

BMX SPECIFIC REGULATIONS

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BMX SPECIFIC REGULATIONS

CODE OF CONDUCT

1. All members, riders and officials, must
- 1.1. Conduct themselves in such a manner as to reflect the ideals of good sportsmanship.
- 1.2. Express and accept each other's views, opinions and decisions without contempt
- 1.3. Never bring himself or herself or the sport of BMX racing into disrepute.

GENERAL RULES

2. BC Membership and Licensing

- 2.1. The following categories of events are open to any rider with or without BC membership:
 - 2.1.1. Open races
 - 2.1.2. Club races
 - 2.1.3. Winter regionals
 - 2.1.4. A maximum of 2 summer regionals if they have taken place before May of the current year
 - 2.1.5. Novice racing at all regionals
 - 2.1.6. Any non British Cycling member, or parent of if under 16, competing in a BMX race, must sign a standard disclaimer and provide emergency contact details before participating.
- 2.2. The following categories of events are only available to riders who hold a Valid British Cycling Silver or Gold Membership:
 - 2.2.1. All regional racing from May the 1st of the current year
 - 2.2.2. Regional Championships
 - 2.2.3. British Championships
- 2.3. The following categories of events are only available to riders who hold a Valid British Cycling Silver or Gold Membership and race licence:
 - 2.3.1. National Series Events
 - 2.3.2. International events

3. Categories and participation

3.1. Age of Participants

- A rider must be at least 4 years of age to compete in a BC sanctioned BMX event. The minimum age of 4 refers to the real calendar age on the day of race commencement.
- 3.1.1. The category a rider is eligible to ride is determined by his age which shall be calculated by deducting the year of birth from the current year.

3.2. Categories

BMX events can be distinguished in two competing levels, the championship level, comprising elite and junior categories and the challenge level.

3.3. Classes

- 3.3.1. The BMX National Series competition categories recognized by BC are as indicated in Appendix 1.
- 3.3.2. The BMX British Championship competition categories recognized by BC are as indicated in Appendix 2.
- 3.3.3. A rider cannot ride in both Championship and Challenge levels during the same event on the same type of bicycle.

3.4. Combination rules

- 3.4.1. Four riders shall constitute a class.
- 3.4.2. If less than four riders register for a category, they will be combined with an older category. However, categories at the maximum age of type of class shall be combined with the next younger category.
- 3.4.3. In the case that any under-subscribed category cannot be combined according to these rules, the category shall not be run.
- 3.4.4. If the adequate numbers of four riders are registered, the category will be run even if less than 4 riders present themselves for racing.
- 3.4.5. If four or more riders register for a category and are present on race day, the category will not be combined in those cases where injury or illness prevents the requisite number from actually engaging in competition.

- 3.4.6. No competing category at championship level can be combined with a competing category at challenge level and vice versa.
- 3.4.7. Except as provided by the combination rules, no rider is permitted to compete outside of his age or gender group unless specifically included in the event regulations.
- 3.4.8. All categories will eventually transfer to a final, which shall determine the final result.
- 3.4.9. The maximum advised combined age range for riders 16 years or below is 4 years. For example: 6-9, 8-11, 10-13.
- 3.4.10. As a minimum age, riders in their 15th year may be given permission by the host organiser or race series committee to race against riders in their 17th year or older.

4. Calendar

- 4.1. International BMX events are registered on the international calendar in accordance with the following classification:
 - 4.1.1. Olympic Games
 - 4.1.2. World Championships (class 1 event)
 - 4.1.2.1. No other international BMX event may be organized on the same dates as the world championships.
 - 4.1.2.2. No class 3 event may be organized on the weekend prior to the world championships.
 - 4.1.3. BMX Supercross World Cup (class 2 event)
 - 4.1.3.1. No other international BMX event may be organized on the same dates as the BMX Supercross world cup.
 - 4.1.4. Continental Race (class 3 event)
 - 4.1.4.1. No other class 4 or class 5 event on the same ranking continent may be organized on same dates as a continental race.
 - 4.1.5. National Championships (class 4 events)
 - 4.1.5.1. No other class 5 event on the same ranking continent may be organized on the same dates as the national championships.
- 4.2. International Race (class 5 event)
- 4.3. The national calendar season starts on December the 1st and continues until November 30.
- 4.4. Every entity organising a BMX event shall conduct the event in strict accordance with the BC constitution and its regulations.
- 4.5. Inclusion of an international BMX event on the UCI calendar ensures that no national federation may conduct or permit to be conducted under its sanction a national championship or international BMX event in accordance with the rules set forth in 4.1.1

5. Competition

- 5.1.1. Riders registered to compete in an event will be classified according to their age, gender, bicycle style and competition level.
- 5.1.2. Two styles of bicycles are recognized: standard and cruiser, as laid down in 10.2
- 5.1.3. A BMX race is composed of 3 phases, the Motos, the qualifiers (1/32, 1/16, 1/8, 1/4 and 1/2 finals depending on the number of participants) and the final.
- 5.1.4. The Motos are subdivided in 3 (or more) rounds, at the end of which the riders with the best overall result shall transfer to the qualifiers.
- 5.1.5. The qualifiers are the elimination phase of the race. It is subdivided in several stages, which are distinguished from each other by their degree of removal from the final (1/32, 1/16, 1/8, 1/4 and 1/2 finals depending on the number of participants).
- 5.1.6. The last phase is the final.

5.2. Practice

- 5.2.1. No rider will be permitted on the track on competition day until he has been officially registered for the event as a licensed rider.
- 5.2.2. At least one official practice session must precede the racing at any event. Separate practice times shall be allocated to each class or other designated group. Each group shall have as a minimum time allowance that period which will allow all its riders to complete at least four laps including practice gate starts.

- 5.2.3. After practice has concluded, the commissaire may call a team managers / rider's meeting. The purpose of this meeting shall be to inform team managers and riders of any supplemental regulations that may be in force during the race and to give further instructions regarding the general conduct of the race.
- 5.3. Race schedule**
- 5.3.1. Following completion of rider registration a list of riders in class order shall be posted on the information board on so-called Pre-race sheets.
- 5.3.2. Pre-Race sheets posted on the information board must indicate by class each rider's name, club and plate number.
- 5.3.3. The Pre-Race sheets must be displayed for a period of not less than 30 minutes during which time riders must check their accuracy and inform race administration of any errors.
- 5.3.4. After the allotted period, the race schedule and order shall be posted on the information board on so-called Moto sheets. No changes will be made after these sheets are published. Moto sheets posted on the information board must indicate:
- 5.3.5. Each rider's name, club and plate number
- 5.3.6. The race number;
- 5.3.7. The qualifying round to which riders will transfer;
- 5.3.8. The starting positions for each Moto.
- 5.4. Transfers and scoring**
- 5.4.1. A rider who fails to start in a Moto will be scored as a Did Not Start (DNS). For the purpose of determining his transfer eligibility, a rider will be awarded 2 more than last place points for his first DNS. Last place points are equal to number of riders listed on the Moto sheet.
- 5.4.2. The rider will be ineligible to transfer if he fails to start in more than one Moto. To determine the first DNS and for scoring purposes it will be recorded as CR meaning the rider was given a credit for the finish of last plus two points.
- 5.4.3. In the case where a tie occurs in transferring or award positions, a tie breaker "Run Off" race will be held with the results deciding which riders move to the next stage of racing.
- 5.4.4. Alternatively, in some events the tie will be decided by the rider's best finish in the preceding qualifiers, the next tie breaker will be:
- 5.4.5. In descending order 3rd, 2nd, 1st Moto finish result then, if applicable, time trials results or staged lap.
- 5.4.6. If applicable, for each Moto in which he competes, a rider shall receive a point score equal to his finish position in the race, with the rider in first place earning one point and so on down to the eighth place rider, who will receive 8 points. The riders with the lowest total points earned in the Motos transfer to the next stage of competition.
- 5.4.7. A rider who starts but does not complete a Moto will be recorded as "Did Not Finish (DNF)" and will receive a score equal to the number of riders who started the Moto. This rider will be eligible to transfer.
- 5.4.8. If one or more riders fail to start in the final they will be declared as a Did Not Start (DNS) and will be ranked last place. In the finals, DNF will be ranked before relegated (REL) riders and the latter before DNS riders. In case of multiple DNF, REL or DNS in the final, the tiebreaker (within each group) will be the position in previous heat (semi final).
- 5.5. Scoring systems**
- 5.5.1. The following scoring systems shall be used for BMX competitions.
- 5.5.2. Photo finish
- 5.5.2.1. Photo finish is determined by a camera system able to take 1000 frames per second.
- 5.5.3. Scoring with timing transponders
- 5.5.3.1. When utilised:
- 5.5.3.2. The staging officials shall check each rider's bike to confirm that the provided transponder has been attached correctly. However, the rider is solely responsible for the correct attachment of the transponder during the race.
- 5.5.3.3. There shall be a timing operator who shall be responsible for recording the finish line position of every rider as he crosses the finish line in every race and if a rider does not finish a race (DNF), the chief commissaire must immediately confirm the rider's finish result to the timing operator.
- 5.5.4. Light beams (photo cells).
- 5.5.5. Scoring with a finish line video camera equipment
- 5.5.5.1. Video camera equipment shall be so installed as to be directly aligned with the finish line at ground level or directly above. The video camera shall have an unobstructed view of the finish line on the track surface. The back field view of the video camera shall be clear so as to not complicate the clarity of reproduction nor confuse the vision at the play back facility
- 5.5.5.2. In addition, there shall be a further video camera at the "front on" position to facilitate rider number identification. In each preceding case described, slow motion reverse and advance capabilities are required of the equipment. As well the equipment shall be capable of colour reproduction.
- 5.5.6. Finish line Commissaires
- 5.5.6.1. Where finish line cameras are not available, there shall be a minimum of 5 qualified finish line Commissaires for national level events and 3 finish line officials for regional events, who shall be responsible for recording the finish positions of every rider as he crosses the finish line in each race. The official finish positions of each race shall be determined by a simple majority of the finish line Commissaires. The official finish results shall be transmitted to the chief administration commissaire for notation on the Moto sheets. To obtain a majority decision, the number of finish line officials should ideally be an uneven number.
- 5.5.7. In the event that the finishing order is disputed, the finishing medium wherever it be Camera (High speed or video), electronic timing strip and any other medium on which the finish is recorded shall be consulted. They may be consulted by all parties concerned if the finishing order should be disputed.
- 5.6. Staging and Gate Positions**
- 5.6.1. The gate starting positions for Motos shall be determined according to the rule set forth in the event regulations and shall be indicated on the Moto sheets. The gate starting positions shall be determined by one of the following:
- 5.6.2. By random selection by the computer for all rounds of racing, where a BC authorized computer race program is utilised.
- 5.6.3. By random selection by the computer for Moto rounds of racing, followed by "Rider Choice" for all subsequent rounds based on the riders finishing position in the previous round, where a BC authorized computer race program is utilised.
- 5.6.4. By drawing lots for all rounds of racing.
- 5.6.5. All riders must start in their designated gate positions. The penalty for starting from any other gate position is disqualification.
- 5.6.6. It is each rider's responsibility to be in the staging area and on the gate at the appropriate times.
- 5.7. The Start System**
- 5.7.1. A BMX race shall be started using a voice box. The voice box starting system is a facility that replaces the starter's voice.
- 5.7.2. Where an electronically controlled starting gate in combination with a voice box supported starting system is used, the recorded commands of the voice box shall be as follows:
- 5.7.2.1. Stage 1: Stage 1: "OK Riders, Random Start". The starter will hold Stage 1 of the call until satisfied that the start is safe to proceed and they will only then activate the voice box starting system. The recorded commands of the voice box shall be as follows:
- 5.7.2.2. Stage 2: "Riders Ready".
- 5.7.2.3. «Watch The Gate".
- 5.7.2.4. Only in Stage 1 can the start be held by the starter. The starter will recommence with stage 1 of the call.
- 5.7.3. The requirements for a voice box and an electronic starting system shall be as described in the current UCI regulations.
- 5.8. Conduct on the track**

- 5.8.1. Riders who have registered for a competition are the only riders allowed to ride or practice on any part of the track on the days of the competition.
- 5.8.2. The Chief Commissaire has the final authority at any competition and has the right to impose a penalty on any competitor, parent, spectator, or team manager in the interests of safety or for violation of the rules.
- 5.8.3. If a race is stopped by officials before its conclusion, the riders in the race must return to the starting line immediately and await instructions.
- 5.8.4. A restart will be signalled by the chief commissaire or his designated. A re-run of a Moto, qualifying round or final will take place only if, in the opinion of the chief commissaire, the running of the race has been adversely affected by interference in the start procedure, interference on the part of a spectator, animal or other outside agency.
- 5.8.5. If a rider falls or is forced to stop due to a bicycle malfunction during a race, his first responsibility shall be to remove himself and his bicycle from the course in order to give the least obstruction to other riders. If a rider cannot or does not get up after a fall, he may be moved only by first aid attendants or with the permission of a licensed physician.
- 5.8.6. Any use of radio links or other remote means of communication by the competitors are not permitted.
- 5.9. Finish**
- 5.9.1. A rider shall have finished at the moment when the tyre of the front wheel touches the vertical plane rising from the starting edge of the finish line.
- 5.9.2. In BMX competitions, different scoring systems are utilised, according to 5.5. In the event that several systems are utilised during the event, they must apply according to the following order of priority:
- 5.9.2.1. For time trials
- 5.9.2.1.1. Photo finish or light beams (photo cells)
- 5.9.2.1.2. Timing transponders, as laid down in 5.5
- 5.9.2.2. For qualification rounds and Finals
- 5.9.2.2.1. Photo finish or light beams (photo cells)
- 5.9.2.2.2. Timing transponders, as laid down in 5.5
- 5.9.2.2.3. Video Camera
- 5.9.2.2.4. Finish line Commissaires
- 5.9.2.3. For gate selection
- 5.9.2.3.1. Transponders, as laid down in 5.5
- 5.9.2.3.2. Photo finish or light beams (photo cells)
- 5.9.3. In the event that a specific scoring system is required by the BC regulations, such finish scoring system must be in place and other systems with a lower priority are not necessary.
- 5.9.4. In a final, at least two riders need to cross the finish line for a race to be valid.
- 5.9.5. In case the race is not declared valid, a restart with a minimum three riders shall be done within 15 minutes. In the case of no restart, the times or results for the semi final will be declared the final result. In case of cancellation prior the final, the results of the previous round will be declared the final results.
- 5.9.6. Track flags
- 5.9.6.1. Flags of the colours listed below are used by track officials as a means of communicating with each other and to riders on the track. These flags have the following meanings:
- 5.9.6.1.1. GREEN FLAG: The course is unobstructed and racing can proceed.
- 5.9.6.1.2. YELLOW FLAG: The course is obstructed and racers should be held at the gate.
- 5.9.6.1.3. RED FLAG: Riders on the track should stop immediately and return to the starting gate to await further instruction.
- 6. BMX Track Competition field** (Dimensions in brackets are the minimum for Regional standard tracks)
- 6.1. The track must be of a compact, closed looped design, forming a circuit where length measured along its centre line is not less than 300 metres (200m) or greater than 400m.
- 6.2. The track must be a minimum of 10m wide at its start and may not taper to a width of less than 5m (4m) at any point along its course.
- 6.3. Starting hill**
- 6.3.1. The starting hill must accommodate a track width of at least 10 metres and be at an elevation at least 3 metres (1.5) metres above the grade of the first straight.
- 6.3.2. The initial incline extending from the starting gate to level grade must be at least 12 metres in length
- 6.4. Starting gate**
- 6.4.1. The starting gate shall be a minimum of 8 metres in width and for all national events. An electronically controlled system is mandatory.
- 6.4.2. The gate shall have a height of at least 50 cm, with no greater angle than 90 degrees with the slope of the ramp which supports the bicycles' wheels when they are in their starting position.
- 6.4.3. Starting positions 1 through 8 must be clearly marked on the gate.
- 6.4.4. The electronically controlled gate, to be used at all BC sanctioned BMX events, must be fitted with a system of appropriately coloured starting lights located so as to be clearly visible from all starting lanes without disadvantage to any rider who is in the "riders ready" position. In case of a failure of the gate release system, the gate shall fall to the dropped position.
- 6.4.5. A "voice box" system is mandatory at all BC National sanctioned events described in Appendix 5 of the UCI regulations.
- 6.4.6. Whenever a timing scoring system is utilised, the timing system must be activated, whereupon the time starts running at the moment the gate-start mechanism is activated causing the gate to drop.
- 6.5. Initial Straight**
- 6.5.1. The initial straight shall be a minimum of 40m in length.
- 6.5.2. It is recommended that the bottom of the front side of the first obstacle in the initial straight shall be located not less than 20m from the starting gate or less than 20m from the point of curvature of the first turn. However, on tracks especially designed for highly skilled riders, the distance between the starting gate and the front side of the first obstacle may be shorter.
- 6.6. First Turn**
- 6.6.1. The first turn may go in either direction and shall be banked to a degree which allows safe entry and exit for riders of all ages at race speeds.
- 6.6.2. At the first turn, the track shall be a minimum of 6m (5m) wide measured along a straight line extending from its surface at the inner radius to the top of the berm at its outer radius.
- 6.7. Turns and Obstacles**
- 6.7.1. The track shall have a minimum of 3 turns.
- 6.7.2. The track shall be a minimum of 5m (4m) wide throughout each turn.
- 6.7.3. All obstacles on the track must be constructed with the safety of all riders, regardless of age, in mind. Consideration must be given to the abilities of the youngest riders in competition when designing obstacles intended to present special challenges to older competitors. On the first straight it is recommended that the minimum distance between two obstacles shall be 10m. An obstacle is defined by its front and back slope and can be a single obstacle, double, triple or multi-jump as well as a 4-pack, 5-pack or multi-pack.
- 6.7.4. Tracks may be designed to include alternate sections to be traversed only by championship categories. These sections may offer obstacles which are inherently more challenging than those found on the course's main circuit.
- 6.8. Race Track Markings**
- 6.8.1. The boundaries of the race track including alternate sections track shall be clearly marked.
- 6.8.2. Fencing
- 6.8.3. In order to provide a barrier between the event's participants and its spectators, the track must be enclosed by a perimeter fence which shall not be located at any point closer than 2 metres from the competition course.
- 6.8.4. The temporary fence must be constructed of a substantial material such as plastic webbing which is

capable of absorbing the full impact of a rider of any size striking it at race speed.

6.9. Finish Line

- 6.9.1. The track must have a clearly marked finish line to indicate the point at which competitors will be scored. The finish line shall comprise a straight line of 4 cm in width, painted in black in the middle of a white strip 24 cm wide, thus leaving 10 cm of white on each side of the black line.
- 6.9.2. Any banners extending across the track above the finish line or elsewhere along the track must be at an elevation sufficiently above the track level to avoid interference with the riders crossing beneath them.
- 6.9.3. All finish line Commissaires shall operate from an area immediately adjacent to the finish line, which permits them a clear and unobstructed view of the riders as they cross the line.

7. Competition Facilities

- 7.1. Clubs and organisers seeking BC sanction for a competition event must be able to demonstrate to BC that the facilities proposed for the event meet the specifications set forth in this section.

7.2. Staging Area

Close to the starting hill a staging area consisting of ten staging lanes numbered 1 to 10 shall be established, where riders shall assemble in accordance with the instructions given by the staging officials.

7.3. Riders Pit Area

An area where the riders may congregate between races shall be established and clearly marked close to the track's staging area.

7.4. Inspection/Transponder Area

An area shall be established close to the staging area for the inspection of bicycles, installation of timing transponders and riders' equipment.

7.5. Announcing Area

There shall be reserved for the announcer and race commentator, preferably at an elevation above that of the track, an area which permits these officials to have a clear and unobstructed view of the track.

7.6. Bulletin Boards

Well-constructed and weather-resistant bulletin boards for posting the Moto draws/ race results shall be erected in a minimum of 2 different locations, such as rider's area and staging area.

7.7. Administration and Race Offices

Registration and Race control must be based in an office which is situated within the bounds of the perimeter fence, within 30m of the finish line and of sufficient size to process the number of riders in an orderly manner.

7.8. Public Address System

The public address system must be capable of projecting the announcer's voice to all parts of the track, the riders' area and the staging area.

7.9. Parking and Spectator Facilities

- 7.9.1. Parking for a number of cars commensurate with the anticipated size of each race must be available in the vicinity of the track. On race days, parking areas shall be adequately staffed to assure the orderly flow of traffic and the systematic parking of automobiles.
- 7.9.2. Spectator facilities including, without limitation, seating, washrooms / toilets and food service, with capacities appropriate to the numbers of people anticipated shall be provided:
- 7.9.3. Separate food service facilities shall be provided for competition Commissaire's and officials.

7.10. Indoor Events

Indoor BMX events may be held on tracks with earthen, wooden or concrete surfaces, having obstacles

constructed of similar materials. The rules set forth in this section shall apply equally to indoor events.

8. Competition Officials

The BC Regulations set forth the manner in which a BMX event shall be conducted. All officials participating in an event are required to be fully conversant with the BC Regulations and any supplement thereof, which governs any event. By accepting the position, all competition officials are definitely bound by such Regulations.

8.1. General

Every BMX competition must be staffed with an adequate number of qualified commissaries and officials, to assume all the responsibilities and perform all the duties of the various positions set forth in this section.

8.2. Commissaries Panel

- 8.2.1. The Commissaries panel shall comprise sufficient qualified BC Commissaries to ensure all parts of the track are correctly supervised.
- 8.2.2. One member of the panel will be deemed the Chief Commissaire and they will be responsible for the positioning of all other track officials.
- 8.2.3. The assistant chief commissaire shall assist the chief commissaire in the completion of his duties and shall act as the chief Commissaire's representative when the chief commissaire is not available.
- 8.2.4. The Commissaire's panel is the final authority at any competition and has the right to impose a penalty on any competitor, parent, spectator or team manager in the interests of safety or for violation of these rules.
- 8.2.5. The chief commissaire shall operate from a position which permits him a clear view of the entire track.
- 8.2.6. As part of the BC Officials mentoring process the Chief and Assistant Commissaire may change during the event, as may any other official.

8.3. Chief Administration Commissaire

The chief administration commissaire shall be responsible for the registration and classification of all riders at the event, the processing and posting of the Moto sheets, and the processing of all results (both intermediate and final results). The chief administration commissaire shall be assisted by a sufficient number of administrators, as described in 8.7.

8.4. Race Commissaires

- 8.4.1. The race Commissaires shall be responsible for assuring the observance of all rules governing any event.
- 8.4.2. Race Commissaires must have the following qualifications:
- 8.4.3. All Commissaires must wear some form of distinctive clothing so that they may be readily identified by competitors and team managers;
- 8.4.4. Each race commissaire shall operate from a clearly defined position.

8.5. Finish Line Commissaires

- 8.5.1. In the event that the finishing order is determined by means of finish line Commissaires, they shall act as described in 6.1.019.
- 8.5.2. In case another scoring system is utilised, the obligations and designation conditions are determined by one of the members of the Commissaires' panel who shall act as finish line-commissaire.
- 8.5.3. The finish line commissaire may, on their own responsibility, co-opt other persons appointed and licensed by the national federation of the organiser to assist him. The finish line commissaire shall be the sole judge of the finish. The finish line commissaire shall be provided with a sheltered area close to the finish line.

8.6. Race Director

- 8.6.1. The race director, who is designated by BC with the assistance of the Commissaires, shall be responsible for the following:
 - 8.6.1.1. Establishing and maintaining a timetable of events;

- 8.6.1.2. Enlisting and organising of all Commissaires, officials and administrative staff in numbers which are commensurate with the size of the event;
- 8.6.1.3. Arranging for the equipment necessary to conduct a race;
- 8.7. Officials/Personnel**
- 8.7.1. The following officials and personnel are designated by the organiser, national federation or UCI:
- 8.7.1.1. INSPECTORS – Where required, Inspectors shall be responsible for inspecting rider's bicycle and safety equipment prior to practice to assure compliance with the rules.
- 8.7.1.2. START COMMISSAIRE - The start commissaire shall be responsible for conducting the start of each race. The starter shall operate the starting gate, and perform such other actions as are necessary and appropriate to assure that each race has a safe and fair start. The starter may recommend to the chief commissaire that a rider obstructing the starter from carrying out his duties be penalised.
- 8.7.1.3. When a camera or other timing system is utilised, the starter must first confirm with the staging official any rider who fails to present himself at the start gate and then ensure that the operator of the timing system and his equipment is ready before he begins the starting procedure of a race.
- 8.7.1.4. STARTING HILL OFFICIALS - Starting hill officials shall be responsible for checking that riders are in the correct start lane (according to the Moto sheets) prior to the start of each race. They are also responsible for checking if riders' safety equipment is correct. Starting hill officials shall report to the chief commissaire any rider whose safety equipment does not conform to these regulations.
- 8.7.1.5. STAGING OFFICIALS - Staging officials shall be responsible for directing riders into the proper staging lanes. They shall announce each race number, age group, and the names of every rider in each race. An appropriate number of copies of the Moto sheets shall be made available to the senior staging official.
- 8.7.1.6. RACE COMMISSAIRES - Race officials shall be responsible for monitoring the conduct of the riders on the track and for notifying other officials of conditions on the track which may warrant their attention. The chief commissaire shall determine the number of race officials necessary for an event. Race officials shall be stationed along the track. Race officials shall make notes of any rule infringements or incidents that they witness. These notes shall be made available upon request by the chief commissaire.
- 8.7.1.7. FINISH LINE AREA CONTROL OFFICIALS - Finish line area control officials shall be responsible for controlling the passage of riders and other persons into and out of the finish line area. They shall be stationed at each point of access or exit to the finish area and prevent the entry of parents, team managers and spectators except where medical emergencies warrant their presence. Finish line area control officials shall also be responsible for maintaining order among the riders waiting in the finish area.
- 8.7.1.8. ADMINISTRATORS
- 8.7.1.8.1. Entry administrators shall be responsible for the following:
- 8.7.1.8.2. Receiving and checking for conformance with entry regulations all riders' entry forms and/or permit applications;
- 8.7.1.8.3. Establishing a list of entrants in each category of racing and sequentially ordering the categories.
- 8.7.1.8.4. Moto sheet administrators (scorers) shall be responsible for dividing the total number of entrants in each category into Motos of not more than eight riders and for recording their names on the appropriate Moto sheets.
- 8.7.1.8.5. Moto sheet officials shall be responsible for posting the Moto sheets on the Moto boards. These sheets shall be posted in order by age group with each race number clearly visible.
- 8.7.1.9. CAMERA / TIMING OPERATOR - The camera / timing operator shall be responsible for the setting up and operation of the system and for passing rider finish line position results to the administrators for posting on the Moto boards.
- 8.7.1.10. TRACK ANNOUNCER - The track announcer shall be responsible for making formal announcements concerning the competition and for informing riders, spectators, Commissaires and officials of any changes to the race schedule.
- 8.7.1.11. COURSE COMMENTATOR - The course commentator shall provide a commentary of all races for the benefit of the spectators. He shall not comment on any matter which is opposed to the interests of the UCI or to the sport of BMX in general. Neither shall he pre-judge the results of any race or comment on possible rule infractions which he may observe.
- 8.7.1.12. SECURITY PERSONNEL - The host organisation shall provide a sufficient number of security personnel to ensure the safety of the riders and spectators. Marshals must wear some form of distinctive clothing or other object so that they may be readily identified.
- 8.7.1.13. FIRST AID - At least one First Aid point which may be a static ambulance or other suitable vehicle or covered area and an adequate number of first aid staff shall be in attendance during all practice and race sessions. Both the First Aid point and first aid personnel must be stationed in the infield and a clear entry /exit route for an ambulance leading to a public thoroughfare must be provided and maintained throughout the progress of the event. Neither practice nor race sessions may take place unless proper medical services are available.
- 9. Clothing and Safety Equipment**
- 9.1. Inspection**
- 9.1.1. Before official practice, before the start of, or during the course of any competition or event, the rider, his bicycle, helmet and clothing may be subject to inspection by inspectors in order to ascertain whether or not this equipment conforms to these rules. The organisers make no representation and/or statement of opinion as to the track worthiness of any bicycle, clothing, safety equipment or other gear which may be examined during the course of this inspection.
- 9.1.2. Any rider whose equipment is unsafe in the opinion of the inspectors or race Commissaires, whether or not it fails to comply with a specific provision of these rules, shall not be permitted to ride on the track.
- 9.1.3. Any rider who does not comply with all instructions given to him by the inspector or race Commissaires with respect to his equipment shall not be permitted to compete in any event.
- 9.1.4. Helmets must be of full face construction equipped with a visor of minimum 10 centimetres. Helmet strap must be securely fastened during the completion of the race. Open face helmets are not allowed at Expert level competition.
- 9.1.5. To aid training, helmets conforming to the safety standards defined in the general regulations are permitted for training purposes and at events below National level within the Novice and MTB categories.
- 9.2. Jersey**
- 9.2.1. The jersey shall be a loose fitted long-sleeved shirt whose sleeves extend down to the rider's wrists. Lycra material is not permitted.
- 9.2.2. The fabric of the jersey must be loose enough to have a minimum of 3 cm doubled up excess material, without stretching the fabric. This shall be measured by pinching the fabric between the index finger and thumb.
- 9.2.3. The jersey is recommended to be tucked into the pants to not cause interference.
- 9.2.4. Every rider competing in a world BMX Championship/Challenge event must wear a national BMX jersey matching the jerseys of his fellow-countrymen. The only variation allowed shall be advertising on the jersey. The national jersey must be worn whenever a rider is engaged in activities on the track, prize giving ceremonies, press conferences, television interviews, autograph sessions and other occasions during the event, which require a good presentation to the media and the outside world.
- 9.2.5. At a Continental BMX Championship/Challenge and/or a regular international BMX event, a rider shall be allowed to wear a country's national jersey that is in accordance with the UCI rules for national BMX jerseys as described above. Whether the wearing of the national BMX jersey

at a Continental BMX Championship/Challenge event is compulsory or not, shall be at the discretion of the continental host organization/federation hosting the event.

9.3. Pants

- 9.3.1. The pants shall be loose fitting long pants made of tear-resistant material. Lycra is not permitted. Except for the ankles where the pants must be tight fitted, the pant fabric must have a minimum of 6 cm of doubled up excess material, without stretching the fabric. This shall be measured by pinching the fabric between the index finger and thumb.
- 9.3.2. Loose fitting short pants made of tear-resistant material are permitted if used together with knee and shin protection with a rigid surface. Lycra is not permitted unless for use under the pants and to cover knee-protection. The pant fabric must have a minimum of 6 cm of doubled up excess material, without stretching the fabric. This shall be measured by pinching the fabric between the index finger and thumb.
- 9.3.3. Pants must be of a single piece construction, separated from the jersey at the waist. One piece skin suits are not permitted.
- 9.4. Any added aerodynamic accessories on personal equipments are not permitted.
- 9.5. Gloves whose fingers completely cover the rider's finger tips.

10. Bicycle

All bicycles used for competition must meet the general specifications provided in this chapter.

10.1. Frame

- 10.1.1. The bicycle's frame must be of sufficient strength to withstand the rigors of BMX racing and be devoid of any cracked or bent frame members or welds which are cracked or otherwise deficient.
- 10.1.2. Aerodynamic accessories, chain guards, side stands, mud guards, sheet metal accessories such as simulated fuel tanks, butterfly nuts, any superfluous welded or mechanically fastened fittings such as chain guard lugs, frame mounted reflectors and any other sharp protruding objects are not permitted.
- 10.1.3. Wheel axles may not protrude more than 5 mm beyond the hub nuts.
- 10.1.4. All components, accessories and other parts must be firmly attached to the bicycle.

10.2. Wheels

- 10.2.1. Bicycles with 20" wheels may be raced only in standard categories. Cruisers may be raced only in cruiser categories, unless the event regulations state otherwise.
- 10.2.2. With the exception set forth herein below, all bicycles used in the standard 20" type must be equipped with matching wheels that are nominally 20" in diameter. The total diameter of the wheels, inflated tires included, shall not exceed 22 1/2" (57 cm).
- 10.2.3. The total diameter of the wheels, inflated tires included, in the cruiser type shall measure at least 22 1/2" (57 cm), and the total diameter of the wheels, inflated tires included, shall be no larger than 26" in diameter.
- 10.2.4. The bicycles of riders aged 6 and under may be equipped with wheels smaller than 20".
- 10.2.5. Wheels must be laced with the full complement of spokes for which the hubs and rims are intended. Spokes must be properly tensioned and hub bearings must be adjusted to eliminate noticeable play. Disc wheels are not permitted, wheels must be open.
- 10.2.6. Tyres must be of one-piece construction and have tread sufficient to provide adequate grip on the particular surface that the track presents.
- 10.2.7. Tyres must be inflated to a pressure sufficient to assure safe riding under race conditions.
- 10.2.8. Quick release axles are not recommended but may be used if the release levers are taped or wired in the locked position.

10.3. Handlebars

- 10.3.1. Maximum width of handlebars on both standard bicycles and cruisers shall be 74 cm (29").
- 10.3.2. The maximum rise of handlebars on both standard bicycles and cruisers shall be 30 cm (12").
- 10.3.3. Handlebar grips are mandatory and must completely cover the ends of the handlebars.
- 10.3.4. Handlebars that are cracked or bent are not permitted.

10.4. Steering head

- 10.4.1. The forks must turn smoothly in the headset bearing without binding or excessive play.
- 10.4.2. The stem may not protrude above the headset lock-nut by an amount that exceeds the manufacturer's recommendation or by more than 5 cm if no maximum height mark is inscribed on the stem.

10.5. Brakes

- 10.5.1. All bicycles entered in competition must be equipped with an effective rear brake, which may be operated either by foot (coaster brake) or hand (calliper brake).
- 10.5.2. The reaction arm of a coaster brake must be securely anchored to the frame by means of a mechanically fastened clip that completely surrounds and firmly grips the chain stay. Attachment of this arm to a lug brazed or welded to the stay is not permitted.
- 10.5.3. The rear brake cable must be secured to the frame.
- 10.5.4. A front brake may be fitted, but is not required.
- 10.5.5. The free end of the handbrake lever must be smoothly rounded or covered in such a manner as to prevent it from presenting a hazard.
- 10.5.6. All exposed cable ends must be capped, soldered or covered to prevent fraying.

10.6. Seat

- 10.6.1. The seat base must be constructed of material that is sufficiently strong to resist penetration by the seat post.
- 10.6.2. The seat post must be secured to the seat tube by means of a seat post clamp. This clamp's fixing bolt may protrude from the body of the clamp by no more than 5 mm.

10.7. Cranks, Pedals and Gears

- 10.7.1. Cranks of either, one-piece, two-piece or three-piece construction are permitted. Crank arms may be of any length so long as they do not compromise the bicycle's ground clearance.
- 10.7.2. The bottom bracket bearings must be adjusted so as to allow the cranks to spin smoothly and without noticeable play.
- 10.7.3. Pedals must be securely attached to the crank arms and adjusted so as to eliminate lateral motion of the pedal body along the pedal axle. Pedal axles must be of sufficient strength to withstand the rigors of competition. The teeth on pedal cages must be sufficiently pointed and prominent to offer effective grip on a rider's shoes without being so sharp as to pose a safety hazard. Toe clips and straps are not permitted. Interlocking pedal-cleat systems however are allowed. Where an interlocking pedal-cleat system is used, the rider must be able to demonstrate the ability to engage and release from the pedals upon any request from an official at an event.
- 10.7.4. The minimum race age category whereby interlocking cleat pedals are permitted is 13 years. Riders who have earned the right to compete up in a race category whereby cleat pedals are permitted should follow the regulations of that category.
- 10.7.5. Multiple speed gear systems are permitted.

10.8. Bike Pads

- If bike pads are used, they should be used in the following positions:
- 10.8.1. A pad that surrounds the crossbar of the handlebars;
 - 10.8.2. A pad that surrounds the top tube of the frame;
 - 10.8.3. A pad that covers the stem connecting the handlebars to the fork.

10.9. Number Plates

During National level competitions, riders shall be identified by an identification number which can be either

- 10.9.1. Their previous year's National ranking number,
10.9.2. A current World Championship number prefixed "W" in the class it was awarded in or its nearest equivalent.
10.9.3. A current European Championship number prefixed "E" in the class it was awarded in or its nearest equivalent.
10.9.4. A current British Championship "01" number in the class it was awarded in or its nearest equivalent
10.9.5. The last three digits of the riders British Cycling License number.
10.9.6. Each bicycle entered into competition must have a number plate attached to the front of the handlebars.
10.9.7. Number plates must be made of plastic or other similar flexible material.
10.9.7.1. Plate Height 20 cm Width 25 cm
10.9.7.2. Digits 10 cm high with Line width 1.5 cm
10.9.8. Riders must use the plate and number colour combinations specified for the category in which they are racing as follows:
Elite Men: White plate, black numbers
Juniors Men: Black plate, white numbers
Championship Women: Black plate, white numbers
Men/Boys: Yellow plate, black numbers
Girls: Blue plate, white numbers
Cruiser: Red plate, white numbers
10.9.9. If a photo finish system is utilised, each bicycle entered into competition must display a lateral number plate/sticker located just behind the steer tube. The number shall be black with a white background. The height of the number must be a minimum of 8 cm with a width of 1 cm. and with a gap of 1cm between numbers. These numbers must match that on the front plate and be on both sides of the bike and not folded or curved. No other logo, graphics or colour is allowed within the number area of the plate. All prefixes and suffixes must be the same size as above, i.e. W1 and not w1
10.9.10. In all BC sanctioned BMX events a rider must display the number assigned to him according to the rules set forth in 10.9. A rider who fails to display the correct number will not be scored.
10.9.11. The area of the plate that provides a background for the number must, during the entire duration of a competition, be kept free of markings, stickers or other impediments to the number's legibility. Riders may not cut, mutilate or put additional stickers or marking on their number plate if it's provided by the Organiser.
- 11. Infringements, Penalties and Protests**
Section 1: Infringements
11.1.1. All riders must observe these rules and follow all instructions given them by any commissaire or official at any time during the course of the event. Every rider must at all times observe such conduct as reflects the ideals of good sportsmanship and avoid any conduct which may bring himself or the sport of BMX into disrepute. The use of obscene or foul language is forbidden. Riders using such language will be penalized in a manner to be determined by the Commissaires panel.
11.1.2. The infringements described in this chapter will be penalized by the Commissaires' panel, according to 11.2.1 and the following.
11.1.2.1. If necessary, the officials will determine whether an infringement was caused deliberately or not. An infringement is considered to be caused deliberately, in the event that it could have been avoided.
11.1.2.2. Bike position on the start gate
11.1.2.3. The front wheel must be placed against the gate, be grounded and remain stationary during the starter's call. All riders must start in the designated gate position.
11.1.3. Deliberate Interference
11.1.3.1. Interference is often a complex offence, given that BMX is a contact sport. The Commissaires will determine whether it was deliberate or not. If an infraction or interference can be avoided, and is caused, the officials may determine it as being deliberate. Deliberate interference between two or more riders will be penalised, as laid down in article 11.2 and the following.
11.1.4. Deliberate Force off the Track
11.1.4.1. Any competitor must not force another competitor off the track deliberately.
11.1.5. Track Re-Entrance
11.1.5.1. Any rider who leaves the course during a race must, regardless of the circumstances, re-enter the course at the nearest safe point. He shall not interfere with the progress of any other rider or cut the course in order to gain an advantage.
11.1.6. Contact
11.1.6.1. A rider shall not cause any part of his person or bicycle to come into contact with another rider's person or bicycle during a race with the intention of impeding that rider's progress so as to overtake him or cause him to be overtaken by another rider.
11.1.7. Obstruction on the final straight
11.1.7.1. The lead rider shall have the right to choose his line on the track and through the corners. When on the final straight, however, the lead rider shall not deliberately obstruct another rider from passing. A penalty for this infringement shall be imposed by the chief commissaire, as laid down in article 11.2 and the following.
11.1.8. Team Riding
11.1.8.1. Team riding or helping other competitors to gain a higher finishing position is prohibited.
11.1.9. Third Persons Interference
11.1.9.1. Team managers, parents, and others in the company of a rider shall not interfere with a race on behalf of a team or a rider.
- 11.2. Section 2: Penalties**
11.2.1. The Commissaires panel may, without prejudice to its possibilities provided in the BC "Code of Conduct" and "Bye Laws", invoke any of the censures provided in this chapter against a rider who commits one of the infractions mentioned in this part of the Regulations.
11.2.2. Official warning
11.2.2.1. A rider may receive an official, verbal warning for certain misconduct. The first warning issued to a rider at an event carries no specific penalty other than the advice of the warning, however the issuance of a subsequent warning for the same, or any other offence, on the same day will result in the rider's disqualification from the event.
11.2.2.2. A warning shall be displayed on the printed output of the results.
11.2.3. Rider to be placed last in Moto
11.2.3.1. A rider may be scored in last place regardless of his actual finish in a race and will be scored "relegated" (REL).
11.2.4. Disqualification of a rider
11.2.4.1. A rider may be disqualified and thereby barred from further participation in either the competition category in which the infringement occurred or the entire event.
11.2.5. Removal of an offender from the competition venue
11.2.5.1. The Commissaires' panel shall have the discretion to remove an offender from the competition venue for an offence against any of the provisions set down in this rule book.
11.2.6. BC may by its sole discretion and for cause suspend for any period of time, or permanently revoke, the licence entitling a rider to compete in a BMX event. The following offences will result in suspension:
11.2.6.1. Competing under a false name.
11.2.6.2. Use of false information relating to age, category, or other subject at the time of race registration in order to gain an unfair advantage.
11.2.6.3. Conspiring with one or more other riders to pre-determine the outcome of any race.
11.2.6.4. Offering, giving or receiving either directly or indirectly any bribe or other incentive intended to influence the outcome of a race either to or from any other person,

- including without limitation, riders, Commissaires, officials and spectators at a BMX competition.
- 11.2.6.5. Wilfully entering or riding a bicycle that does not conform to the rules of the competition, including altering, removing, tampering, or misrepresentation of a lap time scoring system device.
- 11.2.6.6. Altering the specification of any bicycle after inspection that results in an infringement of the rules of competition.
- 11.2.6.7. Engaging in any unfair practice, misbehaviour or action detrimental to the sport of BMX, whether or not related to a specific event.
- 11.2.7. Riders will be held accountable for the actions of their parents, team managers and any other persons in their company at a BMX competition or event. Any misconduct on the part of any of these persons may, at the discretion of a race commissaire or race director, result in the disqualification or suspension of the rider and the removal of the offending persons from the track area.

11.3. Section 3: Protests

- 11.3.1. In any BMX event a protest may be filed by a rider for any of the following:
 - 11.3.1.1. The classification of a rider;
 - 11.3.1.2. The scoring of a rider;
 - 11.3.1.3. Protests by riders regarding judgment decisions during a competition are not allowed.
- 11.3.2. Race Commissaires in charge shall make decisions on the spot through the chief commissaire in case of any incidents or irregularities occurring during the competition.
- 11.3.3. How to protest
 - 11.3.3.1. A rider wishing to make a protest arising under article 11.3.1.2. above, may do so to the administration Commissaires within 10 minutes of the posting of the Moto sheets that has given rise to the protest. The commissaire will conduct an investigation and render a decision on the protest prior to the commencement of that rider's next round of racing.
 - 11.3.3.2. If a rider disagrees with his finishing position as posted on the Moto sheets, a protest must be lodged with the administration Commissaires. The commissaire (or his assistant) and the chief scorer will view the applicable scoring system and render a decision.
- 11.3.4. The rider(s) involved in the protest may be called upon as required by the chief commissaire.
- 11.3.5. Should a situation arise in one of the three qualifying Motos, where a clear decision cannot be determined from the applicable scoring system, both riders will be scored with the better ranked finishing position. For example: a protest between 4th place and 5th place finishing position would in the case of a tied decision ultimately give both riders 4th place finish in that particular race.
- 11.3.6. When protesting a transferring position, a rider must do so prior to that rider's next round of racing, whilst a protest against a rider's position in the final shall be filed within 15 minutes of the completion of racing.
- 11.3.7. If a protested race is not available on the video tape for viewing due to mechanical failure, the score sheets will determine the finish position of the race.
- 11.3.8. The Commissaires' panel shall have the power to impose a penalty up to and including disqualification of the rider as a result of any protest arising under article 11.3.1.

12. International Events

12.1. Registration of participants

- 12.1.1. Riders wishing to compete in an international BMX event may register only under the auspices and through the agency of the national federation.
- 12.1.2. It is the rider's responsibility to make themselves aware of all relevant rules and regulations applicable to the event they are registering to compete in.
- 12.2. International Qualification Rules - World & European Championships
 - 12.2.1. For International qualification purposes the Elite rankings will take precedence over all other class riders.

- 12.2.2. In each class the following rules are applied:
 - 12.2.2.1. The top 8 riders from the previous year's rankings may be invited.
 - 12.2.2.2. The first 6 riders from the current year's rankings as at a pre determined deadline who are not included in the first 8 from the previous year, may be invited. The deadline will be published separately.
 - 12.2.2.3. If places are available, riders who qualify on 20" will still be eligible to compete in a Cruiser category. This will also work for qualified Cruiser riders wishing to race 20".
 - 12.2.2.4. Two Wild Card rides may be invited.
- 12.3. Only riders of proven ability at National level will be considered for invitation. If the Selectors consider there are insufficient riders of proven ability and experience to fill the available places they may elect not to "fill up" the allocation in that age group.
- 12.4. The Selection Panel will comprise of the International Team Manager and at least two other officials. Where Nationals classes are combined the riders will be split into their UCI classes for qualification purposes.
- 12.5. All entries for Junior and Elite World BMX Championship must gain approval from the British Cycling Performance Manager

**APPENDIX 1
BC BMX National Race Series Regulations**

National Series Regulations

1. These rules relate to the BMX National Race Series and should be read in conjunction with the BC Regulations of BMX Racing. Any regulations not covered in these regulations will be governed by the BC BMX Regulations or any other BC regulation or Byelaw.
2. No Rider will be allowed to compete in the BC BMX National Series without a valid BC Licence. For the purposes of these regulations the term "BC LICENCE" is taken to include a valid licence from any other UCI Affiliated governing body.
3. **Age Classes**
 - 3.1. Age Classes for the Series will be published in a separate publication prior to the first round.
4. **Registration**
 - 4.1. Pre-Registration
 - 4.1.1. Riders who have pre-registered via the British Cycling Registration system will be required to confirm their attendance at the event during the scheduled registration period – there will be a separate area for this.
 - 4.2. Registration on the Day
 - 4.2.1. Only Registration Forms presented to the Registration Officials with the full race fee will be accepted.
 - 4.2.2. Riders or their representatives will be required to show the competitors race licence to the Officials.
 - 4.2.3. Registration forms must be completed in full using the rider's correct name, BC/UCI Affiliated club and team where applicable, race class, plate number and BC/UCI Licence number.
 - 4.2.4. Registration Fees
 - 4.2.4.1. Race fees will be published in a separate publication prior to the first round of the Series.
5. **Race Age Calculation**
 - 5.1. The age class a rider is eligible to ride is determined by his age which shall be calculated by subtracting the rider's year of birth from the current year unless by qualification from previous years rankings.
 - 5.2. Any rider who achieves a ranking in the top two of their own class may elect to "ride up" one age group the following year. Should the rider again achieve a top two ranking they may elect to ride up one further year.
 - 5.3. Any Cruiser rider aged over 30 can elect to ride in their correct age or in any younger class with a minimum race age of 17.
 - 5.4. Any rider aged over 30 can elect to ride in their correct age or in any younger class with a minimum race age of 19 including Elite.
 - 5.5. Riders who are part of the British Cycling BMX Talent Team may request via the Talent Team Manager to compete in Championship Female or Elite Male for the final round of the series.
 - 5.6. The choice of competing class shall be made for the whole series. Any rider wishing to return to their race age class or move out of the Elite category may only do so by written application to the BC BMX Commission.
6. Nine registered riders shall constitute a male class and 4 in a female class. If less than the required numbers of riders are registered, they will be combined with another suitable class. In the case of the Elite class, if there are less than 9 riders the class will run, although prize money will be reduced by 50%. If less than 4 riders, the class will not run.
7. **Award Qualification Rules**
 - 7.1. Series and Event awards and ranking qualifications will be published in a separate publication prior to the first round of the Series
 - 7.2. Series Points Structure and Points Qualification Rules

Table A

Position	Moto	B Final	A Final
1st	4	15.0	42.0
2nd	3.5	12.0	37.0
3rd	3	10.0	33.0
4th	2.5	8.0	29.0
5th	2	6.0	26.0
6th	1.5	5.0	24.0
7th	1	4.0	22.0
8th	0.5	3.0	20.0

Example: A Rider winning each of their Motos and the A Final will score; 4 + 4 + 4 + 42 = 54 points

- 7.3. Riders will qualify for points as indicated in table A.
- 7.4. Moto points are given to riders for each of the three Motos.
- 7.5. Where classes are combined (e.g. one class has less than four riders) the points will be awarded as follows;
 - 7.5.1. Moto points as per each rider's actual finishing position in each Moto.
 - 7.5.2. Final points for the main class will be awarded according to their finishing position after the combined class riders have been removed.
 - 7.5.3. Final points for the combined class will be awarded according to their finishing position in their own class i.e. a rider finishing 6th in a B final will be awarded 1st place points if he is the first placed rider in that class.
 - 7.5.4. Where a combined class exceeds 8 riders the class is treated as one race class for the purposes of transferring to following rounds. Combined class riders are not removed from the racing except by natural race elimination.
 - 7.5.5. Where two combined classes gives 8 or less riders their finishing position will be calculated at the completion of all races as shown in the example below (Table B)

Table B

Name	Moto 1	Moto 2	Moto 3	Moto 4	Points	Position	Age
A	2	4	1	4	11	2nd	8 Ex
B	1	1	4	1	7	1st	8 Ex
C	6	5	5	3	19	3rd	8 Ex
D	5	6	6	5	22	4th	8 Ex
E	3	2	2	6	13	2nd	7 Ex
F	4	3	3	2	12	1st	7 Ex

- 7.5.6. The BC BMX Commission reserve the right to add Bonus Points for riders competing in specific events that do not form part of the National Series e.g. European Series Rounds held in the UK. Notification of these events will be made to riders no later than the close of registration at National Series Round 1.
8. **Transfer System**
 - 8.1. When there are no more than 8 riders in a class, the riders shall compete as one group and race 3 Motos with the points awarded for each placing plus a 4th GP Final Race with "A" Final series points awarded on the results of the four races.
 - 8.2. When more than 8 riders have registered in a class, it will be necessary to place them in Motos of no more than 8 riders. The riders will be rotated within the class Motos such that riders will have a change of competitor to race against in each Moto. After 3 Motos have been run, the top scoring riders will transfer on to the next round to make 8 riders in each race of the next round. Note, these points are based on normal race points, not the National Series points.
 - 8.3. Where riders for the last "X" places in the next round are tied on points after the third Moto a run off will be held with the first "X" riders to legitimately cross the finish line progressing to the next stage of competition.
 - 8.4. In classes with semi finals, the riders finishing in 5-8th places will compete in a "B" Final.
9. **Lane Allocation System**

- 9.1. In Motos, a rider's lane will be selected by the computer software, which will automatically and randomly allocate the rider's lane.
- 9.2. In Qualifier rounds (quarter and semi finals) and Main Finals, each rider will pick their own lane with the order of riders picking lanes being based on the results of the Motos for the first qualifier round after the Motos or the results of the previous qualifier round plus count back if required.
- 9.3. In GP classes with a 4th Moto the lane selection for Moto 4 will be selected by the race software.
- 10. Number Plates**
- 10.1. Riders must use the plate and number colour combinations specified for the class in which they are racing as given in the general regulations.
- 10.2. Regional coloured plates and Regional ranking numbers are not allowed at BMX National Series events. Current British Champions and World/European finalists may choose to use their Championship plates and numbers.
- 10.3. All riders will display their age / class range by label on the top right corner.
- 10.4. Side number plates are mandatory.
- 11. Appeals/Protests/Assistance**
- 11.1. Only male or female riders aged 9 & under may be assisted by an adult in any protest or appeal.
- 11.2. Only riders aged 6 & under may be held in a vertical position on the start gate by an adult..
- 11.2.1. This may only be done by holding the rear wheel of the bike between the supporter's legs
- 11.2.2. The use of hands to support a rider is prohibited.
- 11.3. Only riders aged 6 & under may be assisted by an adult at jumps, etc. and this must be with the approval and guidance of the Chief Commissaire.
- 12. Team Racing Regulations**
- 12.1. There will be two competitions; one for factory/shop teams and one for club teams, which will be run as two separate series with the top team awarded a trophy at the end of the series.
- 12.2. Each team must be registered with BC at least one month prior to the competition commencing. Only affiliated teams will be eligible to have their name on Moto sheets, BC promotional material, series rankings etc. Note: The Moto sheets can only show one team and club for each rider – preference will be given to trade names.
- 12.3. A team can comprise any number of riders. Riders can only be included in the team they have registered on i.e. a rider's result will not count for their club if they have only registered under a trade team – both Team and Club boxes should be completed at Registration.
- 12.4. All teams, irrespective of the number of registered riders, will be automatically entered into the competition.
- 12.5. Team points will be the best four results for each registered team or as many riders as they have competing if less than 4. Team points will follow the same structure as a rider's individual ranking points, with an additional 5 points awarded to riders reaching a quarter-final and an additional 10 points for any rider reaching a semi-final.
- 12.6. The season's overall winner will be determined from all events in the series. The results of the competition will be displayed on the BC web site as soon as possible after the event.
- 13. Schedule of Events**
- 13.1. Schedule of events will be published in a separate publication prior to the first round of the Series. Variations may be published before each round.
- 13.2. Outside of the specified Practice and Race Times indicated above, the host club has the right to close, or limit access to, the track. Also, since no First Aid or track marshals will be available outside of the official times above, the rider/parent/team manager takes full responsibility for any incidents that may occur.
- APPENDIX 2 British Cycling BMX British Championships**
- 1. General Information**
- 1.1. BC BMX National Series Racing Regulations apply to this event except where indicated below.
- 1.2. The Race Format will be as per National Series Regulations with the exception
- 1.2.1. There are no B Finals
- 1.2.2. The Elite class will only race one final.
- 1.3. Each Region's top 20 results count towards the Regions score.
- 1.4. Each Club's top 6 results count towards the Clubs score.
- 1.5. Each Team's top 4 results count towards the Teams score.
- 1.6. Points are awarded according to the National Series system except positions 5-8 semi finalists, who will also receive points.
- 1.7. Combined classes will be split out before points and trophies are awarded.
2. Race fees will be published in advance of the event. There will be no discount structure for multiple registrations
- 3. General Registration Information**
- 3.1. Age Classes for the Series will be published in a separate publication.
- 3.2. Riders who have "ridden up" in age classes at a Regional Series may ride their true age group at the Brits based on "Current year minus year of birth" basis. This also applies to female riders who may ride in male classes at regional level and wish to ride in a female class at the event.
- 3.3. Any rider that has competed in a Championship category in the current year must compete in that category at the British Championships.
- 3.4. A rider who has qualified via the Regional Series on 20" but not on Cruiser, or vice versa, is allowed to enter both classes.
- 3.5. Riders must compete on the correct number plate as follows
- 3.5.1. Regional plate – both colour and suffix.
 Midlands-Red plate with white numbers Suffix *1
 South West-Light Green with black numbers Suffix *2
 East Anglia-Yellow plate with black numbers Suffix *3
 North (& IOM)-White with black numbers Suffix *4 (IOM *7)
 South-Blue plate with white numbers Suffix *5
 Scotland-Black plate with white numbers Suffix *6
- 3.5.2. Elite riders will compete on their National plates.
- 3.5.3. Riders using a current World (W) or European (E) ranking plate in the class it was awarded in or its nearest equivalent.
- 3.5.4. Riders with a current British Championship 01 classification in that class
4. Side plates must comply with the main regulations with ranking and regional number in one line e.g. 223 or 22 3 - no decimal point on side plates as there will not be room.
5. Until the Regional structure develops in the relevant areas, riders from the Isle of Man should ride with a single digit followed by M and register via the North Region. Riders living in Wales should qualify via one of the existing English Regions.
6. All riders must have valid BC Silver or Gold membership at the time of the event and should also have qualified through their relevant regional series.
- 7. Event Schedule**
- 7.1. A schedule of events will be published in a separate publication.
- 7.2. Outside these specified Practice and Race times the track will be closed. Marshals and First Aid will not be available outside of these times.
- 7.3. Riders/Parents/Team Managers take full responsibility for any incidents that may occur.

8. Riders Parade

- 8.1. Details of the parade schedule, route and times will be published at the event.
- 8.2. The Riders Parade is open to all competing riders and club officials who will parade part of the track without bikes.
- 8.3. It is each region's responsibility to organise their clubs and ensure that all riders are ready to start the parade when requested. The order of the regions will be announced prior to the parade.
- 8.4. No animals will be allowed in the parade.

9. British Championship Presentation

- 9.1. This will take place after racing has finished.
- 9.2. The money class purse and the Club Championship purse will be published prior to the event.
- 9.3. Payment will not be made at the event, but by post via BC HQ.

APPENDIX 3 British Cycling BMX Regional Series

1. Each Region will run a series of races each year to provide a Regional ranking structure and qualification to the British Championships (See Appendix 2)
2. **BC BMX Rules for Regional Series Racing.**
- 2.1. Please note that it is not the intention of the BC BMX Commission to dictate to Regions how their Regional Series races are organised or administered. However, a common minimum standard is deemed necessary and hence the following basic rules are to be applied.
- 2.2. To simplify the Regions administration of their racing it is recommended that they base their main classes on the British Championship classes.
- 2.3. Other classes such as Novice may be added but do not form part of the regional qualification to the British Championships.
- 2.4. From May of the current year, no rider will be allowed to compete in their Region's Summer Race Series without a valid BC Silver or Gold membership. However, a rider without membership may ride in the Novice categories.
- 2.5. Any rider found to have competed in more than two rounds of a Regional Series without valid BC membership will have their results removed from the standings.
- 2.6. Each Region will supply BC HQ with a copy of their Series standing showing each rider's results within 7 days of each event.
- 2.7. These will be presented in a format approved by BC HQ and include as a minimum;
 - 2.7.1. Riders Name
 - 2.7.2. Membership Number
 - 2.7.3. Club
 - 2.7.4. Regional Class
 - 2.7.5. Event Position (points)
 - 2.7.6. Overall Ranking
- 2.8. Each Region's Series must comprise a minimum of 6 separate events.
- 2.9. Each rider will have to compete in 5 rounds of the series in their nominated Region to qualify for the British Championships.

3. British Championship Qualification

- 3.1. Elite will be categorised as an open category for any UK based rider in their 16th year or older with the correct level of BC membership.
 - 3.1.1. Overseas riders that have competed in a Championship category in the current year (Junior, Elite, Elite Master) in any UCI affiliated country and hold a current UCI licence are only eligible to compete in the Elite Open.
 - 3.1.2. Defending British Champions and all riders except for Elite are required to qualify through their region's series.
 - 3.1.3. Riders who started the Regional Series in the Novice classes can take these events into their qualification as long as they have progressed to ride at least 3 rounds in the main qualification categories.
 - 3.1.4. All Expert category riders must have completed in 5 regional events within the same region. Current ODP and Talent Team riders have the option of completing their 5 events in more than one region.
 - 3.1.5. The British Championships are Club/Region based events and as such the competitors must be members of BC affiliated Clubs in the region they have qualified through.
- 3.2. Dispensation requests should go direct to your region Secretary by a date stated by your region committee. Dispensation may be given for:
 - 3.2.1. Injury or illness with supporting evidence from a GP or specialist. The period of injury or illness must clearly state that it covers a set period of time between April and August of the current year. The period of injury will allow dispensation for each regional event held within that time. A payment of £10 per missed event up to a maximum of £50 must be sent to your region at the time of application. Only application's with medical proof should be submitted. If no evidence is submitted, 3.2.4 applies.
 - 3.2.2. Competing overseas in UCI / UEC BMX Racing events held on the same day as a regional event or on an adjoining weekend if competing at the UCI BMX World Championships.
 - 3.2.3. A current and valid British passport holder based abroad during the months of April through to the end of August. If the period is not exclusive to the regional season, then available events must be attended. A payment of £10 per missed event up to a maximum of £50 must be sent to your region at the time of application. Dispensation requests under 3.2.3 must be made by April of the current season or as soon as the period based abroad begins.
 - 3.2.4. Riders that have competed in 3 or 4 regional events at Expert level may gain dispensation without reason at a cost of £30 per missed event up to a maximum of 2 events (£60). A letter accompanied by the payment must be made to your region within the deadline stated by your region committee.
- 3.3. No rider will be included in the British Championship rider registration unless they are entered on their Regions Pre- Registration forms.