounted.

- The red eye class is open for quads and bikes and will start off the last row on starting line, Quads on the left and Bikes on the right.
- When daylight is coming to an end, the tower lights will be turned on and the head referee will call all red eye riders to the pit row starting with the leader of the red eye class and so on.
- The following morning, when there is sufficient sunlight to ensure a safe environment, the head ref will then call all red eye riders to the end of pit row, in the order that the last results show (i.e. 1st place will be first to go out, 2nd place will be second to go out, and so on).
- The PDRA Board of Directors reserves the right to move up any riders that show an unfair advantage to the designated class, ultimately resulting in a loss of points.
- A team/rider may ask to be moved down from Pro to Novice, by sending a written request to PDRA Board of Directors no less than 72 hours prior to race.

Chapter 2 – Points:

A 6 hour race or a 24 hour race ** will constitute as one event in the PDRA Series. Points will be based on the following point schedule:

1 st - 25	points	11 th - 10	points
2 nd - 22	points	12 th - 9	points
3 rd - 20	points	13 th - 8	points
4 th - 18	points	14 th - 7	points
5 th - 16	points	15 th - 6	points
6 th - 15	points	16 th - 5	points
7 th - 14	points	17 th - 4	points
8 th - 13	points	18 th - 3	points
9 th - 12	points	19 th - 2	points
10 th - 11	points	20 th - 1	points

- ** For the Numb-Bum ice race, points will be doubled and will include all classes excluding the red-eye class.

- Points earned at each event will only be tallied to class and numbers displayed on the machine raced at the particular event. *(Your points will not be added if you enter a different numbers at any other race.)*

- Any riders, Quad or Bike, moving from class to class will be unable to carry or transfer points to their new class *(exception is given to riders in the Red eye class at the Numb Bum 24hr who will have these points awarded to their respective class).*

- *Riders must pay additional entry fees to ride for more than one team/class during any given event.*

- Team captains are responsible for ensuring that all their team riders and pit crew members have filed completed waiver forms with the registration office of the ice race.
- The team number must be stated when the team registers. All participants must sign a waiver form and must attend riders meeting (as special safety instructions may be transmitted to riders) prior to participating in the race.
- All participants must sign a waiver form and must attend riders meeting (as special safety instructions may be transmitted to riders) prior to participating in the ice race.
- Waiver forms will be provided at registration. Late waiver forms for additional team members may be accepted at the registration office the day of the event and must be presented and paid to sign-in or ref.
- No motorcycles or quads on the track prior to on-site registration check and technical inspection at designated place is completed.
- Practice at other than the specified times may result in the team being asked to withdraw from the race.
- No one except riders officially entered may ride or practice on any portion of the course the day of the event.
- The event organizers will not tolerate any unnecessary discharge of oil, coolant or any other type of environmental hazard in the pits or anywhere on site. There must be one Referee and one Track Marshall at each event.
- There must be one Referee and one Track Marshall at each event. Neither the Referee nor the Track Marshall can compete at the event they are officiating.

- At no time during an event shall anyone disturb or distract the lap scoring and results people.
- Riders must use first gear only and slowest speed (Max 5 mph) in pit row.
- The sweeper brush and snow plow vehicles have the right of way.

Chapter 3 – First Aid:

- An ambulance is defined as a vehicle equipped to comply with respective provincial standards for ambulance.
- The referee or track Marshall shall not allow practice or racing to start unless the ambulance and attendant are in place.
- In the event of an on-track accident resulting in apparent indications of concussion or other undetermined head injury, including temporary unconsciousness, headache, dizziness, nausea, or temporary memory loss, the involved rider shall be suspended from further competition for the remainder of the event.
- The fee for any ambulance including air ambulance trip to the nearest hospital shall be the responsibility of the injured party.

Chapter 4 – Race Rules

- Riders must use the same motorcycle for parade or sighting lap as the race.
- Dead Bike Rule: The Referee/Track Marshall must give approval for a back-up motorcycle/quad to be substituted because of mechanical problems with the original motorcycle/quad.
- No repairs will be allowed on any portion of the track.
- Machine must be a minimum of 20 feet off the track to performed any repair or receive assistance (excluding ref and emergency personnel).
- The team shall be penalized 1 hour at a 6 hour race (or less) and 2 hours at a 12 to 24 hour race for any machine substitution (replacement) if a team does 2 machine replacement they get penalize twice and so on.
- The substituted machine must display the proper and corresponding numbers and back grounds to witch the points will be awarded prior to be allowed back to race.
- The cut off time for any race is according to the time frame and no one will be allowed to start a new lap past this set time.
- Every team that crosses the finish line before the cut off time is entitled to finish the lap.
- In the event of a tie, the final time will decide the tie breaker.
- In the event a team's DNF's, the team must have completed at least 1/2 (50%) of the number of laps of the winning machine in its class to receive points.

- If in the referee's opinion, it is necessary to stop an event after at least 50% of the total time 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 race is stopped before 50% of total time is completed, it is considered an incomplete race. At the referee's discretion, the event may be resumed.
- First time riders must attach a fluorescent tape "X" on the back of their helmet.
- No riders shall be refueling a machine on any other location than on designated pit row within reach of at least one fire extinguisher.
- The Referee/Track Marshall has the right to remove any team from the event if their machine is lacking in traction and control, causing a safety concern to other riders, teams and spectators.

Chapter 5 – Flags:

- **Red** = Stopping the race for any emergency situation
- **Black** = Rider must report to the Referee immediately
- **White** = Last Lap
- **Blue** = The rider must let the faster/following rider pass in front
- **Yellow** = Caution - no passing
- **Red Cross** = Use extreme caution, no passing, use first gear when passing emergency personnel
- **Checkered** = End of race, waved for overall winner only

Chapter 6 - Competition Apparel and Equipment:

- A helmet must be worn during all competition and practice.
- Helmets must be certified by the manufacturer to meet or exceed the Department of Transportation (DOT) FMVSS - 218.
- Eye protection goggles or face shield must be worn at all times including practice.
- Protective pants of leather or other durable material must be worn in all competition.
- “Bark busters” or grips must cover the handle bar ends and be in good condition.
- A TETHER SWITCH IS MANDATORY FOR ALL MACHINES.
- **WHEEL GUARDS ARE MANDATORY ON THE FRONT AND REAR WHEEL IN ALL MOTORCYCLE CLASSES IN ANY GIVEN RACE OR PRACTICE AND MUST BE SECURED PROPERLY. BE SURE TO BRING SPARE PARTS AND TOOLS TO MAKE NECESSARY REPAIRS IN THE EVENT OF DAMAGE TO A WHEEL GUARDS AS YOU WILL NOT BE PERMITTED TO RUN WITHOUT GUARDS SECURELY AND SAFELY IN PLACE ON EITHER WHEEL.**

Chapter 7 – Number Plates:

Number plate background colors is mandatory for all classes as follows:

- **Bike Pro Class:** **White numbers on black backgrounds**
 - **Bike Novice Class:** **Black numbers on white backgrounds**
 - **Metal Melisha Class:** **Black numbers on yellow backgrounds (No front number plate and no headlight)**
 - **Quad Open:** **White numbers on black backgrounds**
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- The promoter or referee reserves the right to withdraw any machine that does not have proper number plate configuration without riders being refunded or points or prizes being awarded.
 - Number plate must be mounted on the both sides of machine and be clearly visible when rider is on machine.
 - The standard motocross side plate is acceptable.
 - The number plate on the fender of ATV's/Quads is not acceptable and should be mounted in a similar fashion as the motorcycles.
 - Numbers on the plate must be a minimum of 6 inches high.
 - Be sure to have extra number plates as they do get broken off.
 - You are responsible for keeping your number plate on your machine at all times - no number plate, no lap score. (*Digital lap count may be interrupted during race and manual lap count has to take over*)

Chapter 8 – Technical Information:

- Auxiliary fuel tanks/approved containers are to be plumbed into the fuel system of the machine for all endurance races.
- Please note that the Auxiliary fuel tanks/approved containers need to be fastened to the machine in a manner that is safe and secure.
- Headlight (24 hour race only)
- Tail Light (24 hour race only). A fixed operational tail light for motorcycles and ATV's is mandatory at the Numb Bum 24 hour race. For added safety a clip-on style flasher light may be used on the rider.
- Maximum stud protrusion 1/2 inch (13mm).
- No snowmobile cleats or picks.
- Fuel system integrity - no fuel leaks.
- No loose or missing spokes.
- No sharp edges.
- No pieces which may fall off (ie. exhaust, etc.).
- No oil leaks.
- Ball-ended levers on both clutch and front brake.
- Two fire extinguishers per team located in there pit area.
- Nerf bars and/or floorboards are mandatory on all ATV's

Chapter 9 - Offences and Penalties:

- The following offenses will be subject to disciplinary action by the Referee/ Track Marshall and/or the PDRA.
- The Referee/Track Marshall shall have the absolute authority and his/her decision shall be final.
- An attack (physical or verbal) on a PDRA 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 race. There will be no maximum fine or suspension for this offense.
- Failure to re-enter the track at a point as close as practical to the point at which the rider left the track and is considered an unfair advantage.
- Failure to yield to on-coming traffic when re-entering the track from pit row. Failure to immediately respond to a black flag or other signals from the Referee/Track Marshall or PDRA officials.
- Determination of offenses will be at the sole discretion of the event Referee. Failure to attend riders meeting.
- Riding at any time against the normal direction of travel.
- Under no circumstance may anyone ride a machine in the wrong direction on the track. For this offence, the referee may suspend a rider for the event.
- Riding at any time in such a manner as to endanger the life or limb of other riders, officials or public.

- A competitor who rides in way that endangers officials, other riders or the public will be subject to immediate disqualification. Riding while under the influence of drugs and alcohol.
- All protests must be put in writing and presented to the Referee or Track Marshall.

The list is provided as a rulebook to licensed competitors but does not restrict the PDRA from invoking penalties for other actions detrimental to the sport which are not specifically stated herein.

Chapter 10 – SxS (UTV) Class:

- No track cutting. Stay between banks.
- No travelling in the opposite direction on the track
- Do not step out of your UTV while on the track
- Only refuel in the pits
- Teams pit area must have two fire extinguishers.
- Driver substitutions in the pit area only
- Good sportsmanship is required at all times.
- No verbal or physical abuse is tolerated.

Race Numbers

- UTV's must have race numbers visible from both sides and rear with 8`standard numbers.

Drivers and co-pilots must:

- Wear helmets
- Wear eye protection
- Have a CMRC license
- Register for the race
- Attend a rides meeting

Stud less (rubber tire) UTV's must have the following:

- Rubber tires with no studs

- Stock roll bars
- Closed doors (stock meets requirements) with window nets or hand straps.
- Seatbelts (stock seatbelts meets requirements)
- Fire extinguisher on board accessible from driver position.

Unlimited class rules (All of the above and including):

- Use any race you wish (no snowmobile cleats or picks) no minimum or maximum amount.
- Full doors with window nets

Recommendations:

- Roof
- Head/neck restraints
- Upgraded seatbelt systems
- Passenger (must be licensed and entered in the race).

PDRA requires window nets or hand straps with intent of keeping driver/passenger hands inside the vehicle in case of a roll over. Snow fence will meet the requirement for window nets.

At the referee's discretion can and will black flag any machine deemed unsafe to themselves and others.