

2018 RULE BOOK

THE OFFICIAL RULES OF USA BMX | BMX CANADA



**USA
BMX**
THE AMERICAN BICYCLE ASSOCIATION



**BMX
Canada**

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I. Foreword

USA BMX and BMX Canada hereafter referred to as “the Sanction” or “Sanction” were formed to provide organized racing and give national prominence to the sport of BMX. Under the Sanction’s rules, riders may accumulate district points at any sanctioned track. Additionally, a national level points program is offered for an increased interest of competition.

Each BMX facility is a separate entity with the common goal of providing competitive yet safe and fun BMX racing. The staff of each track is committed to operating under the Sanctions guidelines to ensure those goals. It is, however, the riders and his/her parent’s responsibility to understand and follow racing regulations.

With these ideals in mind, the only requirements needed to excel are skill and determination.

II. Membership

1. Every rider practicing or competing on any sanctioned track must obtain a membership prior to riding on the track. Memberships can be purchased at the track. There are six types of memberships available, which are as follows:
 - a. **One-day membership** - For the new rider to have a chance to experience the sport prior to joining with one of the memberships below. This membership is for one day of use **only** and is not transferable or reusable. This membership allows riders to participate in a practice or a single-points race only.
 - b. **Temporary 30 Day**
 - Valid at any sanctioned track
 - For practice and single-point races only
 - Convertible within a 30-day period to a full (annual) member, with a conversion fee
 - c. **Balance Bike (annual)** - For the young toddler rider (4 years of age or younger) or balance bike rider
 - Official membership card
 - Balance Bike style bikes
 - No points will be awarded
 - Convertible within a 6 month period to a Full membership, with a conversion fee
 - d. **Full (annual)**- Valid at any sanctioned event
 - Official membership card
 - Subscription to PULL magazine (first family member only)
 - Annual tracking of points at all races

- e. **Gold Card (upgrade from Full)**- Valid at any sanctioned event
 - Official membership card
 - First-class subscription to PULL magazine
 - “Gold Card member only” line at all national events
 - Two (2) “free” Open class entries at any national after racing ten 10 nationals per calendar year
 - One (1) “free” Open entry at any national after racing 20 single point local races per calendar year
2. US riders receive a secondary sports accident insurance benefit with a cash deductible.
3. No membership under any circumstance is transferable or refundable.
4. All members must submit valid proof of date of birth within 30 days of membership purchase. Acceptable forms of proof of date of birth would be a photocopy of a government issued Birth Certificate or a photocopy of a Government Travel Passport document recognized by the U.S. Government for International Travel. The document must not be expired and contain the date of birth and member’s name as part of the document. Members renewing an existing valid membership, or one that has expired in the past 90 days, do not need to provide proof of date of birth as part of their renewal process, if they have provided proof of date of birth to the Sanction in the past. **The Sanction reserves the right to request proof of date of birth for any member.**
5. **Important:** Every rider **MUST** show proof of membership at race sign-up. Proof constitutes a current membership card or a renewal receipt. The Sanction makes every attempt to issue a renewal notice to riders prior to their membership expiration. It is ultimately the rider and parent’s responsibility to keep all memberships current. Any points earned on an expired membership may be forfeited, as there is no grace period. **Memberships must be current through the end of the point season (December 15th) to earn year-end rankings and awards.**
6. If you have any questions or concerns, contact the membership department - membership@usabmx.com

III. Amateur Classifications / State-Provincial Age Groups / Proficiency Advancement

1. A rider will race the age and proficiency they are the day of an actual race. The only exception being the Race of Champions where a rider will race the age/proficiency they were on the day of their respective state / provincial final.

These are the current classes offered for competition purposes:

BOYS

5 & Under Novice	5 & Under Inter	5 & Under Expert
6 Novice	6 Inter	6 Expert
7 Novice	7 Inter	7 Expert
8 Novice	8 Inter	8 Expert
9 Novice	9 Inter	9 Expert
10 Novice	10 Inter	10 Expert
11 Novice	11 Inter	11 Expert
12 Novice	12 Inter	12 Expert
13 Novice	13 Inter	13 Expert
14 Novice	14 Inter	14 Expert
15 Novice	15 Inter	15 Expert
16 Novice	16 Inter	16 Expert
17-20 Novice	17-20 Inter	17-20 Expert
21-25 Novice	21-25 Inter	21-25 Expert
26-35 Novice	26-35 Inter	26-35 Expert
36-40 Novice	36-40 Inter	36-40 Expert
41-45 Novice	41-45 Inter	41-45 Expert
46-50 Novice	46-50 Inter	46-50 Expert
51 & Over Novice	51 & Over Inter	51 & Over Expert

GIRLS

5 & Under Girls	6 Girls	7 Girls
8 Girls	9 Girls	10 Girls
11 Girls	12 Girls	13 Girls
14 Girls	15-16 Girls	17-20 Girls
21-30 Girls	31-40 Girls	41 & Over Girls

CRUISER

7 & Under Cruiser	8 Cruiser	9 Cruiser
10 Cruiser	11 Cruiser	12 Cruiser
13 Cruiser	14 Cruiser	15 Cruiser
16 Cruiser	17-20 Cruiser	21-25 Cruiser
26-30 Cruiser	31-35 Cruiser	36-40 Cruiser
41-45 Cruiser	46-50 Cruiser	51-55 Cruiser
56-60 Cruiser	61 & Over Cruiser	

GIRLS CRUISER

10 & Under Girl Cruiser	11-12 Girls Cruiser	13-14 Girl Cruiser
15-16 Girl Cruiser	17-20 Girl Cruiser	21-30 Girl Cruiser
31-35 Girl Cruiser	36-40 Girl Cruiser	41-45 Girl Cruiser
46-50 Girl Cruiser	51-55 Girl Cruiser	56 & Over Girl Cruiser

Gold Cup / State/Provincial Series Age Groups

These are the current age groups for amateurs in which riders will be ranked by the Sanction for Gold Cup and State / Provincial Series competition purposes:

Cruiser - 7 & Under, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17-20, 21-25, 26-30, 31-35, 36-40, 41-45, 46-50, 51-55, 56-60, 61 & Over

Girl Cruiser - 10 & Under, 11-12, 13-14 15-16, 17-20, 21-30, 31-35, 36-40, 41-45, 46-50, 51-55, 56 & Over

Girls - 5 & Under, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15-16, 17-20, 21-30, 31-40, 41 & Over

Boys - 5 & Under, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17-20, 21-25, 26-35, 36-40, 41-45, 46-50, 51 & Over

Proficiency Advancement

1. After attaining **10** class wins (of any type of race) or **three (3) title wins** (National, Grands, Gold Cup Final Sat or Sun, or Race of Champions), a Novice must advance to Intermediate. They can no longer compete as a Novice.
2. Upon attaining **20** class wins (any type of race) or **five (5) title wins** (National, Grands, Gold Cup Final Sat or Sun, or Race of Champions), a male Intermediate will advance to Expert.
3. Upon attaining **10** class wins (any type of race) or **five (5) title wins** (National, Grands, Gold Cup Final Sat or Sun, or Race of Champions), a female Intermediate will advance to Girls.
4. It is the rider's responsibility to advance in proficiency when they reach the required number of wins for advancement. Riding out of class will result in the forfeiture of points and possible suspension. Do not wait until you receive your new card, it will follow within a few weeks.
5. A rider may advance to the next higher proficiency voluntarily without acquiring the total amount of wins by registering to race in a higher proficiency. No Sanction approval is required for this action; the right to reclassify is forfeited for one (1) full year.
6. Open and cruiser class wins do not count for advancement.
7. **Sandbagging is prohibited.** Any Novice or Intermediate rider having been determined to have intentionally avoided a win towards proficiency advancement will be disqualified and moved to last place. Last place points will be issued and the applicable award (if any) will be forfeited. Additionally, a move-up credit towards advancement will be issued.
8. A track operator may request the Sanction to advance a rider in proficiency based on that rider's ability and/or actions.
9. The Sanction reserves the right to advance any rider's Proficiency at its discretion.
10. Any rider competing with another organization must compete in the equivalent proficiency at all sanctioned events. If a rider's proficiency status changes in another organization, that rider's proficiency must immediately be changed to be

comparable.

11. Any rider having exited the sport for a period of time and reapplying for membership, will be classified with the same number of wins when they exited. Exceptions are explained per **Section VI, Reclassification - Amateur/Pro.**
12. Any current Cruiser rider earning a NAG (#1-10), Gold Cup or ROC plate, will be classified as NO LESS than an Intermediate rider. Exceptions may be requested through the Competition Committee.

IV. Amateur Class Creation / Move-up Procedures

1. Three (3) or more amateur riders is defined as a legal class. This applies to all events.
2. All riders must maintain a current membership in order to compete.
3. Novice riders are restricted to a standard flat pedal only; regardless of what 20" class the rider might end up competing in that day. Interlocking-pedal cleat systems where the shoe is attached to the pedal are restricted to riders Intermediate or higher in proficiency. No Exceptions. **Novice riders must still use flat pedals when combined into a higher proficiency class.**
4. All new female members have the option to be classified as a Novice and will compete in the Novice class (male and female) at all events.
5. Any female Novice that voluntarily signs up and competes in a Girl class will be required to race in the Girls class at all events.
6. A Girl rider may opt to register and compete in a Expert class at single-point races only.
7. All riders must ride in their correct classes, no arbitrary class changing is allowed. Example: no Intermediate may move up to a class above his own to avoid getting a first or turning Expert. No Expert may move up to the next Intermediate class for easier competition. Riding out of class will result in a forfeiture of points and possible suspension.

A. Class Creation Procedures (Novice, Girl, Inter, Expert)

1. Classes will be created according to the following process:
 - The move-up procedure will always begin with the youngest age and lowest proficiency (5 & Under Novice). Once a legal class is formed with three (3) or more riders, the process picks up the next available group (youngest age dictating the order, then skill level) and proceeds from there.
 - **Expert, Inter, and Girl riders cannot be moved into a class titled as Novice.**

Step 1. Girl

- In an effort to facilitate Girl class formation, Girl riders can check up as many as three (3) Girl age groups above their own in an effort to form a legal class, starting at the youngest Girl rider.

- If a legal class cannot be formed, Girl riders will return to their original age and hold.

Step 2. Novice (male & female)

- Class creation starts at 5 & Under Novice.
- In an effort to facilitate Novice class formation, Novice groups can check up as many as three (3) Novice age groups above their own, in an effort to form a legal class.
- If a legal class cannot be formed, Novice riders will move to Inter of their original age.

Step 3. Intermediate

- The Intermediate group (including any Novice riders) can check up one (1) age group above their own, in an effort to form a legal class.
- If a legal class cannot be formed, the female Novice and Intermediate riders will move to Girl of their original age.

Step 4. Girl (Novice, Intermediate & Girl riders)

- On this second pass, the Girl group (including any attached female Novice and Intermediate riders) can check up as many as one (1) Girl age group above their own, in an effort to form a legal class.
- If a legal class cannot be formed, the riders will move to Intermediate of their original age.

Step 5. Intermediate

- On this second pass, the Intermediate group (including any Novice, Intermediate & Girl riders) can check up one (1) age group above their own, in an effort to form a legal class.
- If a legal class cannot be formed, all riders will move to Expert of the same age.

Step 6. Expert

- The Expert group (including any Novice, Intermediate or Girl riders attached) can check up one (1) age group above their own, in an effort to form a legal class.
- If a legal class cannot be formed, the Intermediate riders will reset to their respective classes of the next age group.
- If a legal class cannot be formed, all riders will be reset as follows:
 - a. Novice, Intermediate & Girl riders will reset to their respective class of the next age group.
 - b. Expert riders will reset to the Inter class one (1) age group up from the current age.

The entire process repeats itself until all riders have formed legal classes or we reach the top of the age spectrum and have remaining riders unable to form a legal class.

Step 7. Oldest riders of the day (Novice, Girl, Intermediate, Expert)

Following the same pattern but working in reverse, the move-back procedure will begin with the oldest age and lowest proficiency available (51 & Over Novice). Once a class is formed, the process picks up the next available group (oldest age dictating the order) and proceeds from there.

B. Girls Cruiser

1. A Girls Cruiser rider may opt to register and compete in a male cruiser class at local single-point races only.
2. Classes will be created according to the following process:
 - Class creation will start at 10 & Under and build up in an effort to form legal classes (defined as three or more riders); the move up process will stop at the 21-30 group. Any 21-30 riders without a legal class will be put in a hold. (Classes 31 and above are considered to be protected from younger riders moving up, **except any remaining cruiser riders will move up into an older, protected class.**)
 - At this point, starting at the 56 & Over Women Cruiser group, begin checking riders **DOWN** with the purpose of creating legal classes. Continue combining groups working down to 21-30 Women Cruiser. **If younger riders remain without a legal class, they will move up in age to the last legal group that formed.**
 - If a rider cannot move into a legal class, then they will move into a male cruiser class of their respective age.
3. When a class is formed, that class is labeled with the title of the group in which it was formed.
4. All Girl Cruiser riders must compete in their correct age class. Racing out of class will result in forfeiture of points and possible suspension.

C. Cruiser

1. Classes will be created according to the following process:
 - Class creation will start at 7 & Under and build up in an effort to form legal classes (defined as three or more riders); the move up process will stop at the 26-30 group. Any 26-30 riders without a legal class will be put in a hold. (Classes 31 and above are considered to be protected from younger riders moving up, **except any remaining cruiser riders will move up into an older, protected class.**)
 - At this point, starting at the 61 & Over Cruiser group, begin checking riders **DOWN** with the purpose of creating legal classes. Continue combining groups working down to 21-25 Cruiser. **If younger riders remain without a legal class, they will move up in age to the last legal group that formed.**
2. When a class is formed, that class is labeled with the title of the group in which it was formed.

3. All Cruiser riders must compete in their correct age class. Riding out of class will result in forfeiture of points and possible suspension.

D. Opens

1. Open categories (Opens) offer riders an additional opportunity to compete at any sanctioned event. Opens are generally of mixed age groupings and open to riders of any age.
2. **An amateur rider must compete in a pointed class (20" or cruiser) in order to compete in Open at any race.**
3. **Open** is for Expert riders only at national events.
4. **Mixed Open** is for Novice, Intermediate and Girl riders only at national events.
5. If a rider is competing in the Cruiser class and is also competing in the Novice or Intermediate class that day, he can opt to enter a cruiser in the Mixed Open class. If he is competing in the Expert class or only planning to compete in Cruiser & Open that day, he may opt to enter a cruiser in the Open class.
6. Opens may be run at the local track operator's discretion using promotional value and fairness as guidelines.
7. Opens are non-pointed with the exception of team sheet competition and the Gold Cup Series. Those points are defined under **VII. Amateur Points, Gold Cup** and **XVII. National Team Rules.**
8. The recommended age groupings are as follows: 6 & Under, 7-8, 9-10, 11-12, 13-14, 15-16, 17-20, 21-25, 26-30, 31 & Over. (These groupings are optional at the local track level.)
9. If a Pro class does not form, a Pro-Am open class may be created. This class can include both amateur and Pro riders. ***It is recommended that an amateur be an Expert and at least 16 years of age to compete.***

V. Pro Class

Pro racing is an exciting part of BMX; however, it is not for everyone as it is a very large step requiring dedication to succeed. Pro membership is a privilege and a responsibility. Pro riders are an example for all future BMXers. As a Pro, you are in the spotlight, and a role model. Good sportsmanship, fair play, clean riding, and good conduct are very important. All Pro riders are expected to act accordingly.

A. 2018 Pro / Elite Age Requirements Age Matrix

Men	Year of Birth
A Pro / AA Pro	2001 or earlier
Men Junior	2000 - 2001
Men Elite	1999 or earlier
Women	Year of Birth
Women Pro	2001 or earlier
Women Junior	2000 - 2001
Women Elite	1999 or earlier

B. A Pro

1. To be eligible in 2018, a rider must have been born in 2001 or earlier.
2. Self move up: Riders may apply to USA BMX to be classified as AA Pro.
3. Should a rider advance to the main event in three USA BMX hosted UCI Men's Elite events the rider may be classified as a AA Pro the following year.
4. Should a rider win a main event in a USA BMX hosted UCI Men's Elite the rider may be classified as a AA Pro the following year.
5. USA BMX reserves the right to review a rider's race history (both in USA BMX events and non-USA BMX events) and classify the rider as AA Pro at any time during the season or at the conclusion of the season.
6. The top three riders in the final A Pro rankings may be classified as AA Pro for the next season.

C. AA Pro

1. To be eligible in 2018, a rider must have been born in 2001 or earlier.
2. Junior Men will be able to race in the following UCI events without mandatory advancement into the Pro ranks: World Championships, BMX Supercross World Cup, Continental Championships & National Championships.
3. With the exception of rule 2 above, if an Amateur rider participates in a Men Elite or Junior class that rider must be classified as no less than an A Pro.

D. Women Pro

1. To be eligible in 2018, a rider must have been born in 2001 or earlier.
2. Junior Women will be able to race in the following UCI events without mandatory advancement into the Pro ranks: World Championships, BMX Supercross World Cup, Continental Championships and National Championships.
3. With the exception of rule 2 above, if an Amateur rider participates in a Women Elite or Junior class that rider must be classified as no less than a Women Pro.

E. Vet Pro

1. To be eligible for Vet Pro
 - a) A rider must hold a valid Pro membership and be a minimum age of 33 in order to compete.
 - b) Any rider currently a AAPro cannot re-class if currently holding a Top Ten ranking from the previous season or having earned money in the past 12 months.
2. If no class is offered, a rider may register to compete in the A Pro class.
3. Vet Pro riders can win unlimited A Pro money, as they are exempt from moving into AA Pro.

F. Pro Competitive Structure

1. All National Pro events require five (5) riders to make a legal class. Any other event, including the Canadian National

series requires four (4) riders to make a legal class.

2. All riders must maintain a current Pro membership in order to compete.
3. Pro riders are prohibited from racing in an amateur class with the exception of a Pro-Am Open.
4. Any rider that competes in another sanction as a Pro or equivalent class may be required to race Pro.
5. Pros compete for cash awards at all district and national events.
6. If a local Pro class cannot form, the track operator may, at their discretion, form a Pro-Am Open according to guidelines in Section IV, D, Rule 9.

G. National Pro Title Series Criteria

1. National points will be awarded only at designated Pro Series events. Points will be scored according to Section VIII. Pro Points.
2. AA Pro / Women Pro riders will count their ten (10) best national scores, plus the Grand National.
3. A Pro / Vet Pro riders will count their seven (7) best national scores, plus the Grand National.
4. If designated as a USA BMX Pro Series event, the ROC will count as a single national score.
5. The Grand National counts as a double national score.
6. Year-end national numbers 1-100 will be reserved for AA Pro, Women Pro and Vet Pro.
7. A Pro national numbers will begin at 101.
8. If an A Pro advances to AA Pro, no National points will be carried forward.

H. Pro Transfer System

Pro classes are run under the total points system of which the following rules apply:

- a) Each rider races the predetermined number of motos and is given the number of points that corresponds with his finish: 1st place=1 point, 2nd place=2 points, etc. The rider with the lowest total of points is the winner.
- b) Point ties are broken by determining which rider finished best in the last moto.
- c) Any rider not starting in a moto will be scored with a last place score plus 1 point.
- d) Any rider disqualified in a race will be scored in the last place position.
- e) In a class of two groups, the eight riders with the lowest points total will transfer to make an eight-person main.
- f) In a class of three or more groups, the motos are run and, at that time, the Sanction's qualifying system rules will apply for any quarter and semi mains to transfer riders to the main event.
- g) Pro mains may run three rounds with overall finish being determined by the total points system.

VI. Reclassification - Amateur / Pro

A. Amateur

1. **There will be no reclassification to the Novice skill**

- level.** (Novice class is reserved for brand new riders to the sport.)
2. If an Expert or Girl rider feels they have advanced in classification too rapidly, they may apply for reclassification at their local track. A reclassification form must be obtained from the track operator, filled out completely and submitted to the Competition Committee for review. That rider will be notified by mail if his request is approved or denied.
 3. Any Expert rider removed from competitive BMX racing (including cruiser racing) for a period of time corresponding with the following table may return to the Sanction as an Intermediate with the respective number of wins already credited towards advancement:
 - No less than 2 years = 15 wins
 - No less than 3 years = 10 wins
 - No less than 4 years = 5 wins
 - No less than 5 years = 0 wins
 4. Any Intermediate rider removed from competitive BMX racing (including cruiser racing) will return to the Sanction as an Intermediate with a win count based on the following table:
 - Less than 2 years = actual win total.
 - No less than 2 years = 15 wins or actual win total
 - No less than 3 years = 10 wins or actual win total
 - No less than 4 years = 5 wins or actual win total
 - No less than 5 years = 0 wins

B. Pro

1. Any Pro rider may be reclassified to amateur by meeting one of the following criteria:
 - a) Earned no money in the past 10 months and must obtain three signatures from riders holding a top 25 national ranking in the current points for the class he will be moving into (**Ex:** 21-25 expert or 21-25 cruiser). Forms for this procedure must be requested from the Sanction.
 - b) Having been removed from competitive BMX racing for a period of more than 5 years, that rider may return to the Sanction at no less than an expert without going through the reclassification process.
2. AA Pro riders may be eligible to request reclassification to A Pro after 7 consecutive national races of participation with no Pro payout (including non-qualifying dollars) or one full year's absence from any competition. *
3. ***The Sanction will make all final determinations on Pro reclassification approvals. Pro to amateur reclassification forms may be requested from the national scorer.**

VII. Amateur Points

A. Points

1. The district points racing season will run from January 1st through December 15 of each year.

2. The national season begins January 1 of each year and concludes at the Grand National.
3. The State / Provincial and Gold Cup season begins January 1 of each year and concludes at the finals for the respective series.
4. District points are tabulated using the total accumulated points method. A rider earning the highest points will be the #1 rider in the following categories:
 - Boys
 - Girls
 - Cruiser
 - Girl Cruiser
5. Members can earn points in the following categories: District, State, Gold Cup, Divisional and National.
6. **At all races, riders earn points for their finish in the main, plus points for each rider in their class.** For multi-point tabulating, the overall points earned including rider points, are multiplied corresponding to the event (i.e. double, triple or quadruple).
7. There are no points earned for Open Class.
8. A rider, Novice or Inter, combined in a class with rider(s) of a higher skill level will receive the corresponding points from the higher skill level. ***This applies to any type of points being awarded: District, Gold Cup, State / Provincial, National.*** These points will apply to the riders home district or age group, whichever may apply.
9. A Girl rider combined into an Intermediate class will receive points from the corresponding Girl class, ***VII. Amateur Points / Points Tables.*** (Ex: The Girl rider will compete for Girl points while Intermediates will compete for Intermediate points.) Female Novices and Intermediates will receive points corresponding to the Novice and Intermediate points table.
10. A rider may race in any district. Points will accumulate in the riders home district.
11. The location of predominant residence and/or where a rider attends school will determine that rider's home district.
12. Any rider that changes residence must notify the Sanction within 30 days. Any rider misrepresenting his/her residence may be suspended and possible forfeiture of points.
13. No rider may transfer into a district and assume the #1 position in points. The transferring rider will be positioned in the #2 placement forfeiting as many points as necessary to show one point less than the current #1 rider.
14. The deadline for district transfers is August 1 of each season. After this date, riders will remain in their respective district even if geographic move has been made.
15. **The overall year-end district standings will be published on-line. The number that precedes each rider's name will be that rider's earned district number for the year.**
16. In the event of a tie between two or more members in

final district points, the following will be used to break the ties.

- a) Most first place finishes*
- b) Most second place finishes*
- c) Most third place finishes*
- d) Most fourth place finishes*
- e) Most fifth place finishes*
- f) Lowest rider number of last season
- g) Earliest membership date

* Only finishes within the bike type count, for example cruiser wins only count for cruiser points.

- 17. Points become final 30 days after being posted to the website.

B. Amateur Points Tables
District Points Table*

Novice		Intermediate		Expert / Girl / Cruiser	
1st	25 points	1st	50 points	1st	100 points
2nd	20 points	2nd	40 points	2nd	80 points
3rd	15 points	3rd	30 points	3rd	60 points
4th	12 points	4th	25 points	4th	50 points
5th	10 points	5th	20 points	5th	40 points
6th	7 points	6th	15 points	6th	30 points
7th	5 points	7th	10 points	7th	20 points
8th	3 points	8th	5 points	8th	10 points

***All riders will receive one point for each rider in their class.**

Gold Cup / State / Provincial Points Table*

Novice		Intermediate		Expert / Girl / Cruiser	
1st	18 points	1st	19 points	1st	20 points
2nd	17 points	2nd	18 points	2nd	19 points
3rd	16 points	3rd	17 points	3rd	18 points
4th	15 points	4th	16 points	4th	17 points
5th	14 points	5th	15 points	5th	16 points
6th	13 points	6th	14 points	6th	15 points
7th	12 points	7th	13 points	7th	14 points
8th	11 points	8th	12 points	8th	13 points
DNQ	10 points	DNQ	10 points	DNQ	10 points

*There are no rider points added to this points table.

Riders can earn an additional bonus point for every two (2) single point races ran on or before July 15 (for state series) or August 15 (for Gold Cup series), with a maximum of four (4) bonus points being awarded.

National Amateur Points Table*

Novice		Intermediate		Expert /Girl / Cruiser	
1st	60 points	1st	120 points	1st	240 points
2nd	50 points	2nd	100 points	2nd	200 points
3rd	40 points	3rd	80 points	3rd	160 points
4th	30 points	4th	60 points	4th	120 points
5th	20 points	5th	40 points	5th	80 points
6th	10 points	6th	20 points	6th	40 points
7th	8 points	7th	15 points	7th	30 points
8th	5 points	8th	10 points	8th	20 points

*All riders will receive one point for each rider in their class.

Riders can earn additional bonus points for single point races ran on or before October 15th. Riders will earn an additional 10 national points for each single point race with a maximum of 80 bonus points (8 single point races).

VIII. Pro Points

The Pro season begins January 1 of each year and concludes at the Grand National.

National Pro Points*

AA Pro / Women Pro / Vet Pro / A Pro		Semi Points	
1st	240 points	5th	12 points
2nd	200 points	6th	10 points
3rd	160 points	7th	8 points
4th	120 points	8th	6 points
5th	80 points	Quarter Points	
6th	40 points	5th	4 points
7th	30 points	6th	3 points
8th	20 points	7th	2 points
		8th	1 points

*All riders will receive one point for each rider in their class.

IX. Rider Identification

1. All riders must present a current and valid membership card or receipt at all tracks to participate in any sanctioned race, practice or other activity.
2. All riders will be issued an eight-digit serial number. That number must be shown at registration and must appear on the day's moto sheets or no points may be issued for that race.
3. All handlebar-mounted number plates shall have legible numbers at least 3" in height. The number shall be unobstructed by other decals so as to be read clearly.
4. Numbers must be placed on the number plate so that they do not overlap.
5. The number plate must be attached securely to the front of the bicycle handlebars.
6. **A rider's current earned or Sanction issued number must appear on that rider's number plate during all competition.** This identification can appear in the following forms only:
 - a) All numbers must be a minimum 3" tall.
 - b) District number - solid black number on a white background.
 - c) State number Expert / Girl / Cruiser - solid white number on a blue background. State number plates can be used at any sanctioned event within a rider's home state (**excluding National and Gold Cup Final event weekends**).
 - d) State number Intermediate / Novice - solid white number on a green background. State number plates can be used at any sanctioned event within a rider's home state (**excluding National and Gold Cup Final event weekends**).
 - e) Gold Cup number - solid black #1-3 on a yellow background.
 - f) Race of Champions number - solid black #1 on a red background.
 - g) National Age Group (NAG) number - solid white number, grey background
 - Boys 1-20 (Canada 1-5)
 - Girls 1-10 (Canada 1-5)
 - Cruiser 1-10 (Canada 1-3)
 - Girl Cruiser 1-10 (Canada 1-3)
 - h) National number - solid white number, #1-99 on a black background.
 - i) AA Pro, Women Pro, A Pro, Vet Pro number - solid black number on a white background.
 - j) Men / Women Junior number - solid white number on a black background.
 - k) UCI World #1-8 - solid black number on a white background with a small "W" adjacent to number.

- l) If a rider has none of the earned numbers listed above, they must use their Sanction issued number. This is generally the last three digits of their serial number. The Sanction does not automatically issue new membership cards for riders earning a number. It is the responsibility of the rider to change to their new number when issued.

***Any rider not using his/her earned number may not be scored for that race. This is not an option; riders may risk not being scored for incorrect numbers.**

7. If a rider has one or more earned numbers, they must use one of their earned numbers for all events. It is the responsibility of the rider to make sure to inform the track registration person(s) that the number on their plate matches what is being registered for the rider.
8. In classes where riders have the same number, a letter may be required to be displayed on the number plate for identification purposes. This letter will be supplied in staging and must remain on that rider's number plate for the duration of the day's race or until told otherwise. Riders receiving a letter will be determined at the track's discretion.
9. Beginning July of 2018, riders will be required to use side plates at National Events only. This will assist stagers, starter and scorers. The July start date will give number plate manufacturers time to stock up on side plates in advance of this requirement going into effect.
10. The side number-plate/sticker must be located (laterally) just behind the steer tube.
- Minimum area for numbers is 2.95" (75mm) High X 4.75" (120mm) Wide.
 - Background must be clear of all logos and must display only bike number.
 - Placed at the front triangle touching the head tube.
 - Must include both sides of the frame.
 - Must have room for up to three (3) numbers.
11. Pro career numbers can be applied for by the following classes
- AA Pro / Men Elite
 - Women Pro / Women Elite
 - Career numbers are subject to UCI approval. All Pro riders will have the option to use their UCI career number or their earned number from the previous years ranking
 - It is preferred that Pro Champions from the previous year use the Pro # 1 plate at Sanctioned Pro events
12. The Sanction as well as the head scorer at an event has the right to reject any number plate that they deem illegible.

X. Apparel and Equipment (Bicycle)

A. Apparel

1. **All riders must wear helmets with a permanent strap attached; snaps are not allowed.** Helmets must have sufficient padding and be of good quality. The Sanction

- highly recommends a full-face helmet or a helmet that covers the ears.
2. A helmet shall not be modified to restrict the field of vision for the rider.
 3. All riders must wear enclosed shoes, which cover all toes, and are sufficient to protect the rider's feet.
 4. It is recommended that riders wear long pants. Loose fitting short pants made of tear-resistant material are permitted when used in combination with knee/shin pads. All combinations of knee/shin pads are subject to the approval of the Sanction and/or Track Operator.
 5. It is recommended that riders wear long sleeved shirts. Short sleeved shirts and sufficient elbow protection is allowable subject to the approval of the Sanction and/or Track Operator.
 6. Riders are prohibited from using the rainbow piping in the amateur classes. For proper usage of the UCI World Championship jersey, please refer to UCI CYCLING REGULATIONS, section 1.3.063 and 1.3.064 at <http://www.uci.ch>.

B. Equipment (Bicycle)

1. **A rider registered to race in the Novice class is restricted to a standard flat pedal only; regardless of what class the rider might end up competing in that day.** Interlocking-pedal cleat systems, magnetic, or any type of strap/toe clip system where the shoe is attached to the pedal are restricted to riders Intermediate or higher in proficiency. No Exceptions.
2. Bicycles for competition in the **Intermediate / Expert / Girl / Pro classes** can have no larger than a 20" nominal wheel diameter. 12", 16" & 18" bicycles are acceptable for competition. The total diameter of the wheels, inflated tires included, shall not exceed 22 1/2" (57 cm).
3. Bicycles for competition in the **Cruiser / Girl Cruiser** shall have wheels where the total diameter of the inflated tires included shall measure more than 22 1/2" (57 cm).
4. Riders competing in the Novice class may ride a class or cruiser style bicycle.
5. Multi-speed MTB style bicycles are acceptable for competition based on the wheel diameter of the bicycle.
6. All bicycles must have an operating braking system—hand and/or coaster (foot) brake.
7. Handlebars may not exceed 30" in width and grips are required and must cover/enclose the entire opening on the handlebar ends.
8. Padding securely fastened to the bike on the top frame tube, stem and handlebar crossbar is recommended.
9. The bicycle must be in structurally sound condition with no broken weld or jagged exposures.
10. All kickstands, chain guards, and reflector brackets must be removed.

11. All wheels, seats and bars must be securely tightened.
12. Axle ends may not exceed ¼" beyond the axle nut or must be cut down to within ¼" beyond the axle nut. After cutting, all sharp edges shall be rounded off and all burrs must be removed.
13. Bicycles equipped with freestyle type pegs will not be allowed on the track at any time.
14. All equipment is subject to the approval of the Sanction and/or Track Operator.

XI. Track Regulations

1. The track operator oversees all officials, scorers and riders. The track operator's decisions are final, and he/she may rule on a situation not covered by the Sanction rules. Any ruling made by an operator that is not covered in this rulebook must be submitted in writing immediately to the Sanction.
2. There shall be one head official on the track at all times. The head official's decisions regarding disputes on the track will be final. This person may be appointed by the track operator if not the same person.
3. There shall be enough track officials to conduct the race in a safe manner.
4. All disputes must be taken to the head official.
5. The stager shall be the person calling the racers to their motos. They have complete charge of the staging area and starting hill area.
6. The starter will start and oversee all starts for each race. The starter's commencement of each race shall be official and can only be changed by the head official.
7. There shall be a head scorer located at the finish line along with enough assistant scorers necessary to accurately call race finishes. All of the head scorer's decisions regarding finishes and scoring are final.
8. Each track's moto sheets, membership applications and funds **MUST** arrive at the USA BMX/BMX Canada office within 14 days of the event or the track will forfeit track points associated with those events.
9. One set of points per day will be counted from any one track. **Sanctioned tracks are restricted to one complete race per day.** A postponed race, as per **Section XII, rule 3**, may be made up on a regular race day prior to the day's actual event.
10. All sanctioned tracks should have a starting gate wide enough to maintain eight riders. The gate must be run in a safe manner and placed to be fair to all riders.
11. Every sanctioned track must offer awards of some type; certificates, trophies, ribbons, plaques or Saver Stamps are recommended award types.
12. **The discounting of entry fees for points only races is not allowed. Any track running an event for points only may have its sanction suspended.**
13. All single and double point races must offer a **minimum** award distribution of:
 - a) Total points class of 3 riders = 1 award (the

Sanction recommends no more than 2 awards)

b) 4 riders in a class (3 in main) = 2 awards

c) 5 or more riders in a class = 3 awards

14. Each track will host specific multi-point events and has the ability to earn additional events to be run within each year. A description of each is as follows:
- Race For Life (RFL) - a district points charity race to benefit the Leukemia & Lymphoma Society (LLS)
 - Bob Warnicke Scholarship Race - a district points race to benefit the Bob Warnicke Scholarship Fund
 - State / Provincial Championship Series Race (SCR / PCR) - double or triple-district points race also offering state provincial championship points towards the state / provincial championship title
- Additional multipoint events that can be earned by the track
- Earned double - double-district point race
 - Gold Cup Race - triple-district points also offering Gold Cup points towards the Gold Cup Final of a riders respective region
 - State Final Pre-race - **double-district points only.**
 - State / Provincial Championship Final (SCF / PCF)- triple district points race, which concludes the State / Provincial Championship series in each respective state / province
15. Gold Cup Race events must offer awards 1st-4th per class (opens excluded).
16. State / Provincial Championship Final events must offer awards 1st-8th per class (opens excluded).
17. Novice, Intermediate and Expert awards must be of the same kind and size.
18. Any increase in race fees for multi-point events must be accompanied by a comparable increase in trophy size or worth of other awards.
19. All tracks are issued a race card for all multi-point events to be posted in a conspicuous place. This race card or a copy of the race card shall be posted at the moto board prior to the start of the event, or in a location that is easily seen by any and all persons registering for the event. Riders: If you do not see this card, ask to see it as earned points will not be issued for an unapproved multipoint race.
20. No event may be moved or transferred from one facility to another without WRITTEN APPROVAL from the Sanction.
21. USA BMX recommends members and their guests do not use tobacco products of any kind within a minimum of 25 yards of athletes and spectators.
22. The Sanction recommends that first aid personnel be available at every event and strongly recommends every track have a first aid kit on the premises.

XII. Racing Rules

1. The track operator may modify a rule to meet local track conditions but only to make the event safer. Any

- modifications must be fair for all riders. These modifications must be made known to all participants prior to any event through P.A. announcements or printed materials.
2. It is the riders' responsibility to check the moto sheets and ensure they are in the correct class. If, after racing has started, it is discovered that a rider is in the incorrect class, the rider may be disqualified and forfeit all points.
 3. Once a race has begun, meaning the first gate of the first round of motos has dropped, the track operator, due to inclement weather or other extreme circumstances, may postpone that race.
 4. Moto sheets of a postponed race **may not be altered**. Under no circumstances will sign-ups be added nor any refunds given.
 5. The use of any drugs, stimulants or intoxicants is prohibited unless prescribed by a licensed physician.
 6. No betting or soliciting bets is permitted at any sanctioned race.
 7. Only riders who are officially registered for the day's competition or practice having provided proper membership proof, may ride on the track.
 8. Any rider not responding to the call of his/her name or number in staging has one minute to get to the staging area. The starter is never required to hold a gate for a missing rider.
 9. It is the responsibility of each rider and that rider's pit crew, (Ex: parents, guardian or sponsor), to be in the staging area when necessary and be prepared to race.
 10. Riders must take the lane assigned to them in each race. Any rider that is found in the wrong lane upon another rider's protest, prior to that moto/main commencing, may be disqualified and removed from the gate for that race.
 11. Any rider in the gate having difficulties, not ready to race or questioning another rider's lane position or safety equipment can only put that race on hold by **placing their front wheel over the gate**. This action must take place **before** the starting cadence begins.
 12. The only riders that may be assisted at the starting gate are those 5 years old and younger. This assistance shall only include the rear wheel being placed between the assistant's legs. No hands may be used to prop the rider up and any pushing off will result in the rider's disqualification.
 13. Parents of any rider six to eight years of age may accompany their rider through the staging area. However, these parents are **NOT ALLOWED** to assist their rider at or on the starting gate. Parents of riders nine years of age and older may accompany their rider through the chutes but must exit the staging area upon exiting the chutes. These same parents may not be at or on the starting gate.
 14. No filming or cameras shall be allowed on the starting hill or in the gate area. Riders may have a camera attached to their equipment if affixed with approved mounting devices.
 15. All riders must have their wheel against the gate when the starter begins the starting cadence.

16. A rider's wheel may not break the plane of the gate until the gate is released. Doing so will constitute a "gate jump" and that rider may be disqualified from that moto or main.
17. A moto or main may not be rerun if upon release of the gate, a rider is not fully prepared to race.
18. A rider determined by an official to have intentionally impeded the progress of another rider during the first 30 feet of the race may be disqualified. To facilitate this rule, it is recommended that a clearly visible line extend across the width of the track, placed at a point 30 feet from the starting gate. (**Moving over is not a foul in and of itself.** Intentionally moving over and blocking another rider is the foul.)
19. Three riders falling down before the crest of the first obstacle will constitute a restart. The "crest" shall be defined as the top of the front-most part of any jump
20. During the course of a race, should a rider leave the track as a direct result of contact with another rider, that rider must re-enter the track at the nearest point that is safe to all riders, without improving his/her position. (Riders re-entering the track in an improved position must delay themselves to the original position and then continue racing from there.)
21. Any rider determined by an official as maliciously forcing another rider off the track may be disqualified.
22. Should a rider leave the track purely on his/her own accord, that rider must make sure **NO** obstacles have been missed before returning to the track in a safe manner otherwise the rider may be disqualified.
23. Any chalk line, cone, hay bale or other type of designation signifying the inside of a turn **ARE** considered obstacles.
24. Any chalk line, cone, or other type of designation on a straightaway (including the finish line area) are **NOT** considered an obstacle. These are understood to be guidelines only.
25. On tracks with a decision-maker split straightaway, once a rider commits to a straightaway, they must complete it in its entirety, transferring to the adjacent straightaway will result in a disqualification.
26. The lead rider can take any line available on the track. (This relates to any rider ahead of any other-2nd place ahead of 3rd, 5th ahead of 6th, etc.). However, if the lead rider intentionally moves over and makes malicious contact with another rider, then that rider may be disqualified.
27. When on the final straight, a rider determined by an official to have intentionally impeded the progress of another rider may be disqualified. (**Moving over is not a foul in and of itself.** Intentionally moving over and blocking another rider is the foul.)
28. Any rider, the victim of an officially recognized foul, will NOT be given the placement he was in when the foul occurred. Exception, if the infraction took place on the final straight between the last obstacle and the finish line, that rider would then be awarded the placement they were in before the

infraction.

29. A rider must finish any individual moto or main on the same bicycle that he/she started on.
30. A rider may push or pull his bicycle across the finish line to be scored. That rider must be in contact with their bicycle in order to be scored.
31. Any rider whose bicycle becomes entangled with another bicycle must separate the bicycles before continuing the race.
32. Any rider lodging a protest about a particular race must present his/her case to the head official within 10 motos after the race in question.
33. Officials have the authority to call fouls and levee disqualifications regardless of whether a protest has been lodged.
34. Officials look for the intent of any circumstance on the track. Situations deemed under malicious intent may result in disqualification.
35. If a track official directly interferes with a race, the race may be rerun only at the discretion of the head official.
36. A moto or main may not be rerun due to poor surface conditions.

XIII. Scoring

1. The plate number being used on each rider's bike must appear on the moto sheet or that rider may not be scored and points may be withheld.
2. A rider **MUST** participate in at least one (1) moto of competition to receive at a minimum, rider points for that particular event.
3. Overall finish points are awarded to all riders in any main event [or legally formed total points class at every sanctioned race]. (For races utilizing the Total Point system of scoring, all last place finishers in classes of four (4) or more riders will receive rider points only).
4. For any qualifier or main, a rider will be scored and receive a finish placement respective to how they crossed the finish line provided that Section XII, rules **28 and 30** are satisfied.
5. A rider disqualified from a qualifying moto will be put to last in that respective moto. That rider may still be eligible, however, to compete in remaining qualifying motos, if any, for that particular race.
6. Any rider that has qualified to a main event will receive main event finish points respective to his/her actual finish position within that main event.
7. The following situations will result in a rider receiving no less than a last place main event finish with respective points (Ex: A six (6) rider main - last place is 6th):
 - a) Not racing in their main event for any reason.
 - b) Starting the main but not crossing the finish line for any reason.
 - c) Any type of disqualification within that main event.
8. **Transfer System** motos shall be scored in the following

manner:

- a) A rider will transfer (qualify) out of his/her respective moto by attaining an appropriate finish.
 - b) Qualifying finish spots will be predetermined on the moto sheet.
9. **Total point** motos shall be scored in the following manner:
- a) Finish positions shall be tallied for each of three motos:
 - one point for 1st
 - two points for 2nd
 - three points for 3rd, etc.
 - A rider that misses a moto or receives a flagrant disqualification from a moto will receive one point more than the total number of riders in the moto.
 - b) The total of these three motos will determine order of transfer or finish with lowest points getting 1st place and so on.
 - c) If a tie exists after the three motos, the best finish in the third moto between tied participants will determine the winner.
10. A rider may miss any qualifying moto in a **Transfer System Race** at their discretion without a penalty.
11. A rider that misses a qualifying moto in a **Total Points Race** will receive one point more than the total number of riders in that moto.
12. Riders may verify their qualifier or main event finishes during that day's race with the scorekeeper at the finish line. This must be done within 10 motos.

XIV. Video Scoring Assistance (National Events Only)

1. Throughout the national series, including the Gold Cup Finals and Race of Champions, the Sanction may set up and utilize a video system to aid in the accuracy of scoring. This system is considered a backup for the official scoring crew of the day.
2. If any technical problem occurs with the video system during any given race(s) resulting in the loss of review capabilities, decisions on finishes will be made using the scoring sheets. These decisions will be final.
3. Riders have 10 motos to protest a finish for video review if video is available.
4. The head official has the right to view any video at anytime for scoring purposes.

XV. Rules of Conduct

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.

1. The use of radio assistance for any rider on the track is strictly prohibited.
2. A rider may be disqualified or suspended for his/her actions or the actions of his/her parent(s), or

- accompanying party.
3. A parent/guardian or accompanying party may have their event attendance privilege revoked for their own actions or actions of their rider(s).
 4. A rider may be disqualified for team riding—letting another rider of same team or other affiliation pass so as to affect the overall outcome of any race.
 5. A rider may be disqualified if any parent, team member, pit crew or other person physically assists that rider in any situation on the track during any qualifier or main.
 6. Track crew members or any other person allowed on any areas of the track that are not open to all spectators, may not assist any rider physically, with verbal or non-verbal signals, or instructions that afford any rider an advantage over other riders on the track. A disqualification may result.
 7. A rider may be suspended up to one year for damaging, stealing or destroying public or private property. (Parents, it is your responsibility to control a minor's actions.)
 8. A rider found intentionally misrepresenting his/her age may be suspended for up to one full year.
 9. A rider competing in place of another rider shall receive a one-year suspension along with the rider he/she has replaced.

A rider misrepresenting his/her presence at any race ("ghost rider") will not be scored for that event and may face suspension. Additionally, any class that is illegally formed with a "ghost rider" will forfeit all points. Adding ghost riders to moto sheets is an illegal practice and will not be tolerated.

10. A rider participating in a "ghost riding" situation may be suspended.
11. A rider knowingly racing out of class may receive no less than a three-month suspension.

XVI. Transfer System

The Sanction recommends the use of a system for qualifying riders from heat races (motos) to main events. A track operator may use any qualifying system that fits the track's locality. When another qualification system is to be utilized, the track must submit to the Sanction a detailed description of the alternate system. That alternate system may be initiated upon approval by the Competition Committee.

The USA BMX transfer system is a unique way of qualifying riders from the motos to the main events at each race. This system is the fairest to the rider and the easiest for the parent or spectator to understand. It involves a set of motos being run a predetermined number of times (2 or 3) to qualify riders to quarter-mains, semi-mains or directly to main events depending on the number of riders competing.

1. A rider will transfer (qualify) out of his/her respective motos by attaining an appropriate finish. Qualifying finish spots

- will be predetermined on the moto sheet.
2. Once a rider qualifies for a semi or a main event, he will not race again until that time. Doing so may result in disqualification.
 3. Only a class of nine riders shall have its final round of qualifying motos combined.
 4. Track operators have the option of running either a 2-moto or 3-moto qualifying system at their discretion.
 5. It is recommended that tracks run the transfer system for all multi-point events.
 6. At all National, Gold Cup Final and Race of Champion events, the Sanction will limit qualifying to a total of 2 rounds.

The following are examples of how the qualifying works. Examples are based on an eight-rider gate: (When riders are referred to as **qualified**, it means they have transferred out of their moto and into the next applicable race. These riders will not race the remaining qualifying motos, if any remain.)

Under the 3-moto-transfer system:

Class of three or fewer riders-1 group:

First round-total points
Second round-total points
Third round-total points - No main event.
(The third round can be run in the third round of qualifying motos or included with the main events.)

Class of 4 riders-1 group:

First round-first place rider qualifies.
Second round-first place rider qualifies.
Third round-first place rider qualifies.
One rider does not qualify, and a three-rider main event is run.

Class of 5 riders-1 group:

First round-first place rider qualifies.
Second round-first place rider qualifies.
Third round-first and second place riders qualify.
One rider does not qualify, and a four-rider main event is run.

Class of 6 riders-1 group:

First round-first place rider qualifies.
Second round-first and second place riders qualify.
Third round-first and second place riders qualify.
One rider does not qualify, and a five-rider main event is run.

Class of 7 riders-1 group:

First round-first and second place riders qualify.
Second round-first and second place riders qualify.
Third round-first and second place riders qualify.
One rider does not qualify, and a six-rider main event is run.

Class of 8 riders-1 group:

First round-first and second place riders qualify.
Second round-first and second place riders qualify.
Third round-first, second and third place riders qualify.
One rider does not qualify, and a seven-rider main event is run.

Class of 9 riders-2 groups:

First group will contain 5 riders while second group will have 4 riders.
First round-qualify first place rider out of each group.
Second round-qualify first place rider out of each group.
Third round-combine remaining 5 riders and qualify the first 4 riders.
One rider does not qualify, and an eight-rider main event is run.

Class of 10-14 riders-2 groups:

Two even groups will be formed unless there are an odd number of riders. The odd rider will always be placed into the top group.
First round-qualify first place rider out of each group.
Second round-qualify first place rider out of each group.
Third round-qualify 1st & 2nd place riders out of each group.
Two riders do not qualify, and an eight-rider main event is run.

Three groups in a class (15-19 riders):

First round-qualify first place rider out of each group.
Second round-qualify first place rider out of each group.
Third round-qualify first and second place riders out of each group.
Total of 12 riders are qualified, making up 2 semi-mains containing 6 riders each.
Semi-main-qualify the first four riders out of each semi to main event.
Eight-rider main event.

Under the 2-moto-transfer system:**Class of three or fewer riders -1 group:**

Same as three-moto system—total points.

Class of 4 riders -1 group:

First round-first place rider qualifies.
Second round-first and second place riders qualify.
A three-rider main is run.

Class of 5 riders – 1 group:

First round-first and second place riders qualify.
Second round-first and second place riders qualify.
A four-rider main is run.

Class of 6 riders – 1 group:

First round-first and second place riders qualify.
Second round-first, second and third place riders qualify.
A five-rider main is run.

Class of 7 riders – 1 group:

First round-first, second and third place riders qualify.
Second round-first, second and third place riders qualify.
A six-rider main is run.

Class of 8 riders – 1 group:

First round - first, second and third place riders qualify.
Second round - first, second, third and fourth place riders qualify.
A seven-rider main is run.

Class of 9 riders – 2 groups:

First group will contain 5 riders while the second group will have 4.
First round-first and second place riders will qualify from each group.
Second round-combine remaining five riders and qualify the first 4 riders.
An eight-rider main is run.

Class of 10 riders or more- two or more groups:

First round-first and second place will qualify.
Second round-first and second place will qualify.
Riders will continue to qualify through any quarters and semis to an eight-rider main.

XVII. National Team Rules

National team competition rules are available online and include rules, payout, sample teamsheets and roster forms.

Visit teams.usabmx.com for details.

XVIII. Local Team Rules

Team competition rules at the local level will be the responsibility of the local track operator.

XIX. State & Provincial Championship Series

State or Provincial Championship series (Canada) will be conducted in each State / Province, (hereinafter referred to as "State"), that possesses at least one (1) sanctioned track. The goal of the series is to determine overall age group champions and distribute award rankings to eligible riders.

A. Eligibility Requirements

To be eligible to earn the State Championship title and / or a State number plate designation, a rider must meet the following requirements:

1. **Race in the predetermined number of SCR/PCR, (hereinafter referred to as "SCR"), events within his/her respective home state as per the following table:**

<u>Number of tracks in State / Province</u>	<u>Number of SCR events required</u>
7 or more tracks	4
4 - 6 tracks	3
3 tracks	2
2 or less tracks	1

**Only a rider's best finishes of the required number will be counted.

2. Race in the State Championship Final event of his/her respective home state. The State Championship Final will offer double state points.
3. **August 1** is the deadline for any rider to change State eligibility. After this date, any transferring rider will be required to participate in the State Championship series of their previous state of residence.

B. Additional Eligibility Requirements

1. Riders from a state or province without an active sanctioned track may participate in a State Championship Series for another state providing they declare their intention (in writing) to the Sanction before their first State Championship Race in that state or province. Failing to notify the Sanction will result in a rider's state points being declared for the first state in which they race an

SCR.

2. A rider can only earn a state plate in their respective home state if that state hosts a State Series.

C. Award structure:

1. Number plates will be awarded with the following ratio and specifics:
 - a. 50% of the total number of riders in each age group with State / Provincial championship points (regardless of eligibility status), according to the points listing presented for the state final event, not to exceed 10 plates per age group.
 - b. Riders must have fulfilled all eligibility requirements. (Ex: 30 riders in an age group-50% would make 15 riders eligible, but plates will not exceed 10. If only 7 of those eligible riders have met the requirements, only 7 plates will be awarded. Odd numbers will be rounded up to the next even number in determining the 50% ratio.)
 - c. In all classes, a minimum of three (3) plates will be awarded to riders meeting all of the eligibility requirements.
2. Each State #1 Champion will receive a number plate and a custom award.
3. Novice and Intermediate riders of the same age group will be tabulated together by age group.
4. Girl and Expert riders will be separately tabulated by age group.
5. The State number plate will be a blue background with a white number for Experts, Girls, Cruiser, and Girl Cruiser.
6. The State number plate for Novice and Intermediates will be a green background with a white number.
7. **State number plates can be used at any sanctioned event within a riders home state (excluding National and Gold Cup Final event weekends).** These plates can be used until the conclusion of the following year's State Championship Final event.

D. Competition structure

1. Riders can earn an additional bonus point for every two (2) single point races ran on or before July 15th, with a maximum of four (4) bonus points being awarded.
2. To determine a State champion in each class, the point system will be used as represented in section VII, Points table, C. State points table.
3. Each rider's final State points total will be listed within the age group that corresponds with his/her actual age as of their respective SCF date.
4. Riders shall be competing for the class championship title in their respective age group as described in **Sec. III.**

Amateur Classifications / Proficiency Advancement.

5. In the event of a tie in final points in any age group, the tie will be broken as follows:
 - a) Higher proficiency (applies to 20" Class only).
 - b) Best finish at the State final event.
 - c) Total number of riders in class.
 - d) Order of transfer from the motos. (If a total points race, the finish order shall be used as the transfer order for that rider.)
 - e) Most number of single point races competed in.
 - f) If there is still a tie at this point, it will be declared a tie, and co-champions will be awarded.
6. Every eligible track in each state shall hold a State Championship Series Race (SCR) offering State Championship points as well as double district points. In some states, the #2 track in the state (based on track standings) may host a triple district point SCR event.
7. Each state shall have a State Championship Final (SCF) that will offer double state points as well as triple district points.
8. All SCR events shall be run within a date range designated by the Sanction.
9. The SCF in each State shall be awarded by the Sanction via a statewide track contest.
10. In conjunction with the SCF, the host track shall be awarded an earned-double, this earned-double shall be called the State Championship pre-race. This race is an earned-double and shall not have any bearing on the state series.
11. All SCF events shall be scheduled with the Sanction within a specific time frame outlined by the Sanction.
12. No SCR event may be moved or transferred to another facility without **WRITTEN APPROVAL** from the Sanction.
13. Riders from other states may compete at any SCR or SCF for district points. The out-of-state rider cannot receive that State's championship points and any position that rider earns will be omitted from the points standings for that race:

Example: Arizona State Race 8 Expert main results:

AZ	Fred Simpson	1st	20 state points	200 district points
CA	Carl Jones	2nd	no state points	160 district points
AZ	Bill Taylor	3rd	18 state points	120 district points

14. **August 1** is the deadline for any rider to change State eligibility. After this date, any transferring rider will be required to participate in the State Championship series of their previous state of residence.
15. Any rider racing out of class at any SCR or SCF will forfeit all State and district points for that event. However, they will still receive a participation credit towards State award eligibility.
16. A non-eligible rider can compete at any SCR or SCF races for district points and award of the day.
17. As California is split into Northern and Southern regions, California riders may attain state points as required in either

- region. A rider must compete at the State Championship Final event of their home state to be awarded a championship title.
18. The Northern California state series region will include the following districts: 04, 08, 10, 11, 12, 15, and 18.
 19. The Southern California state series region will include the following districts: 01, 02, 03, 06, 07, 16, 22, 23, 24, 27, and 28.
 20. All tracks in good standing can host an SCR. However only tracks listed on the usabmx.com or bmxcanada.org website as of June 1 will be counted to determine the number of required SCRs per Sec XIX. rule #1 under A. Eligibility Requirements.
 21. The Sanction reserves the right to review and make determinations in all aspects involving the State / Provincial Series.

XX. Gold Cup Championship Series

A. Eligibility Requirements

1. Race in two (2) Gold Cup Qualifiers in any region and race both Saturday and Sunday of the Gold Cup Championship Final in any region.
2. As an alternative award, race in an Open or Mixed Open both Saturday and Sunday at the Gold Cup Championship Final in any region.
3. A rider may race in one or more Gold Cup Finals.
 - a) Riders will only be able to earn one Gold Cup plate per bike. After the first plate is earned, if the rider chooses to race additional Gold Cup Championship Final events – they will be removed from the standings for that bike.
For example: if a rider earns a Gold Cup #3 plate in the Expert class, he is now removed from the Expert standings for any additional Gold Cup Finals he might attend. He could, however, earn a Gold Cup plate on cruiser if he didn't earn one at the first Gold Cup Final event.

B. Award Structure

1. The top three riders in each class as well as in Open will be awarded 1st, 2nd, and 3rd number plates based on their overall finishes in the series.
2. The overall winners will be given a special award as well as the #1 Gold Cup number plate.
3. The Gold Cup number plate shall be a yellow background with black numbers and can be used at any sanctioned event.
4. Plates earned in Open will be assigned to the bike they were earned on.
5. Plates can be displayed until the conclusion of the following year's Gold Cup Championship Final event.

C. Competition Structure

1. All Gold Cup Qualifier events shall be run at a date as scheduled by the Sanction.

2. Each qualifier shall award Gold Cup points as represented in Section VII. Amateur Points / Scoring (as well as triple-district points).
3. There will be a Gold Cup Championship Final in each of the established regions to be announced by the Sanction (see the Sanction's Gold Cup calendar for dates).

Each Gold Cup Final weekend shall award the following points as represented in Section VII. Amateur Points / Scoring table:

- Friday - double-district points only
 - Saturday - Gold Cup points & quadruple-district points
 - Sunday - Gold Cup points & quadruple-district points
4. A maximum of four (4) class or cruiser scores will be counted, two (2) will be the rider's best qualifier finishes, the other two (2) being the Saturday and Sunday finishes at a Gold Cup Final.
 5. Riders can earn an additional bonus point for every two (2) single point races ran on or before August 15th, with a maximum of four (4) bonus points being awarded.
 6. Alternately, the scores from the Final Saturday and Sunday Open or Mixed class finishes will be counted for a separate award in Opens.
 7. Riders shall compete for the Gold Cup title in their respective classes as described in Section III. Amateur Classifications / State Age Groups / Proficiency Advancement.
 8. In all classes, Cruiser, Girls Cruiser, Novice, Intermediate, Girl, and Expert will be pointed and plated by proficiency as well as in Open and Mixed Open. (i.e. plates will go to 1st, 2nd, and 3rd overall for the Series).
 9. Gold Cup points will be calculated with a rider's actual age as of the respective Gold Cup Final Sunday race.
 10. In the event of a tie in final points, the best finish at the Gold Cup Championship Sunday race will break the tie.
 11. A foreign amateur rider holding a current membership and having met the eligibility per the Gold Cup Championship series will be eligible to earn a Gold Cup plate and benefits.
 12. Any rider racing out of class at a Gold Cup event will forfeit all Gold Cup and district point awards for that respective event. However, the rider will still receive a participation credit towards Gold Cup eligibility.
 13. The Sanction reserves the right to review and make determinations in all aspects involving the Gold Cup Championship Series.

XXI. Race of Champions (ROC)-Grand National Pre-race

The Race Of Champions (ROC) is unique in that riders complete in the age and skill they were at their respective state or provincial final (SCF/PCF). Riders from states/provinces that do not host a final can qualify through district points standings.

A. Eligibility Requirements (Four (4) methods of eligibility)

1. Any rider earning a top 10 plate in their respective State / Provincial Championship series will be automatically eligible in each age and skill level.

Alternative Eligibility

2. Race the minimum required number of state/provincial races within their respective state or province and must rank in the top 10 state/provincial final standings their age and skill level.
3. Race at least one (1) state/provincial race within their respective state or province and race any eight (8) single point events prior to September 15th and must rank in the top 10 state/provincial final standings their age and skill level.
4. If a state /province has no Championship Series, then the top 5 riders in each age and skill level from the district point standings as of August 31 posted online. Additionally, each rider shall compete in the age and skill level that they were as of August 31st.

B. Award structure

1. ROC number plates will be awarded to the 1st Place rider in each main event.
2. The ROC number plate shall be a red background with solid white #1.
3. ROC number plates can be used at all sanctioned events immediately after that years ROC. These plates can be used until the conclusion of the following year's ROC event.

C. Competition Structure

1. A rider qualifying for the ROC in either class or cruiser is eligible to race all classes (class, cruiser and open).
2. Female novices and intermediates will be eligible under the novice and intermediate skill level.
3. A rider shall compete at the ROC in the class and skill level that he/she competed in at his/her respective State / Provincial Championship Final event.
4. Foreign amateur riders are not required to qualify to race the ROC, but can only race in the Open class. (Canadian riders are not considered foreign.)
5. The ROC is a triple-district point event.
6. Any rider riding out of class at any State / Provincial Championship event may not be eligible to participate in the ROC.
7. The Sanction reserves the right to review and make determinations in all aspects involving rider qualification and classification for the ROC event.

XXII. National Series

A. Nationals

All current members may participate in the national series. Riders can compete in as many national events as desired towards a U.S. national standing. U.S. national events offer triple-district points in addition to national points. All national event weekends will operate under the following guidelines:

- Friday will offer registration, track practice for all riders and a double point pre-race or in some cases, a national race.
- Saturday will offer additional registration, practice for all riders, and a national race.
- Sunday will offer another national race for the weekend.
- NO registration or practice on Sunday.
- CNAG/CNAT riders must run a maple leaf on number plate if running a non-issued number plate (see trailer if you need one).
- Trophy Slips will need to be exchanged for the award (trophy or Saver Stamps) before the event concludes.
- Refunds to the previous method of payment if a rider pulls out of an event prior to the close of sign ups.
- Balance Bike classes will be offered at the beginning of each race on Friday and Saturday of National events.

B. Grand National

All current members may participate in the Grand National, “The Greatest Race on Earth”. The Grand National is the finale of a year’s worth of national competition, and provides double national points on top of a rider’s eight (8) best scores toward a national year-end ranking. This race also offers quadruple-district points. The 4-day Grand National structure of events will operate under the following guidelines:

- Thursday will offer weekend race registration and scheduled practice for all riders.
- The Friday pre-Grands event will be the ROC. There will be NO practice for riders.
- Friday will also offer an additional registration opportunity for the Grand National.
- Saturday is the start of the Grands. Only one round of motos will be run.
- Sunday brings the second round as well as additional qualifying rounds and mains.
- The above format is subject to change. Please visit usabmx.com or the monthly membership publication for the final schedule.

C. National Points Tabulation National Overall

1. Amateurs: The eight (8) best national finishes plus their Grand National finish will count toward an overall national ranking.

2. National points are awarded only at national events (see Section VII. Amateur Points Table).
3. Pros: See Section V. Pro Class for Pro Classifications and series rules.
4. Riders can earn additional bonus points for single point races ran on or before October 15th. Riders will earn an additional 10 national points for each single point race with a maximum of 80 points being awarded (up to 8 single point races). At the top level (Expert, Girls, Cruisers and Girl Cruisers), this essentially equates to one finish position at the Grands (for positions 1-6 in the main event). This change only applies to NAG and National, not CNAG and Canadian National points.
5. There will be a National Overall point category and a respective title for the following:
 - Amateur Boys-all ages and proficiencies combined
 - Amateur Boys Cruiser-all ages combined
 - Amateur Girls-all ages combined
 - Amateur Girls Cruiser-all ages combined
 - Pro
 - Women Pro
 - Vet Pro
6. National Number Plates will be awarded to the top 50 for each category for amateurs and top 10 for Pro Class.
7. In order to transfer 100% of the main event points (finish points) into your district points total, riders will have to race in 20 single point races. Riders will earn 5% of their finish points for each single point race ran.
8. Ties in the National points will be broken at the Grand National as follows:
 - a) Most 1sts, if tied, then 2nds, if tied, then 3rds, etc.
 - b) Finish at the Grand National.
 - c) Most riders in class.
9. Any rider with a point discrepancy may submit to the Sanction a detailed list of races and finishes earned. That list will be verified and returned to the rider. A rider must submit a list within 30 days after the point standings are published on the website. Only the points for the past month will be checked. **After 30 days, points become final.**

National Age Group (NAG)

1. Year-end National Age Group rankings will be awarded to each category per the following guidelines:
 - Boys 1-20
 - Girls 1-10
 - Cruiser 1-10
 - Girls Cruiser 1-10
2. A rider must have a minimum of four (4) national scores to earn a NAG plate. NAG Standings are based on a rider's best eight (8) National finishes plus their Grand National Finish.

3. All riders of each respective age group may accumulate National points towards their NAG standings.
4. From the start of the new season, a rider's NAG points will be shown in the age group of that rider's respective age as of the Grand Nationals.
5. NAG Number Plates will be awarded for each category for amateurs.
6. NAG riders may run their earned ranking on their number plate, at all sanctioned events.

XXIII. Worlds Qualification

USA BMX will offer World Championship Qualifier races at dedicated national events. These events will be the only way that riders are guaranteed the opportunity to qualify. All participants must be United States citizens and present or have proof of such on file at USA BMX. Classes will be built and run using the UCI rules.

Riders not qualifying through the qualifying races and wishing to fill out a discretionary nomination form will be selected based on national age group rankings. Riders who finished in the top 8 at the previous years World Championships will receive an automatic qualification.

XXIV. Canadian National Series

A. Canadian Nationals

All current members may participate in the Canadian national series. Riders can compete in as many Canadian national events as desired. Canadian national points are only available through the Canadian national series. Canadian national events also offer U.S. national points* as well as triple district points to ALL riders. All fees listed are in CAD. All event weekends will operate under the following guidelines:

- Friday will offer registration, track practice for all riders and a double point pre-race or in some cases, a national race.
- Saturday will offer additional race registration, practice for all riders and a national race.
- Sunday will offer another national race for the weekend.
- NO registration or practice on Sunday.
- Trophy Slips will need to be exchanged for the award (trophy or Saver Stamps) before the event concludes.
- Refunds will be issued based on your method of payment if a rider pulls out of an event prior to the close of sign ups.

**All riders (US and Canadian) can transfer Canadian national scores into the US national standings on a one for one basis. For each Canadian national score used toward a rider's US national standing, a US national must be raced. There is no cap on the number of scores counted as long as the one for*

one rule is satisfied. CNAG/CNAT riders must run a maple leaf on the number plate if running a non-issued number plate (see trailer if you need one).

B. Canadian Grand National

All current members may participate in the Canadian Grand National, the finest Canadian event of the year. The Grand National is the finale of a year's worth of national competition and a rider can earn Canadian double-national points on top of their six (6) best Canadian national scores toward a national year-end ranking. U.S. single national points can also be earned for the Sunday race.

The Canadian Grands also offers quadruple-district points to all members. The structure of the Canadian Grand National weekend of events will follow these guidelines:

- Friday will offer race registration, track practice for all riders, and a double-point pre-race.
- Saturday will offer additional race registration, practice for all riders, and a national event.
- Sunday will offer the Canadian Grand Nationals as a one-day event.
- NO registration or practice on Sunday.
- There will be no voluntary move-ups the entire weekend of the BMX Canada Grands.

C. Canadian National Points Tabulation

National overall

1. Canadian riders earning national points at a Canadian national event apply toward a Canadian NAG or National standing.
2. Canadian Amateurs: The six (6) best national finishes plus the Grand National finish will count toward an overall national ranking.
3. National points are awarded only at national events (see Section VII. Amateur Points Table).
4. Canadian Pros: The six (6) best overall finishes plus their Grand National finish will count toward an overall national ranking.
5. There will be a National Overall point category and a respective title for the following:
 - Amateur Boys-all ages
 - Amateur Boys Cruiser-all ages combined
 - Amateur Girls-all ages combined
 - Amateur Girls Cruiser-all ages combined
 - Pro
 - Women Pro
6. National Number Plates will be awarded to the top 10 for each category for amateurs and 1-10 for Pro Class.
7. Ties in the National points will be broken at the Grand National as follows:
 - a) Most 1sts, if tied, then 2nds, if tied, then 3rds, etc.
 - b) Finish at the Grand National
 - c) Most riders in class.
8. Any rider with a point discrepancy may submit to the Sanction a detailed list of races and finishes earned. That list will be verified and returned to the rider. A rider must submit a list within 30 days after the point standings are published on the website. Only the points for the past month will be checked. **After 30 days, points become final.**

Canadian National Age Group (CNAG)

1. Year-end National Age Group rankings will be awarded to each category per the following guidelines:
 - Boys 1-5
 - Girls 1-5
 - Cruiser 1-3
 - Girls Cruiser 1-3
2. Riders must have a minimum of four (4) national scores to earn a CNAG plate. NAG Standings are based on a rider's best six (6) Canadian National finishes plus Grands finish.
3. All riders of each respective age group may accumulate National points towards their NAG standings. Riders will be sorted first by proficiency within gender (Experts, Intermediates then Novices or Girls, Intermediate then Novices), and secondly by their final points. This ensures that the top-level riders in each age group are recognized. A rider's proficiency is determined by the class raced at the BMX Canada Grands.

4. From the start of the new season, a rider's CNAG points will be shown in the age group of that rider's respective age as of the Canadian Grand National.
5. CNAG Number Plates will be awarded for each category for amateurs.
6. Canadian NAG riders may run their earned ranking on their number plate, at all sanctioned events.

Canadian National Team Competition

1. National Team Competition is available at all Canadian national events to include the following team distinctions: Bike Shop and Factory.
2. Canadian National Team Competition will follow the same rules as outlined under National Team Rules.
3. The Sanction will award Canadian National Champion titles in each of the Canadian Team Categories by totaling each team's best six (6) team scores plus the Canadian Grand National.
4. Factory Team standings will be determined from the best six (6) National scores plus the Canadian Grand National.
5. Bike Shop Team standings will be determined from the best 6 National scores plus the Canadian Grand National.
6. Trophy Team standings will be determined from the best six (6) National scores plus the Canadian Grand National.
7. Only teams consisting of all Canadian riders can earn Canadian Team titles.
8. All team payout for Canadian National Series races require seven team sheets per category per day for full payout. When there are less than seven team sheets the payout will be half.
9. U.S. teams may enter team sheets at Canadian National Series races and those scores will also apply toward U.S. National Series team standings.

XXV. District Year-End Awards

1. Year-end awards will be issued to the top 10% of riders for each district making the awards equal across the nation. (Ex: A district has 320 riders with points at the end of the season. The Sanction will issue 10% of these riders [or 32] awards.)
2. Up to the top 10 riders in each district (if applicable) will receive a custom award directly from the Sanction. (If there are only 90 riders in a district, 10% [or 9] will receive awards but as they are all among the top 10, those 9 will all receive a custom award.)
3. There will be a maximum of 50 awards issued per district in each of the following categories:
 - Boy
 - Girl
 - Cruiser
 - Girl Cruiser
4. Any rider earning a 1-10 USA National Age Group (NAG) ranking will be ineligible for district year-end ranking and any district year-end award (Canadian NAG series is exempt). Any subsequent riders in the district point

standings will move up in the district year-end point standings to fill the open positions.

5. Riders earning over 20,000 district points in a season will be recognized for their accomplishment with a custom award as a year-end award and be listed in the 20,000 Points Club on the website. NAG riders are eligible for the 20,000 Points club and other promotional programs.

XXVI. Foreign Participants

In order to fulfill our pledge to foster competition and fair play in the sport of BMX racing throughout the world, our foreign rider policy shall be as follows:

1. All foreign riders who are not current members of the Sanction will be classified as expert for the purpose of competition. However, the Sanction reserves the right to determine if a rider may compete at a lower proficiency.
2. Any foreign rider holding a current UCI Championship level membership with any foreign BMX organization shall be required to compete in the age-appropriate class.
3. Canadian riders are not considered foreign and therefore must follow and abide by the rules as set forth.

XXVII. Medical Controls

1. USA BMX/BMX Canada is committed to concussion awareness and policy. A rider may be subject to removal from practice or racing. The concussion policy is in place to provide a uniform method for athletes who receive a head injury and health care professionals to provide a written release for riders to return to competition after having suffered a concussion or having demonstrated signs, symptoms or behaviors consistent with a concussion.
2. USA BMX/BMX Canada has a zero-tolerance policy for doping in our sport. Fair play is paramount in maintaining the integrity of bicycle racing and the athletes who participate in it at any level and discipline. The Sanction is committed to working with the United States Olympic Committee, USA Cycling, the UCI, the U.S. Anti-Doping Agency, and the World Anti-Doping Agency to ensure a level playing field for all of our athletes. Information on, or a copy of, the USADA protocol, can be obtained from USADA at (800) 233-0393 or the USADA website www.usantidoping.org.
 - As a supporter of both national and international BMX competition, we reserve the right to uphold suspensions handed down by USADA for violations of the USADA protocol.
 - Any member could be tested at any event.
 - Any member failing anti-doping testing or refusing testing may face a suspension of up to one (1) year from competition.

XXX. Glossary

A Pro - preparatory Pro level.

AA Pro - highest level of Professional competition.

Amateur - any non-Pro rider.

Balance Bike - A pedaless bicycle used as a training bike for younger riders.

Bob Warnicke Scholarship Race - a district points race for scholarship fundraising.

Classification - skill level at which a rider competes.

Cruiser - any bicycle in which the diameter of the inflated wheels is more than 22½ ".

Disqualify - to officially move a rider in finish position as a result of a rule infraction.

District - geographic region where riders reside and compete locally for ranking.

District points - earned at all races with the purpose of ranking riders in each district.

DNR - designation on a moto sheet that a rider "did not race" in any particular event.

DNS - designation on a moto sheet that a rider "did not start" in any particular moto or main.

Earned number - the ranking within a given class and/or district at the end of the points season.

Entry fee - fee paid to register for any sanctioned race.

Expert - highest skill level of amateur male competition.

Finish points - district or national points earned for respective finishes in any main event.

Foul - any flagrant or malicious move during competition resulting in a disqualification.

Girl - highest skill level of amateur female competition.

Girl Cruiser - girl racers competing on cruiser bicycles.

Ghost rider - any rider fraudulently signed up to satisfy requirements in forming classes.

Grand National - Finale to the national series held every year.

Helmet - important item necessary for head protection.

Intermediate - mid skill level of amateur male and female competition.

Lane - slot position 1 thru 8 on the starting gate.

Local race - any single points race at any sanctioned track.

Main event—final class race, after all qualifying has taken place, to determine class placing.

Mixed Open—an open class that will consist of only Novice, Intermediate and Girl riders.

Moto - a). one complete round of qualifiers. b). any rider's specific race.

Moto number - number corresponding with any specific race (moto).

Moto sheet - paperwork displaying the day's races in moto number order.

Moto board - where the moto sheets are posted for viewing by the racers.

Multi-point race - any race offering more than single district points.

National age group standing (N.A.G.) - national points ranking by a specific age only.

National points - earned at nationals towards national rankings in age and overall categories.

Novice - entry skill level of amateur male and female competition.

Number plate - displays riders earned or temporary number for identification purposes.

100% payback - all entry fee money paid back to the Pro class as prize money.

Open - non-points class available to any rider regardless of amateur skill level.

Out of class - any rider not competing in his/her correct class.

Overall national standing - national points ranking of all ages together.

Pro-Am - an open class combining Pro riders and amateurs.

Pro purse - Pro prize money for the day.

Protest - complaint lodged with any official regarding an alleged infraction in a specific race.

Qualifying system - the method by which riders are transferred from motos into the main event.

Quarter main - an additional qualifying race for classes with multiple groups.

Race For Life - a district points charity race to benefit the Leukemia & Lymphoma Society (LLS).

Reclassification - Administratively moving a rider back in proficiency or skill level.

Sandbagging - any novice or intermediate rider judged to have intentionally avoided getting a win towards advancement.

Total Points - a method of scoring where a riders finishes accumulate to determine an over-all placing.



Mailing Address: P.O. Box 718, Chandler, AZ 85244
Street Address: 1645 W. Sunrise Blvd., Gilbert, AZ 85233

Phone: 480-961-1903

Fax: 480-961-1842

Website: www.usabmx.com or www.bmxcanada.org