

BMX SPECIFIC REGULATIONS

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BMX SPECIFIC REGULATIONS

1 CODE OF CONDUCT

- 1.1 All members, riders and officials, must
- 1.1.1 conduct themselves in such a manner as to reflect the ideals of good sportsmanship.
- 1.1.2 express and accept each other's views, opinions and decisions without contempt
- 1.1.3 never bring himself or herself or the sport of BMX racing into disrepute.

2 COMPETITION FACILITIES

- 2.1.1 The following specifications apply to tracks intended for National Class events.
- 2.1.2 For tracks intended for Regional or Club level events these specifications may be relaxed in accordance with Regionally approved variations.

2.2 The BMX Track - General

- 2.2.1 The track should be of a compact closed looped design, (forming a circuit whose length measured along its centre line is not less than 300 metres nor greater than 400 metres.
- 2.2.2 The track must be a minimum of 10 metre wide at its start and may not taper to a width of less than 4 metres at any point along its course.

2.3 The Starting Hill

- 2.3.1 The Start Hill must accommodate a track width of at least 10 metres and be at an elevation at least 1.5 metres above the level of the first straight
- 2.3.2 The initial incline extending from the starting gate to level grade must be at least 12 metres in length with lanes for each of the eight starting positions clearly marked over a length of 10 metres.
- 2.3.3 There shall be a clearly visible line extending across the width of the track at a point 10 metres from the starting gate.

2.4 The Starting Gate

- 2.4.1 The starting gate shall be a minimum of 8 metres in width.
- 2.4.2 The gate shall have a height of at least 50 cm and, in its upright position be near perpendicular to the slope of the ramp which supports the bicycles' wheels when they are in their starting position.
- 2.4.3 Starting positions 1 through 8 must be clearly marked on or near the gate.
- 2.4.4 An electronically controlled gate, to be used at all National 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.
- 2.4.5 An electronically controlled gate must have provision for mechanical operation in the event that any electronic components failing.

2.5 The Initial Straight

- 2.5.1 The initial straight shall be a minimum of 40 metres in length.
- 2.5.2 It is recommended that the bottom of the front side of the first obstacle in the initial straight shall be located not less than 20 metres from the starting gate nor less than 20 metres from the point of curvature of the first turn.

2.6 The First Turn

- 2.6.1 The first turn may bend in either direction and shall be banked to a degree, which allows safe entry and exit for riders of all age at race speeds.
- 2.6.2 At the first turn, the track shall be a minimum of 6 metres wide measured along a straight line extending from its surface at the inner radius to the top of the berm at its outer radius.

2.7 Turns and Obstacles

- 2.7.1 The track shall have a minimum of 3 turns.
- 2.7.2 The track shall be a minimum of 5 metres wide throughout each turn measured along a straight line extending from its surface at the inner radius to the top of the berm at its outer radius.

2.7.3 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.

2.7.4 On the first straight it is recommended that the minimum distance between two obstacles shall be 10 metres.

2.7.5 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.

2.7.6 Tracks may be designed to include alternate sections to be traversed only by competitors aged 14 and over. These sections may offer obstacles that are inherently more challenging than those found on the course's main circuit.

2.8 Race track markings

2.8.1 The boundaries of the race track, including alternate sections, shall be clearly marked.

2.9 Fencing

2.9.1 The track should be enclosed by a perimeter fence to provide a barrier between the event's participants and its spectators, which shall not be located at any point so as to risk injury to riders who may leave the track at speed during a race. No trees, shrubs, electricity or telephone poles, etc. should be within 2m of the track edge and any features which may cause a hazard to riders must be protected with suitable padding even if they are outside of the 2m limit.

2.9.2 The 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. The supporting stakes / poles shall be placed in such a way to minimise injury to any rider leaving the track and the ends of the stakes / poles must be suitable protected.

2.10 The Finish Line

2.10.1 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 width, painted in black in the middle of a white strip 24 cm wide, thus leaving 10cm of white on each side of the black line.

2.10.2 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.

2.10.3 All finish line officials shall operate from an area adjacent to the finish line, which permits them a clear and unobstructed view of the riders as they cross the line.

2.10.4 In an area adjacent to the finish but at least 10 metres beyond the finish line there shall be erected two sets of eight markers, which shall be numbered from 1 to 8, whose purpose shall be to assist the scorers in determining the order of finish in each race. These two sets of poles may be erected on one or both sides of the track

2.10.5 The use of video camera equipment is required at all National BMX races. This video camera equipment shall be so installed as to be directly aligned with the finish line. The video camera shall have an unobstructed view of the finish line on the track surface. The backfield view of the video camera shall be clear so as to not complicate the clarity of reproduction nor confuse the vision at the playback facility.

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.

Finish line video camera equipment shall be ready to use prior to the start of racing although its use during Moto rounds is not required.

- 2.11 Staging Area**
2.11.1 At the rear of 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.
- 2.12 The Riders Area (Pits)**
2.12.1 An area where the riders may congregate between races shall be established close to the track's staging area.
- 2.13 The Announcing Area**
2.13.1 There shall be reserved for the announcer and race commentator, preferably at an elevation above that of the track, an area that permits these officials to have a clear and unobstructed view of the track.
- 2.14 The Referees Area**
2.14.1 Each referee shall operate from a clearly defined position along the circuit of the track. The chief referee should operate from a position, which permits him a clear view of entire track.
- 2.15 Moto Boards**
2.15.1 Well-constructed and weather-resistant bulletin boards for posting the Moto sheets shall be erected in the Registration Area. If the Moto Boards cannot be satisfactorily displayed under cover, clear plastic sheeting must be available to cover Moto boards in case of wet weather conditions.
- 2.16 Registration And Race Control**
2.16.1 Registration and race control must be based in a separate covered area in accordance with the National Race Contract, which is situated within the bounds of the perimeter fence and of sufficient size to process the anticipated number of riders in an orderly manner. The Race Control area must be provided with a 240V 50Hz mains supply suitable for use on computers, printers, etc.
- 2.17 The Public Address System**
2.17.1 The public address system must be capable of projecting the announcer's voice to all parts of the track, the rider's area and the staging area.
- 2.18 Parking And Spectator Facilities**
2.18.1 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 adequately staffed to assure the orderly flow of traffic.
2.18.2 Spectator facilities, with capacities appropriate to the numbers anticipated shall be provided.
- 2.19 Indoor Events**
2.19.1 Indoor BMX events may be held on tracks with earthen, wood or concrete surfaces, having obstacles constructed of similar materials. The rules set forth in this section shall apply equally to indoor events.
- 3 COMPETITION OFFICIALS**
3.1.1 Every National Series BMX competition must be staffed with an adequate number of officials to assume all the responsibilities and perform all the duties of the various positions set forth in this section.
3.1.2 The following specifications apply to National Class events.
3.1.3 For Regional or Club level events these specifications may be relaxed in accordance with Regionally approved variations.
- 3.2 Race Director**
3.2.1 The Race Director, with the assistance of other officials, shall be responsible for the following:
3.2.2 Establishing and maintaining the timetable of events;
3.2.3 Enlisting and organising of all officials and administrative staff in numbers, which are commensurate with the size of the event;
3.2.4 Arranging for the equipment necessary to conduct a race;
3.2.5 Displaying and presenting of trophies or other awards.
- 3.3 Race Referees**
3.3.1 The Race Referees shall be responsible for assuring the observance of all rules governing any event and shall rule on all protests, which arise during the course of the event.
3.3.2 One Referee shall be designated as the Chief Referee and shall rule on all disputes and protests involving riders, officials, team managers and parents.
3.3.3 The Chief Referee as described above will be assisted by two assistants - the Assistant Track Referee and the Finish Line Referee.
3.3.4 The Assistant Track Referee shall assist the Chief Referee in the completion of their duties and shall act, as the Chief Referee's representative when they are not available.
3.3.5 The Finish Line Referee shall note down all relevant data reported by the Start Hill Administrators and pass this onto the Moto Sheet Administrators.
3.3.6 On instruction from the Chief Referee, The Finish Line Referee shall inform any riders involved in race infringements of the penalty to be imposed on them and shall inform the Chief Scorer of any changes in the results. In case a rider is penalised, the Finish Line Referee must ensure this is registered on the master Moto sheet, which shall clearly show the penalised riders name, competing class and race number, as well as a description of the infringement. The Chief Referee will add his signature to the Moto sheet as soon as practicable after the incident.
- 3.4 Inspectors**
3.4.1 Inspectors, where used, shall be responsible for inspecting every rider's bicycle and safety equipment prior to practice to assure compliance with these rules.
3.4.2 Neither the Inspector nor BC and/or it's BMX Committee makes 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.
- 3.5 Starters**
3.5.1 Starters shall be responsible for conducting the start of each race. They shall operate the starting gate, monitor for gate violations 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 Referee that a rider(s) obstructing the starter from carrying out their duties be penalised
3.5.2 All National events may be started with two or more teams of starters, each with equal authority in carrying out their responsibilities.
3.5.3 It is preferred that a Starter shall function for the same age groups during practice and race sessions.
- 3.6 Corner Marshals**
3.6.1 The Chief Referee shall determine the number of corner marshals necessary for an event.
3.6.2 Corner marshals 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.
3.6.3 Corner marshals shall make written notes on any rule infringements or incidents that they witness. These notes shall be made available to the chief referee to consult in ruling on a protest.
- 3.7 Finish Line Officials**
3.7.1 There shall be a minimum of 5 finish line officials who shall be responsible for recording in writing the finish positions of every rider as they cross the finish line in each race.
3.7.2 The scoring sheets shall be compared immediately after each race.
3.7.3 The official finish positions of each race shall be determined by a simple majority of the finish line officials.
3.7.4 The official finish results are to be noted on the Moto sheets.
- 3.8 First Aid**
3.8.1 Neither practice nor race sessions may take place unless proper First Aid services are available.
3.8.2 A First Aid Area must be a provided, either by the First Aid provider or the club, where riders requiring attention can

- be treated in privacy. This should either be a large frame tent or a low level portacabin.
- 3.8.3 A clear entry/exit route for an ambulance leading to a public thoroughfare must be provided and maintained throughout the progress of the event.
- 3.8.4 If not available from the First Aid provider, a mobile telephone will be made available to the First Aid personnel.
- 3.8.5 At all times there must be a minimum of two First Aid personnel on the track. Should this not be possible, the Chief Referee will stop all racing or practice until such time as first aid cover is available
- 3.9 Course Commentator and Track Announcer**
- 3.9.1 The Course Commentator shall provide a commentary of all races for the benefit of the spectators.
- 3.9.2 The Course Commentators shall not comment on any matter, which is opposed to the interests of the BC, its BMX Commission or to the sport of BMX in general.
- 3.9.3 The Course Commentator shall not pre-judge the results of any race or comment on possible rule infractions, which may be observed.
- 3.10 Administrators**
- The Chief Administration Official 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 Official shall be assisted by a sufficient number of administrators as described below.
- 3.10.1 Entry administrators shall be responsible for the following:
- 3.10.2 Receiving and checking for conformance with entry regulations all riders' entry forms.
- 3.10.3 Establishing a list of entrants in each class of racing and ordering the classes in accordance with the National Race Regulations.
- 3.10.4 Moto Sheet Administrators shall be responsible for;
- 3.10.4.1 In a manually controlled event. Dividing the total number of entrants in each class into Motos of not more than eight riders and for recording their names on the appropriate Moto sheets OR
- 3.10.4.2 In a computer controlled event, entering the rider details from the registration forms into the software database and operating the software to generate appropriate Moto Sheets
- 3.10.4.3 Displaying the Moto Sheets such that they are clearly seen by all competitors, etc.
- 3.11 Staging Officials**
- 3.11.1 Staging Officials shall be responsible for directing riders into the proper staging lanes and ensuring the correct and orderly progress of riders to the start.
- 3.12 Starting Hill Officials**
- 3.12.1 Starting Hill officials shall be responsible for directing riders from the staging lanes to the starting gate during all rounds of racing.
- 3.12.2 A copy of the Moto sheets shall be made available to the Staging officials.
- 3.12.3 Starting Hill Officials shall position themselves at the rear of the starting hill and permit only those riders in the next scheduled Moto to proceed up the hill to the gate.
- 3.12.4 Starting Hill and/or Staging Officials shall have the authority to refuse a start to any rider whose safety equipment does not conform to these rules.
- 3.13 Finish Line Area Control Officials**
- 3.13.1 If requested by the Chief Referee, Finish Line Area Control Officials shall be made available and shall be responsible for controlling the passage of riders and other persons into and out of the finish line area.
- 3.13.2 Finish Line Area Control Officials shall also be responsible for maintaining order among the riders waiting at the finish poles following their races.
- 3.14.1 **Event Marshals**— The host organisation shall provide a sufficient number of marshals 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.

4 GENERAL COMPETITION REGULATIONS

- 4.1.1 The following Competition Regulations apply to National Class events.
- 4.1.2 For Regional or Club level events these Regulations may vary subject to Regional approval.
- 4.2 Licences, Affiliations And General Conduct**
- 4.2.1 A rider must hold a current recognised licence issued by BC or other recognised UCI affiliated National Federation.
- 4.2.2 No rider whose licence has been suspended shall be permitted to compete in a BMX event during the term of his suspension.
- 4.2.3 All riders must observe these rules and follow all instructions given them by any Race Official at any time during the course of the event.
- 4.2.4 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.
- 4.2.5 The use of obscene or foul language is forbidden. Riders using such language will be penalised in a manner to be determined by the Chief Referee.
- 4.2.6 Any rider found to be competing while intoxicated will be disqualified for the event and may suffer further penalty at the discretion of BC or it's BMX Committee.
- 4.3 Classes**
- 4.3.1 Riders registered to compete in an event will be classified according to their age, gender, bicycle style and level.
- 4.3.2 Two styles of bicycles are recognised: Standard, with 20" nominal diameter wheels, and Cruiser, with 24" or greater nominal diameter wheels.
- 4.3.3 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.
- 4.3.4 The BMX competition classes are issued at the start of each event or series and may vary from time to time.
- 4.3.5 A rider aged 30 years or over may choose to compete at either the oldest level below that age level or in the appropriate age group in one of the 30 years and over Cruiser classes. This choice of competing class shall be made for a whole year, running from January 1 to December 31.
- 4.3.6 The Series/Event Regulations will stipulate the minimum number of riders required to constitute a class. If fewer than the stipulated numbers of riders register for a class, it will be combined with the another class in accordance with the Event/Series regulations. If more than the minimum number of Riders register for a class, the class will not be combined in those cases where injury or illness prevents the requisite number from actually engaging in competition and the rider has not notified Administration by the close of Registration for the event
- 4.3.7 Except as provided by the class combination rules or any other event or series specific regulation, no rider is permitted to compete outside of his age or gender group.
- 4.4 Flags**
- 4.4.1 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.
- 4.4.2 These flags have the following meanings:
- 4.4.2.1 GREEN FLAG: The course is unobstructed and racing can proceed.
- 4.4.2.2 YELLOW FLAG: The course is obstructed and racers should be held at the gate.
- 4.4.2.3 RED FLAG: Riders on the Track should stop immediately and return to the starting gate to await further instructions. This flag may only be shown by the Chief Referee or his assistant.
- 4.5 Practice And Riders' Meeting**
- 4.5.1 At the discretion of BC and/or its BMX Committee, a rider may not be permitted to ride on the track until his bicycle and safety equipment have been inspected by an appropriate official.
- 4.5.2 BC and/or it's BMX Committee makes 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.
- 4.5.3 At least one official practice session must precede the racing at any event. Riders shall have a minimum time allowance that will allow all riders to complete at least four laps including practice gate starts.
- 4.5.4 After practice has concluded, the Chief Referee may call a rider's meeting the purpose of which shall be to inform rider's of any supplementary regulations that may be in force during the race and to give further instruction regarding the general conduct of the race.
- 4.6 Race Schedule, Transfers And Scoring**
- 4.6.1 The schedule of races shall be established according to the procedures set forth in the BMX National Race Regulations.
- 4.6.2 The competition schedule and race order shall be posted on the information board.
- 4.6.3 Moto sheets posted on the information board must indicate:
- 4.6.4 Each riders name and plate number;
- 4.6.5 The race number;
- 4.6.6 The qualifying round to which riders will transfer;
- 4.6.7 The starting positions for each Moto.
- 4.7 Scoring**
- 4.7.1 For each Moto in which they compete, 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 moto's transfer to the next stage of competition in accordance with the rules set forth in the BMX National Race Regulations.
- 4.7.2 A rider must compete in all moto's in order to be eligible for the next stage of competition.
- 4.7.3 A rider who does not start in a qualifying race will be recorded as "Did Not Start" (DNS) and no points will be awarded. The rider will not be eligible to transfer to the next stage.
- 4.7.4 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.
- 4.7.5 If two or more riders in a class complete the moto's with equal scores, then they will be ranked according to their respective finishes in the last Moto and if this does not resolve the qualifiers then the result of the second or even the first Moto will be taken into account. Where Moto rotation is in use, a tie will be resolved by the running of a race (run off) comprising all those riders on equal points.
- 4.8 Staging And Starting Positions**
- 4.8.1 The gate starting positions for moto's shall be determined according to the rule set forth in the BMX National Race Regulations or other pre-issued document relating to the event and shall be indicated on the Moto sheets.
- 4.8.2 The starting position for all rounds of racing following the moto's shall determined by drawing lots, if not randomly allocated by the computer system.
- 4.8.3 All riders must start in their designated gate positions. The penalty for starting from any other gate position is disqualification.
- 4.8.4 It is each rider's responsibility to be in the staging area and on the gate at appropriate times.
- 4.9 The Start**
- 4.9.1 A BMX race shall be started using one of the following procedures:
- 4.9.2 Where an electronically controlled starting gate is used, the starter's call will be:
- 4.9.2.1 Stage 1 "Attention" or "Set them up" (Optional). The starter will hold stage one of the call until satisfied that the start is safe to proceed and will only then proceed as follows.
- 4.9.2.2 Stage 2 "Riders ready" - riders who are not ready to start at this point shall so indicate to the starter who will repeat the call.
- 4.9.2.3 Stage 3 "Watch the lights" or "Watch the gate" (Optional) - at this call, the starter activates the starting controller and the start cannot be stopped.
- 4.9.3 The Voice Box starting system is a facility that replaces the starter's voice
- 4.9.3.1 The recorded commands of a voice box shall be as follows:
- 1) "Attention" or "Set them up" (Optional)
 - 2) "Riders Ready"
 - 3) "Watch the Lights" or optionally " Watch the Gate"
- 4.9.3.2 The basic requirements for a voice box starting system application shall be as follows:
- 4.9.3.2.1 The recorded commands must be clear and audible to all competitors on the gate
- 4.9.3.2.2 The voice box starting system must be entirely integrated with the lights and the gate controls
- 4.9.3.2.3 The cut off point for manual control of the voice box starting system shall be at the conclusion of the "Riders Ready" command. It is prior to this command that a starter will have the capacity to intercept the next operation and reset the gate procedure.
- 4.9.3.2.4 The auto command of "Watch the Lights" or "Watch the Gate" sets the system into irreversible motion and cannot be stopped
- 4.9.3.2.5 At the moment of the word "lights" the voice box starting system shall auto engage the running of the lights system and subsequently the gate drop procedure.
- 4.9.4 For a manually operated gate the call will be:
- 4.9.4.1 "Riders ready" - riders who are not ready to start at this point shall so indicate to the starter who will repeat the call.
- 4.9.4.2 "Pedals ready" - when this call is made, the start cannot be stopped.
- 4.9.4.3 "Go" - the gate will drop on the word "go" .
- 4.9.5 When a gate start is used, each rider's front wheel must be placed against the gate, be grounded and remain in contact with the gate during the starter's call.
- 4.9.6 A rider will be penalised for leaving his lane thereby causing interference with the progress of another rider during the first 10 metres of the race. A penalty for this infringement shall be imposed by the Chief Referee, following the guidelines described in section 5.1
- 4.10 Conduct On The Track**
- 4.10.1 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.
- 4.10.2 The Chief Referee 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, following the guide lines described in section 5.1
- 4.10.3 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
- 4.10.4 A re-run of a Moto, qualifying round or final will take place only if, in the opinion of the Chief Referee, the running of the race has been adversely effected by interference on the part of one or more riders, or by a spectator, animal or other outside agency.
- 4.10.5 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 give the least obstruction to other riders. If a rider cannot or does not get up after a fall, they may be moved only by first aid attendants
- 4.10.6 Any rider who leaves the course during a race must regardless of the circumstance re-enter the course at the nearest safe point. They shall not interfere with the progress of any other rider or cut the course in order to gain an advantage. A penalty for this infringement shall be imposed by the Chief Referee, following the guidelines described in section 5.1
- 4.10.7 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 their progress so as to overtake him or cause him to be overtaken by another rider. A penalty for this infringement shall be imposed by the Chief Referee, following the guidelines described in section 5.1

- 4.10.8 The lead rider shall have the right to choose his line on the track and through all corners.
- 4.10.9 When on the final straight, however, the lead rider shall not deliberate obstruct another rider from passing. A penalty for this infringement shall be imposed by the Chief Referee, following the guidelines described in section 5.1
- 4.10.10 Team riding or helping other competitors to gain a higher finishing position is prohibited. A penalty for this infringement shall be imposed by the Chief Referee, following the guidelines described in section 5.1
- 4.10.11 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. Such interference may result in a penalty being imposed by the Chief Referee, following the guidelines described in section 5.1
- 4.10.12 After crossing the finish line in a race, each rider shall, if instructed by a race official, proceed to the area where the finish markers assigned to the race are located and stand beside the marker whose number corresponds with their finish position. Each riders shall remain in that location until they are dismissed by a race official.
- 4.10.13 The Finish – 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.
- 4.11 Competition Equipment**
- 4.11 The following specifications apply to all events.
- 4.11.1 For Regional or Club events these specifications may be modified to suite the type of event in accordance with Regionally approved variations.
- 4.12 Inspection**
- 4.12.1 Before official practice or before the start of any competition or event, the rider, his bicycle, helmet and clothing may be subject to inspection by race officials in order to ascertain whether or not this equipment conforms to these rules.
- 4.12.2 The Inspecting Official, BC and/or it's BMX Committee makes 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.
- 4.12.3 Any rider whose equipment is unsafe in the opinion of the Inspectors or Race Referee, whether or not it fails to comply with a specific provision of these rules, shall not be permitted to ride on the Track.
- 4.12.4 Any rider who does not comply with all instructions given to him by the Inspector or Race Referee with respect to his equipment shall not be permitted to compete in any event.
- 4.13 Clothing And Safety Equipment**
- 4.13.1 Riders must wear the following gear whenever they are riding a bicycle on the track:
- 4.13.2 Helmets of either full face or open face construction are permitted. It is recommended that open face helmets should be equipped with mouth protectors. Helmets must cover the rider's ears and provide protection to the back of the skull. Ventilation holes only are permitted and they must not be large enough for any part of the cycle to penetrate the shell. The securing straps must be securely tightened.
- 4.13.3 Long-sleeved shirts whose sleeves extend down to the rider's wrists.
- 4.13.4 Long pants whose legs should not be loose fitting at the ankles. Short pants, with or without shin pads are not permitted.
- 4.13.5 Gloves whose fingers completely cover the rider's fingertips.
- 4.13.6 Elbow pads or "sliders" at any track whose riding surface consists of either wood or concrete.
- 4.13.7 It is recommended that riders wear trousers made of denim or other tear and abrasion resistant fabric, and footwear with soft flexible soles whenever they are riding a bicycle on the track.
- 4.14 The Bicycle**
- 4.14.1 All bicycles used for competition must meet the following general specifications:
- 4.14.1.1 The wheels of bicycles competing in the standard class shall be nominally 20" in diameter. The wheel size of bicycles in the cruiser class shall measure at least 22" in diameter and may not be larger than nominally 26" in diameter.
- 4.14.1.2 Bicycles with 20" wheels may be raced only in standard classes. Cruisers may be raced only in cruiser classes. Any exceptions to this will be notified to riders prior to registration.
- 4.14.1.3 The bicycle's frame must be of sufficient strength to withstand the rigors of BMX racing and be devoid of any cracked or damaged frame components or welds which are cracked or otherwise deficient.
- 4.14.1.4 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.
- 4.14.1.5 Wheel axles may not protrude more than 5 mm beyond the hub nuts.
- 4.14.1.6 All components, accessories and other parts must be firmly attached to the bicycle.
- 4.14.2 Handlebars**
- 4.14.2.1 Maximum width of handlebars on both standard bicycles and cruisers shall be 74 cm (29").
- 4.14.2.2 The maximum rise of handlebars on both standard bicycles and cruisers shall be 30 cm (12").
- 4.14.2.3 Handlebar grips are mandatory and must completely cover the ends of the handlebars.
- 4.14.2.4 Handlebars that are cracked or bent are not permitted.
- 4.14.3 Steering Head.**
- 4.14.3.1 The forks must turn smoothly in the headset bearing without binding or excessive play.
- 4.14.3.2 The stem may not protrude above the headset locknut by an amount that exceed the manufacturer's recommendation or by more than 5 cm if no maximum height mark is inscribed on the stem.
- 4.14.4 Wheels**
- 4.14.4.1 With the exception set forth below, all bicycles used in the standard 20" class must be equipped with matching wheels that are nominally 20" in diameter.
- 4.14.4.2 Cruisers must be equipped with matching wheels no smaller than 22" in actual diameter and no larger than 26" in nominal diameter.
- 4.14.4.3 The bicycles of riders aged 6 and under may be equipped with wheels smaller than 20".
- 4.14.4.4 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.
- 4.14.4.5 Tyres must be of one-piece construction and have tread sufficient to provide adequate grip on the particular surface that the track presents.
- 4.14.4.6 Tyres must be inflated to a pressure sufficient to assure safe riding under race conditions.
- 4.14.4.7 Quick release axles are not recommended but may be used if the release levers are taped or wired in the locked position.
- 4.14.5 Brakes**
- 4.14.5.1 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).
- 4.14.5.2 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.
- 4.14.5.3 The rear brake cable must be secured to the frame.
- 4.14.5.4 A front brake may be fitted, but is not mandatory.
- 4.14.5.5 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.
- 4.14.5.6 All exposed cable ends must be capped, soldered or covered to prevent fraying.
- 4.14.6 The Seat**
- 4.14.6.1 The seat base must be constructed of material that is sufficiently strong to resist penetration by the seat post.

- 4.14.6.2 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.
- 4.14.7 The Cranks, Pedals and Transmissions**
- 4.14.7.1 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.
- 4.14.7.2 The bottom bracket bearings must be adjusted so as to allow the cranks to spin smoothly and without noticeable play.
- 4.14.7.3 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.
- 4.14.7.4 Pedal axles must be of sufficient strength to withstand the rigors of competition.
- 4.14.7.5 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.
- 4.14.7.6 Toe clips and straps are not permitted. Interlocking pedal-cleat systems however, are allowed for race classes of 13 years and over. 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.
- 4.14.7.7 Multiple speed gear systems are permitted.
- 4.14.8 Safety Pads**
- 4.14.8.1 The following safety pads, each having a minimum thickness of 3mm are recommended:
- 4.14.8.2 A pad that surrounds any crossbar of the handlebars;
- 4.14.8.3 A pad that covers the top of the top tube of the frame;
- 4.14.8.4 A pad that covers the stem connecting the handlebars to the fork.
- 4.14.9 Number Plates**
- 4.14.9.1 In all BMX events a rider must display the number assigned to him according to the rules set forth in the BMX National Race Regulations
- 4.14.9.2 Each bicycle entered into competition must have a number plate attached to the front of the handlebars.
- 4.14.9.3 The upper edge of the number plate may not extend above the crossbar safety pad on any handlebars having a crossbar.
- 4.14.9.4 Number plates must be made of plastic or other similar flexible material.
- 4.14.9.5 Number plate shall have a minimum height of 20-25 cm and a minimum width of 25-30 cm.
- 4.14.9.6 Each numeral on a number plate must be at least 80 mm high and be composed of lines having widths of at least 10 mm.
- 4.14.9.7 Riders must use the plate and number colour combinations specified for the class in which they are racing as outlined in the BMX National Race Regulations -
- 4.14.9.8 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.
- 4.14.9.9 The rider's age/class must be clearly displayed in the top right corner of the number plate in numbers not less than 25mm high.
- 4.14.9.10 A rider who fails to display the correct number may not be scored.
- 4.14.9.11 Note: Regional coloured plates and Regional ranking numbers are not allowed at BMX National Series events, however, their use is mandatory for the British Championships event with the exception of current British Champions and World/European finalists who may choose to use their Championship plates and numbers.
- 5 DISCIPLINARY PENALTIES**
- 5.1 The Chief Referee may invoke any of the following censures against a rider who commits an infraction of these rules:
- 5.1.1 An official warning - A rider may receive an official warning for certain misconduct. The first warning issued to a rider at an event carries no specific penalty, 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.
- 5.1.2 Last place in Moto - A rider may be scored in last place regardless of his actual finish in a race.
- 5.1.3 Disqualification - A rider may be disqualified and thereby barred from further participation in an event.
- 5.1.4 Reversal of positions - two riders may be scored as if their actual finish positions were reversed.
- 5.1.5 The Chief Referee may exclude any rider for a period not exceeding the date of the next BC Board or its BMX Committee meeting. The Board /Committee may by its sole discretion suspend for any period of time, or permanently revoke, the licence entitling a rider to compete in a sanctioned BMX event.
- 5.1.6 Removal of an offender from the competition venue – The Chief Referee shall have the discretion to remove an offender from the competition venue for an offence against any of the provisions set down in this rulebook.
- 5.2 The following offences will result in suspension:
- 5.2.1 Competing under a false name.
- 5.2.2 Use of false information relating to age, class, or other subject at the time of race registration in order to gain an unfair advantage.
- 5.2.3 Conspiring with one or more other riders to pre-determine the outcome of any race
- 5.2.4 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, officials and spectators at a BMX competition
- 5.2.5 Wilfully entering or riding a bicycle that does not conform to the rules of competition.
- 5.2.6 Altering the specification of any bicycle after inspection that results in the infringement of the rules of competition.
- 5.2.7 Engaging in any unfair practice, misbehaviour or action detrimental to the sport BMX, whether or not related to a specific event.
- 5.2.8 Contravention of the Anti-Doping Regulations as defined by BC regulations.
- 5.3 Riders will be held accountable for the action of their parents, team managers and other persons in their company at a BMX competition or event and any misconduct on the part of any of these persons may, at the discretion of a Race Referee or Race Director result in the disqualification or suspension of the rider and the removal of the offending persons from the track area.
- 5.4 Any competitor or official found to be intoxicated will be disqualified from the meeting and may suffer further penalties at the discretion of the BC Board or its BMX Committee.
- 6 PROTESTS AND APPEALS**
- 6.1 Any rider competing in any sanctioned BMX event may file a protest with the Chief Referee for any of the following:
- 6.1.1 The configuration of a bicycle;
- 6.1.2 The classification of a rider;
- 6.1.3 The scoring of a rider during Motos or knock out rounds when
- a) Finish Line writers only or
- b) Finish Line Writers and video cameras are in operation.
- 6.2 Protests by riders during a competition are not allowed. Race Officials in charge shall make decisions on the spot through the Chief Referee in case of any incidents or irregularities occurring during the competition.
- 6.3.1 A rider wishing to make a protest arising under 6.1.1 or 6.1.2 may do so only in writing, on an official protest form submitted to the Chief Referee within 15 minutes of the conclusion of the race that has given rise to the protest.
- 6.3.2 The Chief Referee shall, after consultation with the other officials who have witnessed the incident, rule on the protest.
- 6.4.1 A rider wishing to make a protest on his scoring position under 6.1.3.a above must signify his intention by raising his hand and not taking his place at the designated finish markers.

- 6.4.2 The rider must thereafter inform the finish line referee as to the nature of their protest and remain in the designated area until they are dismissed by the referee.
- 6.4.3 The Chief Referee shall, after consultation with the Finish Line officials rule on the protest
- 6.4.4 In the case of a rider wishing to protest his scoring position under 6.1.3.b the rider must inform the Chief Referee before the start of the next round of races.
- 6.5 In the case of a video protest:
 - 6.5.1 Should a situation arise during the Moto's where a clear decision can not be determined from the video playback monitor, both riders will be scored with the better ranked finishing position.
 - 6.5.2 If a protested race is not available on the videotape for viewing due to mechanical failure, the score sheets will determine the finish position of the race.
 - 6.5.3 A video protest may only be filed within the time span of a round of races or within 15 minutes after the completion of the Main Finals.
 - 6.5.4 The Video Finish Line replay can only be seen by the Chief Referee or his assistant. After the referee has announced his decision the protesting rider may be allowed to see the playback.
- 6.6 The Chief Referee may permit a rider or bicycle to compete under protest, but presentation of any trophy or prize money to this rider will be withheld pending the outcome of the protest.
- 6.7 The Chief Referee shall have the power to impose a penalty up to and including disqualification of the rider as a result of any protest.
- 6.8 The Chief Referee may also bring any matter involving a protest before the BC Board or it's BMX Committee and may recommend the suspension of a rider if the Chief Referee considers the offence to warrant this action.
- 6.9.1 A decision of a race referee, race director or other track official may be appealed to the BC BMX Commission.
- 6.9.2 No appeal may be made on a decision based solely on the observation and judgement of race officials and not involving the observance or interpretation of any rule.
- 6.9.3 An appeal must be made in writing, addressed to the BC BMX Commission in care of BC HQ and accompanied by a fee of £25.00 and received within 7 days of the date of the competition. The BC BMX Commission will consider the appeal at its next regular meeting and announce its decision thereafter.
- 6.9.4 The decision of the BC BMX Commission on any appeal is final.
- 6.9.5 If the BC BMX Commission decides the appeal in favour of the appellant, the application fee will be refunded.
- 6.9.6 Any rider under suspension and not otherwise disqualified by these rules may be reinstated at the discretion of the BC BMX Commission.