

# PART 6 BMX RULE BOOK

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### NOTE

In the UCI BMX Rule Book, the masculine gender used in relation to any physical person (for example, names such as rider, competitor, team manager, chief commissaire, starter, course commentator, or pronouns such as he, they, them) shall, unless there is a specific provision to the contrary, be understood as including the feminine gender.

**PART A**

Part A of this rule book, consisting of Section I, provides definitions and abbreviations for terms used in Parts B and C of the rule book. These terms have uncommon or specialized meanings.

**Section DEFINITIONS**

**Challenge, Challenge level** - competing classes other than elite and junior level classes.

**Championship, Championship level** - competing classes at elite and junior level.

**Commission, UCI BMX Commission** - the BMX Commission of the Union Cycliste Internationale.

**Convention, UCI BMX Convention** - the annual BMX meeting of the Union Cycliste Internationale.

**Event** - the complete collection of races necessary to determine overall winners for every class or combined class of competition in which there are registered participants.

**Final** - the last round of racing in a class in which there are more riders registered than are permitted to compete on the track at one time.

**Infield** - the entire area that is enclosed by the track's perimeter fence.

**Member organization** - a BMX sanctioning body that is a member in good standing of the Union Cycliste Internationale.

**Moto** - a single race taking place in one of the three initial rounds of racing. Riders are eliminated from competition only after completion of all three rounds of motos.

**(Non-) Money Class** - competing class in which riders (do not) receive prize money.

**Qualifier** - a single race taking place in one of the rounds of racing following the motos and preceding the finals. Riders are eliminated from competition after each qualifying round. Qualifying rounds are distinguished from each other by their degree of removal from the final as follows:

semi: a race one step removed from a final;  
quarter: a race two steps removed from a final;  
eighth: a race three steps removed from a final, etc.

**Race** - an officially recognized contest between not less than two nor more than eight riders who are all given the opportunity:

- 1) to leave the starting line at a common signal;
- 2) to traverse the entire track from start to finish;
- 3) to have the order of their finishes recorded by official scorers.

**Rankings, UCI World BMX Rankings** - continuous BMX ranking system of the Union Cycliste Internationale for male and female riders at elite and junior level.

**Round** - a complete series of races at the same degree of removal from the finals in which all riders remaining in competition are given the opportunity to race once in each class in which they are registered. There are thus three rounds of motos, a single round at each qualifier level and a single round of finals.

**Stage** - a complete series of races at the same degree of removal from the finals. All three rounds of motos comprise a single stage of racing.

**Trade Team** - corporate sponsored team.

**UCI** - the Union Cycliste Internationale (International Cycling Union).

## PART B

The rules set forth in Part B, which includes Sections II through IX of this rule book, address the relationship between the UCI and its member organizations. The rules in Part B are not intended to establish any rights, duties or obligations on the part of UCI or a member organization with respect to the individual members of any of the UCI's member organizations. All organizations which are members of the UCI, are expected to be familiar with and to observe the rules of Part B.



## Section **BMX MEMBERSHIP**

- A.** BMX membership within UCI is restricted to organizations having included in their activities the overall management of a national or territorial BMX racing programme. Membership is limited to a single member organization from each country or territory. All member organizations must:
1. Be national or territorial organizations with membership open to their general population.
  2. Be non-profit making organizations.
  3. Conduct BMX competitions under written rules which are not inconsistent in character with the rules of the UCI as set forth in this rule book.
  4. Maintain satisfactory levels of safety, insurance and organization.
  5. Co-operate with other member organizations for the betterment of the sport of BMX.
  6. Co-ordinate their race schedules to avoid conflicts with UCI sanctioned events.

- B.** Application for membership in the UCI may be made using forms available from the UCI office. The applicant may be required to submit as part of its application additional material including without limitation: its constitution, by-laws, articles of incorporation, race rule book and membership statistics.
- C.** By joining UCI, the applicant must agree to be governed by the rules, regulations, by-laws and constitution of the UCI in their entirety and without exception.
- D.** The UCI BMX Commission may take appropriate disciplinary action against any member organization which violates specific provisions of these rules or engages in conduct which reflects unfavourably on the UCI or the sport of BMX. Disciplinary action may include without limitation:
  - 1. The refusal to grant, or the withdrawal of, a UCI sanction either for a specific event or for a period of time.
  - 2. The assessment of costs, penalties or fines.



## Section UCI SANCTIONED BMX EVENTS

- A.** The UCI will, under appropriate circumstances, extend its sanction to certain events conducted by its member organizations. In general, these events will be limited to World Championship/Challenge events, World Cup competitions, Continental Championship/Challenge events and international competitions. Member organizations wishing to conduct a UCI sanctioned BMX event must apply to the UCI for this sanction, meeting such deadlines, paying such fees, filing such reports and complying with such other requirements as the UCI BMX Commission may establish from time to time.
- B.** Every member organization hosting a UCI sanctioned BMX event shall:
  - 1. Conduct the event in strict accordance with the rules set forth herein.
  - 2. Submit an application to the UCI for the sanctioning of a World BMX Championship/ Challenge event, BMX World Cup event or Continental BMX Championship/Challenge event on or before 1st June of the year of allocation, for the sanctioning of another international BMX event on or before 15th July of the year preceding the date of the event.

Members wishing to apply for a sanction date after the closing date, may do so only through their Continental Representative on payment of the prescribed fee and under the following conditions:

    - a. The member can only apply for those dates that are vacant on the international BMX calendar and that are not conflicting with any national BMX race on that continent.
    - b. The meeting must not disadvantage in any way the UCI sanctioned BMX meetings that are scheduled immediately prior to or after the date(s) applied for.
    - c. The member association will be responsible for all the publicity and promotion of the event. The UCI will still publish all results when received.
  - 3. Submit to the UCI office within 3 business days of the close of registration at the race a count of the registered entries and remit all levies applicable to the UCI within 30 days of the close of entries.

Levies are to be based on the number of actual entries at registration at the race, and apply only to classes in the UCI BMX Rule Book. There will be no levies for special classes, like e.g. open classes.

4. Arrange for all awards, cash prizes, trophies (including team trophies), which are earned by the participants.
  5. Allow the UCI to display a number of 5 UCI banners on the infield of the race site. Each banner will be of the traditional 5 x 0.8 metres size. It is the organizer's responsibility to ensure that the banners are not stolen whilst at the race site. In case of robbery, the cost of the banners shall be reimbursed by the organizer to UCI.
  6. Submit to the UCI office within 14 days of the conclusion of that event, a race report containing at a minimum the following information:
    - A list of the competitors, identifying their home countries and the classes in which they competed;
    - A schedule of races and a list of results;
    - A roster of participating commissaires and officials.
- C.** Sanctioning by UCI of an international BMX event ensures:
1. That, as far as the UCI World BMX Championship/Challenge is concerned, no UCI member organization, other than the host organization, may conduct or permit to be conducted under its sanction a national or international BMX event which takes place on, or less than seven days prior to, the dates of the UCI World BMX Championship/Challenge event.  
That, as far as a UCI BMX World Cup race is concerned, no UCI member organization may conduct or permit to be conducted under its sanction a national or international BMX event which takes place on the same dates as the BMX World Cup event concerned. The host organization however, is allowed to organize a national or international BMX event either on the day before or after the BMX World Cup race.  
That, as far as a UCI Continental BMX Championship/Challenge event or a UCI sanctioned international BMX event is concerned, no UCI member organization based on the same continent as the host organization, may conduct or permit to be conducted under its sanction a national BMX championship event or international BMX event, which takes place on the same dates as the Continental BMX Championship/Challenge or international BMX event concerned.
  2. That any member not following the instructions in C.1. will not be given a UCI sanctioned BMX meeting for 12 months from the date of the offence.
  3. That the UCI will publicize the meeting per medium of the international calendar and the newsletter of the UCI BMX Commission.
- D.** Riders wishing to compete in a UCI sanctioned BMX event must be pre-registered through their national federation. In addition, pre-registration is subject to the following conditions:
1. The deadline of the close of pre-registration of the World Championship/Challenge is June 15 in case the event is scheduled for the last weekend of July, and 42 days before the day on which the competition begins in case of any other scheduled date.
  2. The deadline of the close of pre-registration must be 21 days before the day on which the competition begins, as far as a BMX World Cup event, Continental BMX Championship/ Challenge event or regular international BMX competition is concerned.
  3. Any pre-entry received after the deadline of the close of pre-registration will be penalized with a doubling of the applicable entry fee. The additional penalty fee goes to the host organization. For the World Championship/Challenge no late entries will be accepted.

# IV

## Section RULES APPLICABLE TO WORLD BMX CHAMPIONSHIP/ CHALLENGE EVENTS

- A. CONTEXT** - The rules of this section supplement and modify the rules set forth in other sections of this rule book and apply to UCI World BMX Championship/Challenge events only. Except as modified or otherwise rendered inapplicable by the provisions of this section, all rules set forth in other sections of this rule book shall remain in full effect at every World Championship/Challenge event.
- B. PURPOSE** - A single World Championship/Challenge event, open to all qualified riders who are members of UCI member organizations, shall be scheduled in each calendar year to establish an overall ranking of the riders in each of the various classes recognized by the UCI.
- C. VENUE** - The venue of each year's World Championship/Challenge shall be allocated at least three years in advance of its scheduled date by the UCI BMX Commission, based on business and quality criteria. The allocated venue shall be subject to final approval by the UCI Management Committee. The UCI BMX Commission shall also designate at the same time an alternate venue for each World Championship/Challenge, to be used only if the primary venue becomes unavailable. The site of a World Championship/Challenge venue shall normally be within the national or territorial boundaries of the member organization which shall serve as the host organization for the event. Application to the UCI for the sanctioning of a World Championship/Challenge event is open to any UCI member organization and should take place on or before 1st June of the year of allocation.
- D. RIGHTS AND DUTIES OF THE HOST ORGANIZATION** - The host organization shall be responsible for all aspects of race organization both as set forth in this rule book and as normally associated with the sponsorship of a BMX race. In addition, the host organization shall:
1. Have the right to hold UCI sanctioned international BMX events in conjunction with the World Championship/Challenge within seven days either side of the World Championship/Challenge. The sanction fee for such races shall be only CHF 350.00 per race, instead of the regular CHF 400.00.
  2. Not involve the UCI with any third party and shall agree not to take legal action against the UCI for any purpose.
  3. Pay to the UCI a sanction fee of CHF 5,000.00, payable prior to applying to host the World Championship/Challenge. Also agree on a retention by the UCI of the sum of CHF 45.00 for each rider entry in the World Championship money classes, and the sum of CHF 35.00 for each rider entry in the World Championship/Challenge non-money classes.
  4. Make the track and other associated facilities available for inspection by UCI representatives at a time prior to November 30 of the year preceding the date of the World Championship/Challenge.
  5. [abrogated on 1.01.06].
  6. [abrogated on 1.01.06].
  7. Provide insurance of a character and in an amount sufficient to protect the interests of all the participants in the event including, without limitation, riders, commissaires and officials.

8. Organize, host and bear the full costs associated with the production of the annual UCI BMX Convention including, without limitation, arrangements for appropriate meeting halls for the Convention and for the full UCI BMX Commission and associated Committee meetings.
9. Provide a sufficient number of qualified administrative staff and a sufficient amount of office space for race headquarters to assure that the Championship/Challenge proceeds in an orderly and timely fashion.
10. Appoint a chief scorer and a chief stager.
11. Bear the full cost of a sufficient number of number plates for all classes raced at the World Championship and the World Challenge, meeting the specifications as described in Section XI, C.9. and to be provided by UCI.
12. Give no logo, flag, emblem or other graphic symbol of an organization other than the UCI greater prominence than is given to the official symbols of the UCI, which shall be prominently displayed at the sites of both the Championship/Challenge and the Convention, and incorporated into all promotional materials associated with the Championship/Challenge.
13. [abrogated on 01.01.05].

**E. RIGHTS AND DUTIES OF THE UCI** - The UCI shall:

1. Appoint the two race commissaires, one of whom shall be the chief commissaire, the other one the assistant chief commissaire.
2. Appoint a chief administration commissaire.
3. Notify all UCI member organizations with any BMX activities, of any change in pre-registration deadlines.
4. Supply to the host organization within 10 business days of the close of pre-registration on June 15, a list identifying all the registered riders and the classes in which they intend to compete at the World Championship/Challenge.
5. [abrogated on 1.01.06].
6. Collect on behalf of the host organization the sum of CHF 55.00 for each rider entry in the World Championship money classes, the sum of CHF 40.00 for each rider entry in the World Championship/Challenge non-money classes and the sum of whether CHF 100.00 or CHF 150.00 for each entered national respectively trade team.  
These monies, to be considered as an indemnification by UCI for renting the World Championship/Challenge accommodation and facility, will be forwarded to the host organization after the conclusion of the event, and any funds to be dispersed will be done so after taking all expenses into account. Funds dispersed to the host organization should be done with expediency.
7. Refund the entry fees of any rider who registers for a class for which no competition or alternative combined class is offered.
8. Forward all entries directly to the chief administration commissaire of the World Championship/Challenge.
9. Provide the Lap Time Scoring System and the system's operator whenever the UCI decides that such system shall be utilised.  
*(text modified on 16.07.04).*

**F. OBLIGATIONS OF NON-HOST ORGANIZATIONS** - No UCI member organization, other than the host organization, may conduct or permit to be conducted under its sanction a national or international BMX event which takes place on, or less than seven days prior to, the dates of the UCI World BMX Championship/Challenge.

**G. PRE-REGISTRATION AND CLASSIFICATION OF RIDERS**

1. Riders wishing to compete in the UCI World BMX Championship/Challenge may register only under the auspices and through the agency of the UCI member organization representing the country as described in Section X, paragraph A.3. All competition entry dates must be adhered to and no late entries will be accepted. All race fees and entry forms must be forwarded to the UCI office. Pre-registration for the World BMX Championship/Challenge is subject to the following restrictions:

- a. Championship level

In the elite and junior classes riders may be entered only if they have scored at least 1 point in the UCI BMX Continental ranking in the same calendar year.

- b. Challenge level

Each UCI member organization shall be permitted to register up to 16 riders in each Challenge class which is scheduled for competition.

The above criteria exclude main finalists at the World BMX Challenge event of the previous year. These riders can be added on top of the riders selected according to the above criteria. The host organisation may register a greater number of riders in each limited class, with a maximum of 32 riders.

Each member organization which registers riders must appoint a national team manager to represent the interests of all of its riders at the World Championship/Challenge. In addition to this national championship level team manager and the challenge team manager, a number of assistant team managers shall be allowed according to the following scale:

Number of attending riders	Number of permitted assistants
1 - 100	3
101 and over	4
Host nation	5

A national team manager or his nominated assistant is accredited with the right to enter a restricted zone, as granted by the race director, in order to perform his duties.  
*(text modified on 1.01.05; 1.01.06).*

2. Entry fees, due to the UCI, are as follows:
  - CHF 100.00 per entered rider per money class;
  - CHF 75.00 per entered rider per non-money class;
  - CHF 100.00 per entered national team;
  - CHF 150.00 per entered trade team.

Rider levies are as described in Section IV, paragraph D.3.

Team entries are free of levies.

Note: the rider entry fees apply to foreign riders. The host country is allowed to fix a different fee for participating riders of the host country. The applicable levies though are the same for all riders.

3. Competition classes at the World Championship/Challenge shall be as described in Section X, paragraph B.2.

At least five riders must have pre-entered (prior to filling up a class by the host organization as described in paragraph 1. above) to constitute a class, in any class. Should this minimum number not be obtained, then the entered riders will race in the class above, but with the restriction that no competing class at Championship level can be combined with a competing class at Challenge level and vice versa. Exception: should this minimum number not be obtained in the cruiser classes 35-39, 40-44, 45 and over, the entered riders will race in the class below. In any case that an under-subscribed class cannot be combined according to the above rules, this class shall not be run.

*(text modified on 1.01.06).*

**H. REGISTRATION CONFIRMATION** - Each national team manager must confirm the presence of each rider as per the pre-registration riders list, on the scheduled day of registration, by provision of the following information:

- Rider's presence at the venue;
- Correct spelling of the rider's name;
- Rider's class of competition;
- Rider's date of birth;
- Rider's bike number.

Note: proof of identity may be required.

Confirmation of registration must be completed by the day prior to the first scheduled practice day. A list of confirmed riders per nation will be posted on the first day of practice. Corrections to the confirmed riders list must be reported by the national team manager to the chief administration commissaire by no later than 1700 hours (5 p.m.) on the day prior to scheduled racing. The final confirmed riders list will constitute the basis of the official moto sheets.

**I. SCHEDULE OF ACTIVITIES** - The UCI World BMX Championship/Challenge event shall be scheduled to take place over three days. No meetings associated with the UCI BMX Convention shall be scheduled to take place on any of these three days.

In principle the World Championship/Challenge will be scheduled for the last weekend of July. Deviation from this rule can occur in special cases and when necessary only, subject to approval by the UCI BMX Commission.

## **J. RECOGNITION AND AWARDS**

1. The UCI shall bestow upon the first-place finisher in each competing class or age group raced at Championship level the title of "UCI World BMX Champion" and upon the first-place finisher in each competing class or age group raced at Challenge level the title of "UCI World BMX Challenge Winner". These titles shall remain the property of the UCI and may not be used in conjunction with any product endorsement or for any other commercial purpose without its prior express consent.

The UCI will award World Championship/Challenge number plates to the top 8 finishers in each Championship and Challenge competing class. Besides, the UCI will assign World Championship numbers to the top 8 finishers in each Championship competing class according to the rules as described in Appendix 6. Riders earning World Championship numbers must use these numbers to identify themselves and their bicycles at any race sanctioned by the UCI or a UCI member organization in the year following the year in which the number was earned. The only exception

will be BMX World Cup events, at which race numbers are assigned according to the participants' places in the latest World BMX Rankings.

2. The UCI will award a World BMX Champion's jersey (rainbow jersey) to the first-place finisher in each competing class or age group raced at Championship level, whilst first three in each Championship class will be awarded medals in respectively gold, silver and bronze. Only riders awarded medals will be invited onto the podium for award presentation. Riders finishing in 4th to 8th positions will have their name, nationality, and finishing position announced. All announcements at an award ceremony shall, at a minimum, be in English. The design and wearing of the World BMX Champion's jersey is subject to the following rules:
  1. The design, including colours and layout, of the World BMX Champion's jersey is the exclusive property of the UCI. The jersey may not be reproduced without UCI authorization. The design may in no way be modified.
  2. The World BMX Champion's jersey awarded at the official ceremony may carry no advertising matter other than that determined by the UCI.
  3. Each World BMX Champion shall be entitled to have advertising matter placed on his jersey from 48 hours after the official ceremony until the eve of the next World BMX Championship.
  4. The World BMX Champion's jersey must be worn at all national and international BMX events. The only exception will be if the World Champion wins the leader's jersey of a particular competition or series.
  5. The World BMX Champion's jersey may only be worn in the category and in the discipline of competition in which it was won.
  6. Replicas of the World BMX Champion's jersey may be made in conformity with the relevant UCI regulations. The advertising area sizes and limits allowed on the World BMX Champion's jersey in all categories are as follows:
    - a. On the front and back of the jersey, a 10 cm high rectangle above the rainbow colours.
    - b. On the sleeves, a single line of advertising, a maximum of 5 cm high.
    - c. The clothing manufacturer's logo may appear once only on each jersey and must be of a maximum size of 25 cm<sup>2</sup> (5 cm x 5 cm).
  7. Former World BMX Champions may wear the rainbow colours on cuffs and collars of jerseys irrespective of the category and the discipline.  
World BMX Champions must wear the above rainbow jersey whenever they are engaged in competition on the track, prize giving ceremonies, press conferences, television interviews, autograph sessions and other occasions during a national or international event, which require a good presentation to the media and the outside world.
3. Prize money and trophies to be awarded are as follows:
  - a. Prize money as described in Appendix 5, paragraph B., will be awarded by the UCI to the top sixteen finishers in Elite Men and Junior Men, to the top eight finishers in Elite Women and Junior Women, and to the top eight finishers in Elite and Junior Cruiser. On an optional basis the host organization can give a memento to the 4th to 8th placed riders in the above-mentioned classes.
  - b. Trophies shall be presented to the top eight finishers in each competing class or combined class at Challenge level.  
*(text modified on 1.01.06).*

## **V** **RULES APPLICABLE TO BMX SUPERCROSS WORLD CUP**

### **Section EVENTS**

- A. CONTEXT** - The rules of this section supplement and modify the rules set forth in other sections of this rule book and apply to UCI BMX Supercross World Cup competitions only. Except as modified or otherwise rendered inapplicable by the provisions of this section, all rules set forth in other sections of this rule book shall remain in full effect at every BMX Supercross World Cup event.
- B. PURPOSE** - A number of BMX Supercross World Cup events, open to all riders who are members of UCI member organizations, shall be scheduled in each calendar year to establish a yearly overall ranking of the riders in a combined elite and junior level recognized by the UCI.
- C. VENUE** - The venue of each BMX Supercross World Cup competition shall be determined by the UCI.  
Application to the UCI for the sanctioning of a BMX Supercross World Cup competition is open to any UCI member organization and should take place on or before 1st June of the year preceding the date of the event.
- D.** [abrogated on 1.01.05].
- E.** [abrogated on 1.01.05].
- F. OBLIGATIONS OF NON-HOST ORGANIZATIONS** - No UCI member organization, other than the host organization, may conduct or permit to be conducted under its sanction a national or international BMX event which takes place on, or less than seven days prior to, the dates of a UCI BMX Supercross World Cup competition.
- G. PRE-REGISTRATION AND CLASSIFICATION OF RIDERS**
1. Riders wishing and eligible to compete in a UCI BMX Supercross World Cup competition may register only under the auspices and through the agency of the UCI member organization representing the country as described in Section X, paragraph A.3. All competition entry dates must be adhered to. Late entries shall be penalized as described in Section III, paragraph D.3. All race fees and entry forms must be forwarded to the UCI.
  2. Entry fees, due to the organizer of a BMX Supercross World Cup event, are as follows:
    - CHF 150.00 per entered rider per class;
  3. Competition classes at a BMX Supercross World Cup event shall be a combined Elite Men/Junior Men class (age as described in Section X, paragraph B.2.).  
*(article modified on 1.01.05).*
- H. RECOGNITION AND AWARDS**
1. Every year the UCI shall bestow upon the first-place overall finisher in each 20" competing class at elite and junior level recognized by the UCI, the title of «UCI BMX Supercross World Cup Champion». This title shall remain the property of the UCI and may not be used in conjunction with any product endorsement or for any other commercial purpose without its prior express consent.

2. At the BMX Supercross World Cup Final, the UCI will award the first three in each class special World Cup trophies.  
(article modified on 1.01.05).
3. [abrogated on 1.01.05].

## VI Section

### RULES APPLICABLE TO CONTINENTAL BMX CHAMPIONSHIP/ CHALLENGE EVENTS

- A. CONTEXT** - The rules of this section supplement and modify the rules set forth in other sections of this rule book and apply to UCI Continental BMX Championship/Challenge events only. Except as modified or otherwise rendered inapplicable by the provisions of this section, all rules set forth in other sections of this rule book shall remain in full effect at every Continental Championship/Challenge event.
- B. PURPOSE** - Each continent represented in the UCI by more than one member organization may hold a single Continental Championship/Challenge event during each year, open to all qualified riders who reside within the continental boundaries and are members of UCI member organizations based within its boundaries. The purpose of this event shall be to establish an overall ranking of the riders residing within the continental boundaries for each of the various classes recognized by the UCI.
- C. VENUE** - The venue of each Continental Championship/Challenge event shall be determined by the UCI. The site of this venue shall be within the national or territorial boundaries of a UCI member organization which shall serve as the host organization for the event.  
Application to the UCI for the sanctioning of a Continental Championship/Challenge event should take place on or before 1st June, two years prior to the year in which the event will be held.
- D. DUTIES OF THE HOST ORGANIZATION** - The host organization shall be responsible for all aspects of race organization both as set forth in this rule book and as normally associated with the sponsorship of a BMX race.  
In addition, the host organization shall:
1. Extend an invitation to participate, setting forth full particulars of the event, to every UCI member organization with any BMX activities and representing riders eligible to compete in the Continental Championship/Challenge event.
  2. Pay to the UCI a sanction fee of CHF 2,000.00, payable prior to applying to host the Continental Championship/Challenge.  
Also collect on behalf of the UCI the sum of CHF 15.00 for each rider entry in the Continental Championship money classes and the sum of CHF 5.00 for each rider entry in the Continental Championship/Challenge non-money classes. These monies must be forwarded to the UCI within 30 days of the close of entries.
  3. Appoint a chief commissaire and a chief administration commissaire.
  4. Supply to the UCI office within three business days of the close of pre-registration, a list identifying all the registered riders and the classes in which they intend to compete at the Continental Championship/Challenge concerned.

**E. OBLIGATIONS OF NON-HOST ORGANIZATIONS** - No UCI member organization based on the same continent as the host organization, may conduct or permit to be conducted under its sanction a national BMX championship event or international BMX event, which takes place on the same dates as a UCI Continental BMX Championship/Challenge.

**F. PRE-REGISTRATION AND CLASSIFICATION OF RIDERS**

1. Riders wishing to compete in a UCI Continental BMX Championship/Challenge may register only under the auspices and through the agency of the UCI member organization representing the country as described in Section X, paragraph A.3. All competition entry dates must be adhered to. Late entries shall be penalized as described in Section III, paragraph D.3. All race fees and entry forms must be forwarded to the Continental Championship/Challenge organization concerned.

Pre-registration for Continental BMX Championship/Challenge competitions is subject to the following restrictions:

- a. Championship level  
In the elite and junior classes riders may be entered without limitation.
- b. Challenge level

Each UCI member organization shall be permitted to register up to 16 riders in each Challenge class which is scheduled for competition. The above criteria exclude first-place finishers at the applicable Continental BMX Championship/Challenge event of the previous year. These riders can be added on top of the riders selected according to the above criteria.

Each member organization which registers riders must appoint a single national team manager to represent the interests of all of its riders at the Continental Championship/Challenge. In addition to this national team manager, a number of assistant team managers shall be allowed according to the following scale:

Number of attending riders	Number of permitted assistants
1 - 100	3
101 and over	4
Host nation	5

*(text modified on 1.01.06).*

A national team manager or his nominated assistant is accredited with the right to enter a restricted zone, as granted by the race director, in order to perform his duties.

2. Entry fees, due to the organizer of a Continental Championship/Challenge, are to be set by the continental organization/federation hosting the event. Rider levies are as described in Section VI, paragraph D.2. Team entries are free of levies.

Note: the rider entry fees apply to foreign riders. The host country is allowed to fix a different fee for participating riders of the host country. The applicable levies though are the same for all riders.

3. Competition classes at a Continental Championship/Challenge shall be based on the description in Section X, paragraph B.2., however elite and junior classes must remain as described.

At least **five** riders must have pre-entered to constitute a class, in any class. Should this minimum number not be obtained, then the entered riders will race in the class above, but with the restriction that no competing class at Championship level can be combined with a competing class at Challenge level and vice versa. Exception: should this minimum number not be obtained in the cruiser classes 35-39, 40-44, 45 and over, the entered riders will race in the class below. In any case that an under-subscribed class cannot be combined according to the above rules, this class shall not be run.

*(text modified on 1.01.06).*

**G. REGISTRATION CONFIRMATION** - Each national team manager must confirm the presence of each rider as per the pre-registration riders list, on the scheduled day of registration, by provision of the following information:

- Rider's presence at the venue;
- Correct spelling of the rider's name;
- Rider's class of competition;
- Rider's date of birth;
- Rider's bike number.

Note: proof of identity may be required.

Confirmation of registration must be reported by the national team manager to the chief administration commissaire. The final confirmed riders list will constitute the basis of the official moto sheets.

## **H. RECOGNITION AND AWARDS**

1. The UCI shall bestow upon the first-place finisher in each competing class or age group raced at Championship level the title of «UCI Continental (European, Pan-American, Pacific - whichever is applicable) BMX Champion» and upon the first-place finisher in each competing class or age group raced at Challenge level the title of «UCI Continental (European, Pan-American, Pacific - whichever is applicable) BMX Challenge Winner». These titles shall remain the property of the UCI and may not be used in conjunction with any product endorsement or for any other commercial purpose without its prior express consent.

For each Continental Championship, the UCI will assign Continental Championship numbers to the top 8 finishers in each Championship competing class according to the rules as described in Appendix 6. Riders earning Continental Championship numbers must use these numbers to identify themselves and their bicycles at any race sanctioned by the UCI or a UCI member organization in the year following the year in which the number was earned. The only exception will be BMX World Cup events, at which race numbers are assigned according to the participants' places in the latest World BMX Rankings.

2. At the Continental BMX Championship the Continents Confederation will award a Continental BMX Champion's jersey to the first-place finisher in each competing class or age group raced at Championship level, whilst the first three in each Championship class will be awarded medals in respectively gold, silver and bronze. Only riders awarded medals will be invited onto the podium for award presentation. Riders finishing in 4th to 8th positions will have their name, nationality, and finishing position announced. All announcements at an award ceremony shall, at a minimum, be in English.

Each Continental BMX Champion may wear the Continental BMX Champion's jersey in the category and in the discipline of competition in which it was won, and for as long as the rider continues to hold the title. The authorized advertising spaces shall be identical to those on the World BMX Champion's jersey.

*(article modified on 1.01.05).*

3. Prize money and trophies to be awarded are as follows:
  - a. Prize money, in a total amount to be determined by the host organization, but respecting the minimum amount as mentioned in Appendix 5, paragraph A., shall be awarded to the top eight finishers in Elite Men and Elite Women, as far as non-European Continental Championship events are concerned.  
Prize money as described in Appendix 5, paragraph D., shall be awarded by the host organization to the top sixteen finishers in Elite Men and Junior Men, and to the top eight finishers in Elite Women and Junior Women in each European Elite/Junior Championship round.
  - b. Trophies shall be presented to the top eight finishers in each competing class or combined class at Challenge level and to the Championship non-money classes at non-European Continental Championships, and besides to the 4th to 8th placed riders in the European Championship non-money classes.  
*(text modified on 1.01.06).*

## **VII**

### **Section RULES APPLICABLE TO INTERNATIONAL BMX EVENTS**

- A. CONTEXT** - The rules of this section supplement and modify the rules set forth in other sections of this rule book and apply to UCI sanctioned international BMX competitions only. Except as modified or otherwise rendered inapplicable by the provisions of this section, all rules set forth in other sections of this rule book shall remain in full effect at every international BMX competition.
- B. PURPOSE** - A number of international BMX events, open to all qualified riders who are members of UCI member organizations, shall be scheduled in each calendar year to establish per event an overall ranking of the riders in each of the various classes recognized by the UCI.
- C. VENUE** - Each UCI affiliated organization desiring to host an international BMX competition shall make a formal application, setting forth full particulars of the competition, to the UCI. No international BMX competition shall be conducted without the express approval of the UCI.  
Application to the UCI for the sanctioning of an international BMX event should take place on or before 15th July of the year preceding the date of the event.
- D. DUTIES OF THE HOST ORGANIZATION** - The host organization shall be responsible for all aspects of race organization both as set forth in this rule book and as normally associated with the sponsorship of a BMX race.  
In addition, the host organization shall:

1. Extend an invitation to participate, setting forth full particulars of the event, including:
  - Race track and venue;
  - Date of race;
  - Event time table;
  - Other relevant matters;to every UCI member organization with any BMX activities and representing riders eligible to compete in UCI sanctioned international BMX events.
2. Pay to the UCI a sanction fee of CHF 400.00, payable prior to applying to host the international BMX event, if it concerns a race giving ranking points for the UCI World BMX Rankings, whilst a sanction fee of CHF 200.00 is applicable in case of a non-ranked race.

Exception: in case of an international BMX event held in conjunction with a BMX World Cup event as described in Section V, paragraph D.1., the host organization shall be exempted from paying any sanction fee to the UCI.

For all regular international BMX events, the host organization shall be exempted from paying any levies to the UCI, no matter whether it concerns a ranked or non-ranked event.

A competition with a maximum of 50 foreign riders may be termed "a national competition with international participation". For such a competition the international sanction fee and levies are not required.
3. Supply to the UCI office within three business days of the close of pre-registration, a list identifying all the registered riders and the classes in which they intend to compete in the international BMX event concerned.

#### **E. OBLIGATIONS OF NON-HOST ORGANIZATIONS**

1. No UCI member organization based on the same continent as the host organization, may conduct or permit to be conducted under its sanction a national BMX championship event or international BMX event, which takes place on the same dates as a UCI sanctioned international BMX event.
2. In case of a UCI member organization accepting an invitation to a UCI sanctioned international BMX event, the invited organization will forward a list of riders accepting the invitation. The acceptance will contain for every rider concerned:
  - a. Rider's name;
  - b. Rider's date of birth;
  - c. Rider's race class and number;
  - d. Rider's delegation permit (stamped and containing an official signature).

A copy of the delegation permit must be presented by the competitor together with his national licence at the race control of the host organization.

#### **F. PRE-REGISTRATION AND CLASSIFICATION OF RIDERS**

1. Riders wishing to compete in a UCI sanctioned international BMX event may register only under the auspices and through the agency of the UCI member organization representing the country as described in Section X, paragraph A.3. All competition entry dates must be adhered to. Late entries shall be penalized as described in Section III, paragraph D.3. All race fees and entry forms must be forwarded to the organizer of the international BMX event concerned.

Each member organization which registers riders must appoint a single national team manager to represent the interests of all of its riders at the international BMX race. In addition to this national team manager, a number of assistant team managers shall be allowed according to the following scale:

Number of attending riders	Number of permitted assistants
1 - 100	3
101 and over	4
Host nation	5

*(text modified on 1.01.06).*

A national team manager or his nominated assistant is accredited with the right to enter a restricted zone, as granted by the race director, in order to perform his duties.

- Entry fees, due to the organizer of a UCI sanctioned international BMX event, are to be set by the national organization/federation hosting the event. Rider entries for a regular international BMX event are free of levies.

Note: the rider entry fees apply to foreign riders. The host country is allowed to fix a different fee for participating riders of the host country.

- Competition classes at a UCI sanctioned international BMX event shall be based on the description in Section X, paragraph B.2., however elite and junior classes must remain as described.

At least **five** riders must have pre-entered to constitute a class, in any class. Should this minimum number not be obtained, then the entered riders will race in the class above, but with the restriction that no competing class at Championship level can be combined with a competing class at Challenge level and vice versa. Exception: should this minimum number not be obtained in the cruiser classes 35-39, 40-44, 45 and over, the entered riders will race in the class below. In any case that an under-subscribed class cannot be combined according to the above rules, this class shall not be run.

*(text modified on 1.01.06).*

- G. REGISTRATION CONFIRMATION** - Each national team manager must confirm the presence of each rider as per the pre-registration riders list, on the scheduled day of registration, by provision of the following information:

- Rider's presence at the venue;
- Correct spelling of the rider's name;
- Rider's class of competition;
- Rider's date of birth;
- Rider's bike number.

Note: proof of identity may be required.

Confirmation of registration must be reported by the national team manager to the chief administration commissaire. The final confirmed riders list will constitute the basis of the official moto sheets.

## H. RECOGNITION AND AWARDS

- Prize money and trophies to be awarded are as follows:

- a. Prize money, in a total amount to be determined by the host organization, but respecting the minimum amount as mentioned in Appendix 5, paragraph A., shall be awarded to the top eight finishers in Elite Men and Elite Women.
- b. Trophies shall be presented to the top eight finishers in each competing or combined non-money class.

# VIII

## Section **COMPETITION FACILITIES**

Member organizations seeking the UCI sanction for a competition event must be able to demonstrate to the UCI that the facilities proposed for the event meet the specifications set forth in this section.

### **A. THE BMX TRACK - GENERAL**

1. The track must be of a compact, closed looped design, forming a circuit whose length measured along its centre line is not less than 300 metres nor greater than 400 metres.
2. The track must be a minimum of 10 metres wide at its start and may not taper to a width of less than 5 metres at any point along its course.

### **B. THE STARTING HILL**

1. The starting hill must accommodate a track width of at least 10 metres and be at an elevation at least 1.5 metres above the grade of the first straight.
2. The initial incline extending from the starting gate to level grade must be at least 12 metres in length with lanes for each of the eight starting positions clearly marked over a length of 10 metres.
3. There shall be a clearly visible line extending across the width of the track at a point 10 metres from the starting gate.  
*(text modified on 1.01.04).*

### **C. THE STARTING GATE**

1. The starting gate shall be a minimum of 8 metres in width and for all international events an electronically controlled system is mandatory.  
*(article modified on 1.01.05).*
2. The gate shall have a height of at least 50 cm and, in its upright position, be perpendicular to, and with no greater angle than 90 degrees with the slope of the ramp which supports the bicycles' wheels when they are in their starting position.
3. Starting positions 1 through 8 must be clearly marked on the gate.
4. The electronically controlled gate, to be used at all UCI sanctioned BMX events, must be outfitted with a system of appropriately coloured starting lights located so as to be clearly visible from all starting lanes without disadvantage to any rider who is in the "riders ready" position. In case of a failure of the gate release system, the gate shall fall to the dropped position. I.e. power should be required to keep the gate in the upright position.

5. At events where more than one starter is required due to the number of riders or for any other reason, a “voice box” system is mandatory. The voice box system is a facility that replaces the starter’s voice.  
*(article modified on 1.01.05).*
6. Every starting gate shall be equipped with a horn or other audible device by means of which a recall can be signalled.
7. Whenever a lap time scoring system is utilised, the lap time scoring system must be activated, whereupon the time starts running, at the moment the gate-start mechanism is activated causing the gate to drop. A manual back up has to be in place.  
*(text modified on 16.07.04).*

**D. THE INITIAL STRAIGHT**

1. The initial straight shall be a minimum of 40 metres in length.
2. It is recommended that the bottom of the front side of the first obstacle in the initial straight shall be located not less than 35 metres from the starting gate nor less than 20 metres from the point of curvature of the first turn. However, on tracks especially designed for highly skilled riders, the distance between the starting gate and the front side of the first obstacle may be shorter, with a minimum distance of 20 metres.

**E. THE FIRST TURN**

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

**F. TURNS AND OBSTACLES**

1. The track shall have a minimum of 3 turns.
2. The track shall be a minimum of 5 metres wide throughout each turn measured as described in paragraph E.2. above.
3. All obstacles on the track must be constructed with the safety of all riders, regardless of age, in mind. Consideration must be given to the abilities of the youngest riders in competition when designing obstacles intended to present special challenges to older competitors. On the first straight the minimum distance between two obstacles shall be 10 metres. An obstacle is defined by its front and back slope and can be a single obstacle, double, triple or multi-jump as well as a 4-pack, 5-pack or multi-pack.
4. Tracks may be designed to include alternate sections to be traversed only by competitors aged 14 and over. These sections may offer obstacles which are inherently more challenging than those found on the course’s main circuit.

- G. RACE TRACK MARKINGS** - The boundaries of the race including alternate sections track shall be clearly marked.  
*(text modified on 1.01.04).*

**H. FENCING**

1. In order to provide a barrier between the event's participants and its spectators, the track must be enclosed by a perimeter fence which shall not be located at any point closer than 2 metres from the competition course.
2. The fence must be constructed of a substantial material such as plastic webbing which is capable of absorbing the full impact of a rider of any size striking it at race speed.

**I. THE FINISH LINE**

1. The track must have a clearly marked finish line to indicate the point at which competitors will be scored. The finish line shall comprise a straight line of 4 cm in width, painted in black in the middle of a white strip 24 cm wide, thus leaving 10 cm of white on each side of the black line.
2. Any banners extending across the track above the finish line or elsewhere along the track must be at an elevation sufficiently above the track level to avoid interference with the riders crossing beneath them.
3. All finish line commissaires shall operate from an area immediately adjacent to the finish line, which permits them a clear and unobstructed view of the riders as they cross the line.
4. The use of video camera equipment is mandatory at all international BMX races. This video camera equipment shall be so installed as to be directly aligned with the finish line at ground level, to provide vision from one side of the track to the opposite side of the track. The video camera shall have an unobstructed view of the finish line on the track surface. The back field view of the video camera shall be clear so as to not complicate the clarity of reproduction nor confuse the vision at the play back facility.

In addition, there shall be a further video camera at the "front on" position to facilitate rider number identification. In each preceding case described, slow motion reverse and advance capabilities are required of the equipment. As well the equipment shall be capable of colour reproduction.

Finish line video camera equipment shall be in ready to use position at least two hours prior to commencement of racing. Set up and verification of this equipment shall be done at least 72 hours (three days) prior to competition commencement.

*(text modified on 1.01.05).*

5. In an area adjacent to the finish but at least 2 metres beyond the finish line there shall be erected two sets of eight poles, which shall be numbered from 1 to 8, whose purpose shall be to assist the scorers in determining the order of finish in each race. Each set of poles shall be enclosed by a barrier to control access to the area. These two sets of poles may be erected on one or both sides of the track, but shall be kept at some distance from any area where team managers are permitted to congregate. The above poles are not applicable when finish line video camera equipment is in use at the finish line.

*(text modified on 16.07.04).*

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

**K. THE RIDERS' AREA (PITS)**

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

**L. THE INSPECTION AREA** - An area shall be established close to the staging area for the inspection of bicycles and riders' equipment.

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

**N. THE RACE COMMISSAIRES' AREAS**

1. Each race commissaire shall operate from a clearly defined position along the circuit of the track, the location of which shall be made known to all riders and team managers.
2. The chief commissaire should operate from a position which permits him a clear view of the entire track.

**O. MOTO BOARDS** - Well-constructed and weather-resistant bulletin boards for posting the moto sheets shall be erected in the riders' area. Clear plastic sheeting must be available to cover moto boards in case of wet weather conditions.

**P. ADMINISTRATION AND RACE CONTROL OFFICES** - Registration and race control must be based in an office which is situated within the bounds of the perimeter fence and of sufficient size to process the number of riders in an orderly manner. Any posted instructions in this office must be written in both English and the language of the host country.

**Q. THE PUBLIC ADDRESS SYSTEM** - The public address system must be capable of projecting the announcer's voice to all parts of the track, the riders' area and the staging area. Announcements are to be made in both English and the language of the host country.

**R. PARKING AND SPECTATOR FACILITIES**

1. Parking for a number of cars commensurate with the anticipated size of each race must be available in the vicinity of the track. On race days parking areas shall be adequately staffed to assure the orderly flow of traffic and the systematic parking of automobiles.
2. Spectator facilities including, without limitation, seating, washrooms and food service, with capacities appropriate to the numbers listed below, shall be provided for the following events:
  - International BMX Events: 3,000 spectators;
  - Continental BMX Championship/Challenge events: 5,000 spectators;
  - BMX World Cup events: 3,000 spectators;
  - World BMX Championship/Challenge events: 7,500 spectators.
3. Separate food service facilities shall be provided for competition commissaires and officials.

**S. INDOOR EVENTS** - Indoor BMX events may be held on tracks with earthen, wooden or concrete surfaces, having obstacles constructed of similar materials. The rules set forth in this section shall apply equally to indoor events.

## IX

Section **COMPETITION COMMISSAIRES AND OFFICIALS**

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

- A. TECHNICAL DELEGATE** - For World Championships events, the Technical Delegate is proposed by the UCI BMX Commission and appointed by the UCI Management Committee.

The Technical Delegate shall:

1. Supervise the technical aspects of the events.
2. Be the liaison between the UCI headquarters and the UCI BMX Commission.
3. Make an advance inspection of the site, meet with the organisers and immediately make a site inspection report to the UCI BMX Commission and provide a copy of this report to the organiser.
4. Oversee and follow up with the organiser in the lead up to the event to ensure the recommendations from the site inspection report have been implemented as appropriate.
5. Be on site prior to the first official training session and carry out an inspection of the venue and the track in conjunction with the Chief Commissaire and the organiser; the final determination for the course and any changes will have to be approved by the Technical Delegate.
6. Make a general event report to the UCI BMX Commission; this report may be copied to the organiser.
7. Make a confidential report on the work of the Commissaires panel.
8. Coordinate the team/rider meetings.

- B. RACE DIRECTOR** - The race director, with the assistance of the commissaires, shall be responsible for the following:

1. Establishing and maintaining a timetable of events;
2. Enlisting and organizing of all commissaires, officials and administrative staff in numbers which are commensurate with the size of the event;
3. Arranging for the equipment necessary to conduct a race;
4. Acquiring, displaying and presenting trophies and other awards.

**C. RACE COMMISSAIRES**

1. The race commissaires shall be responsible for assuring the observance of all rules governing any event.
2. Race commissaires must have the following qualifications:
  - a. They must be fluent in the English language or have English interpretation available;
  - b. Except for UCI World BMX Championship/Challenge races, they may not be either directors or officers of the UCI. At UCI World BMX Championship/Challenge races only, the UCI BMX Commission, acting in the interest of the sport of BMX, may from time to time and as necessary, appoint one or more of its directors or officers to occupy a commissaire/official position and/or act in a commissaire/official capacity.

3. All commissaires must wear some form of distinctive clothing so that they may be readily identified by competitors and team managers.
4. One commissaire shall be designated as the chief commissaire and shall rule on all disputes and protests involving riders, commissaires, officials and team managers.
5. The chief commissaire as described in paragraph 4. above, may be assisted by an assistant chief commissaire.  
The assistant chief commissaire shall assist the chief commissaire in the completion of his duties and shall act as the chief commissaire's representative when the chief commissaire is not available.

**D. CHIEF ADMINISTRATION COMMISSAIRE** - The chief administration commissaire shall be responsible for the registration and classification of all riders at the event, the processing and posting of the moto sheets, and the processing of all results (both intermediate and final results). The chief administration commissaire shall be assisted by a sufficient number of administrators, as described in paragraph E.7. below.

**E. FINISH LINE COMMISSAIRE**

1. There shall be a minimum of 5 qualified finish line commissaires, who shall be responsible for recording in writing the finish positions of every rider as he crosses the finish line in each race. The official finish positions of each race shall be determined by a simple majority of the finish line commissaires. The official finish results shall be transmitted to the moto sheet administrator(s) for notation on the moto sheets.
2. When a lap time scoring system is utilised, there shall be a lap time scoring operator who shall be responsible for recording the finish line position of every rider as he crosses the finish line in every race.  
*(text modified on 1.01.04; 16.07.04).*

**F. OFFICIALS**

1. **Inspectors** - Inspectors shall be responsible for inspecting every rider's bicycle and safety equipment prior to practice to assure compliance with these rules.
2. **Starter** - The starter shall be responsible for conducting the start of each race. The starter shall operate the starting gate, and perform such other actions as are necessary and appropriate to assure that each race has a safe and fair start. The starter may recommend to the chief commissaire that a rider obstructing the starter from carrying out his duties be penalized.  
When a lap time scoring system is utilised, the starter must first confirm with the staging official any rider who fails to present himself at the start gate and then ensure that the operator of the timing system and his equipment is ready before he begins the starting procedure of a race.
3. **Race Officials** - Race officials shall be responsible for monitoring the conduct of the riders on the track and for notifying other officials of conditions on the track which may warrant their attention. The chief commissaire shall determine the number of race officials necessary for an event. Race officials shall be stationed along the track at each corner and near all obstacles and jumps. Race officials shall make written notes of any rule infringements or incidents that they witness. These notes shall be made available upon request by the chief commissaire.
4. **First Aid** - At least one ambulance and an adequate number of first aid staff including a licensed physician shall be in attendance during all practice and race sessions. Both the ambu-

lance and first aid personnel must be stationed in the infield and a clear exit route for the ambulance leading to a public thoroughfare must be provided and maintained throughout the progress of the event. Neither practice nor race sessions may take place unless proper medical services are available.

- 5. Track Announcer** - The track announcer shall be responsible for making formal announcements concerning the competition and for informing riders, spectators, commissaires and officials of any changes to the race schedule.
- 6. Course Commentator** - The course commentator shall provide a commentary of all races for the benefit of the spectators. He shall not comment on any matter which is opposed to the interests of the UCI or to the sport of BMX in general. Neither shall he pre-judge the results of any race or comment on possible rule infractions which he may observe.
- 7. Administrators**
  - a. Entry administrators shall be responsible for the following:
    - receiving and checking for conformance with entry regulations all riders' entry forms and/or permit applications;
    - establishing a list of entrants in each class of racing and sequentially ordering the classes.
  - b. Moto sheet administrators (scorers) shall be responsible for dividing the total number of entrants in each class into motos of not more than eight riders and for recording their names on the appropriate moto sheets.
  - c. Moto sheet officials shall be responsible for posting the moto sheets on the moto boards. These sheets shall be posted in order by age group with each race number clearly visible.
- 8. Staging Officials** - Staging officials shall be responsible for directing riders into the proper staging lanes. They shall announce each race number, age group, and the names of every rider in each race. A copy of the moto sheets shall be made available to the senior staging official.
- 9. Starting Hill Officials** - Starting hill officials shall be responsible for directing riders from the staging lanes to the starting gate during all rounds of racing. They shall position themselves at the rear of the starting hill and permit only those riders in the next scheduled moto to proceed up the hill to the gate. Starting hill officials shall have the authority to refuse a start to any rider whose safety equipment does not conform to these rules.
- 10. Finish Line Area Control Officials** - Finish line area control officials shall be responsible for controlling the passage of riders and other persons into and out of the finish line area. They shall be stationed at each point of access or exit to the finish area and prevent the entry of parents, team managers and spectators except where medical emergencies warrant their presence. Finish line area control officials shall also be responsible for maintaining order among the riders waiting at the finish poles following their races.
- 11. Marshals** - The host organization shall provide a sufficient number of marshals to ensure the safety of the riders and spectators. Marshals must wear some form of distinctive clothing or other object so that they may be readily identified.
- 12. Lap Time Scoring Operator** - The lap time scoring operator shall supervise fitment of the provided transponder on each rider's bicycle at registration. He shall also be responsible for the setting up and operation of the lap time scoring system and for passing rider finish line position results to the administrators for posting on the moto boards.  
*(text modified on 16.07.04).*

**PART C**

The rules in Part C of this rule book, which comprises Section X through XIV, set forth the manner in which a UCI sanctioned BMX event shall be conducted. All commissaires, officials and riders participating in a UCI sanctioned BMX event are expected to be familiar with and to observe the rules of Part C.

**X****Section GENERAL COMPETITION RULES****A. LICENCES, AFFILIATIONS AND GENERAL CONDUCT**

1. A rider must be at least 5 years of age to compete in a UCI sanctioned BMX event. The minimum age of 5 refers to the real calendar age on the day of race commencement and deviates from the age determination as described in paragraph B.1. underneath.
2. A rider must hold a current recognized licence from a UCI member organization. No rider whose licence has been suspended by any member organization shall be permitted to compete at a UCI sanctioned event during the term of his suspension. No rider may participate in activities organized by a member organization that has been suspended, save in application of article 18.2. of the UCI Constitution.

No rider may participate in a race that has not been included in a national, continental or world calendar or that has not been recognized by a UCI affiliated national federation, continental federation or the UCI.

A member organization may grant special exceptions for races or particular events which are run in its own country.

Breaches of the above rules shall render the rider liable to one month's suspension and a fine of CHF 50.00 to CHF 100.00.

3. The definition of the country a rider shall ride for at UCI sanctioned BMX events is subject to the following rules:

- a. A rider may be selected solely by the federation of his nationality to ride in World BMX Championship/Challenge events, BMX World Cup events, Continental BMX Championship/Challenge events and international BMX competitions, regardless of the federation that issued his licence. The rider shall be subject to the regulations and the discipline of the member organization of his nationality in all matters concerning his selection for the national team and shall be represented by this national federation's team manager.

A stateless rider may be selected only by the national federation of a country where he has been continuously in residence for at least five years.

- b. A rider holding multiple nationality shall be required to choose between them on the occasion of first applying for a licence. This choice of nationality shall be final for the rider's entire career, unless he loses that nationality for any reason, without prejudice to the application of item c. below.

The rider shall be deemed to hold the nationality thus chosen for any matter regarding the UCI regulations.

Subject to the following conditions, a rider may choose another nationality which he legitimately holds:

- 1) At the time of this initial choice of nationality the rider was a minor according to the legal system of each of the nationalities involved, and

- 2) If the choice is made on the occasion of his first application for a licence following the point at which he reaches the age of majority according to the legal system of each of the nationalities involved.
- c. A rider who acquires a new nationality may choose this nationality. Such a choice shall be final, and shall be made at the latest by the second application for a licence following the acquisition of the new nationality.
4. A rider competing outside his country of nationality should be aware that the country in which that rider intends to compete, may require additional insurance levy to cover indemnification of the rider, in order to compete. It is that rider's responsibility to ascertain this information.
5. All riders must observe these rules and follow all instructions given them by any commissaire or official at any time during the course of the event. Every rider must at all times observe such conduct as reflects the ideals of good sportsmanship and avoid any conduct which may bring himself or the sport of BMX into disrepute. The use of obscene or foul language is forbidden. Riders using such language will be penalized in a manner to be determined by the chief commissaire.
6. Any rider found to be competing while intoxicated will be disqualified for the event and may suffer further penalty at the discretion of the UCI BMX Commission.

**B. CLASSES**

1. Riders registered to compete in an event will be classified according to their age, gender, bicycle style and level. Two styles of bicycles are recognized: standard, with a rim size of the wheel shall be 20" nominal diameter. The total diameter of the wheels, inflated tires included, shall not exceed 22 1/2" (57 cm). The total diameter of the wheels, inflated tires included, in the cruiser class shall measure at least 22 1/2" (57 cm), and the total diameter of the wheels, inflated tires included, shall be no larger than 26" in diameter. The age class a rider is eligible to ride is determined by his age which shall be calculated by deducting the year of birth from the current year.  
*(text modified on 1.01.05).*
2. The BMX competition classes recognized by the UCI are as follows:

a. AGE CLASSES (standard bicycles):

**Championship level**

- Elite Men - 19 & over;
  - Elite Women - 19 & over;
  - Junior Men - 17 & 18;
  - Junior Women - 17 & 18;
- (4 classes).

**Challenge level**

- Boys - 5 & 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16;  
(11 classes).
- Girls - 5-7, 8, 9, 10, 11, 12, 13, 14, 15, 16;  
(10 classes). Applicable to World and Continental BMX Challenge competitions.
- Girls combined - 5-8, 9 & 10, 11 & 12, 13 & 14, 15 & 16;  
(5 classes). Applicable to regular international BMX competitions.

Men - 17-24;  
 Men - 25-29;  
 Men - 30 & over;  
 (3 classes).

- b. CRUISER CLASSES (cruisers, male/female riders):

**Championship level**

Elite Cruiser - 19 & over;  
 Junior Cruiser - 17 & 18;  
 Elite Women Cruiser - 19 & over;  
 Junior Women Cruiser - 17 & 18;  
 (4 classes).

**Challenge level**

12 & under, 13 & 14, 15 & 16, 17-29;  
 30 - 34, 35 - 39, 40 - 44, 45 & over;  
 Women Cruiser - 18 & under;  
 Women Cruiser - 19 & over;  
 (10 classes).

TOTAL: 42 classes (37 classes in case of combined Girls classes).  
*(text modified on 14.07.03; 1.01.06).*

A rider aged 17 years or over may choose to compete at either elite or Challenge level, namely in the appropriate age and gender group in 20" and/or cruiser. This choice of competing level shall be made for a whole year, running from January 1 until December 31.

All the above-mentioned age classes and cruiser classes are subject to supplemental regulations for World Championship/Challenge events, BMX World Cup events and Continental Championship/Challenge events.

*(text modified on 14.07.03).*

3. Nine riders shall constitute a class. If fewer than nine riders register for a class, they will be combined with the next older age class, but with the restriction that no competing class at Championship level can be combined with a competing class at Challenge level and vice versa. If the adequate numbers of nine riders are registered, the class will be run even if less rider show up. The only exception to the above combination rules are the cruiser classes with a maximum age of more than 34, which shall be combined with the next younger age class. In any case that an under-subscribed class cannot be combined according to the above rules, this class shall not be run.  
 If nine or more riders register for a class and are present on race day, the class will not be combined in those cases where injury or illness prevents the requisite number from actually engaging in competition.
4. Except as provided by the combination rules, no rider is permitted to compete outside of his age or gender group.

- c. FLAGS** - Flags of the colours listed below are used by track officials as a means of communicating with each other and to riders on the track. These flags have the following meanings:

**GREEN FLAG:** The course is unobstructed and racing can proceed.

YELLOW FLAG: The course is obstructed and racers should be held at the gate.

RED FLAG: Riders on the track should stop immediately and return to the starting gate to await further instruction.

#### **D. PRACTICE AND RIDERS' MEETING**

1. No rider will be permitted to ride on the track until his bicycle and safety equipment have been inspected by an appropriate official. No bicycle will be permitted on the track unless it bears an official mark indicating that it has passed inspection.
2. At least one official practice session must precede the racing at any event. Separate practice times shall be allocated to each age class or other designated group. Each group shall have as a minimum time allowance that period which will allow all its riders to complete at least four laps including practice gate starts.  
*(article modified on 1.01.05).*
3. After practice has concluded, the chief commissaire may call a team managers' meeting. The purpose of this meeting shall be to inform team managers of any supplemental regulations that may be in force during the race and to give further instructions regarding the general conduct of the race.

#### **E. RACE SCHEDULE, TRANSFERS AND SCORING**

1. The schedule of races shall be established according to the procedures set forth in Appendix 3.
2. The competition schedule and race order shall be posted on the information board. Moto sheets posted on the information board must indicate:
  - a. Each rider's name and plate number;
  - b. The race number;
  - c. The qualifying round to which riders will transfer;
  - d. The starting positions for each moto.
3. Scoring
  - a. For each moto in which he competes, a rider shall receive a point score equal to his finish position in the race, with the rider in first place earning one point and so on down to the eighth place rider, who will receive 8 points. The riders with the lowest total points earned in the motos transfer to the next stage of competition in accordance with the rules set forth in Appendix 3.  
In elimination rounds the top 4 finishing riders will transfer to the next stage of competition, with the exception of BMX World Cup events to which the rules set forth in Appendix 4, paragraph B. shall apply.
  - b. A rider must compete in all motos in order to be eligible for the next stage of competition.
  - c. A rider who fails to start in a moto will be scored as a Did Not Start. For the purpose of determining transfer eligibility, a rider will be awarded 2 more than last place points for his first «DNS». Last place points being equal to number of riders in moto plus 2 more. The rider will be ineligible to transfer if he fails to start more than one moto. To determine the first «DNS» and for scoring purposes it will be recorded as «CR» meaning the rider was given a «credit» for the finish of last plus two.
  - d. A rider who starts but does not complete a moto will be recorded as "Did Not Finish (DNF)" and will receive a score equal to the number of riders who started the moto. This rider will be eligible to transfer.

- e. If two or more riders in a class complete the motos with equal scores, then they will be ranked according to their respective finishes in the last moto. However, whenever a lap time scoring system is utilised, the rider with the best recorded time will be determined the winner.

*(text modified on 16.07.04; 1.01.06).*

## **F. STAGING AND STARTING POSITIONS**

1. The gate starting positions for motos shall be determined according to the rule set forth in Appendix 2 and shall be indicated on the moto sheets.
2. The starting position for all rounds of racing following the motos shall be determined by drawing lots. The only exceptions are as follows:
  - a. At BMX World Cup events the rules set forth in Appendix 4, paragraph B. shall apply.
  - b. At UCI sanctioned BMX events where a UCI authorized computer race programme is used, starting positions for all rounds of racing following the motos will be determined at random by the computer.
3. All riders must start in their designated gate positions. The penalty for starting from any other gate position is disqualification.
4. It is each rider's responsibility to be in the staging area and on the gate at the appropriate times.

## **G. THE START**

1. A BMX race shall be started using one of the following procedures:
  - a. Where an electronically controlled starting gate is used, the starter's call will be:
    - 1) «Attention» or «Set them up» (optional). The starter will hold Stage 1 of the call until satisfied that the start is safe to proceed and will only then activate the voice box starting system. The recorded commands of the voice box shall be as follows:
      - 2) «Riders ready»
      - 3) «Watch the lights» or «watch the gate» (optional).Only in Stage 1 can the start be held by the starter. The starter will recommence with stage 1 of the call.  
*(text modified on 1.01.04).*
  2. The voice box starting system is a facility that replaces the starter's voice.
    - a. Where an electronically controlled starting gate in combination with a voice box supported starting system is used, the recorded commands of the voice box shall be as follows:
      - 1) «Attention» or «Set them up» (optional). The starter will hold Stage 1 of the call until satisfied that the start is safe to proceed and will only then activate the voice box starting system. The recorded commands of the voice box shall be as follows:
        - 2) «Riders ready»
        - 3) «Watch the lights» or «watch the gate» (optional).Only in Stage 1 can the start be held by the starter. The starter will recommence with stage 1 of the call.  
*(text modified on 1.01.04).*
      - b. The basic requirements for a voice box starting system shall be as follows:
        - 1) The recorded commands must be clear and audible to all competitors on the gate.
        - 2) The voice box starting system must be entirely integrated with the lights and the gate controls.

- 3) The cut off point for manual control of the voice box starting system shall be at the conclusion of the "Riders ready" command.
  - 4) The auto command of «Watch the lights» or «Watch the gate» (optional) sets the system into irretrievable motion and cannot be stopped.
  - 5) At the moment of the word «lights» or «gate» (optional), the voice box starting system shall auto engage the running of the light system and subsequently the gate drop procedure.
3. When a gate start is used, each rider's front wheel must be placed against the gate, be grounded and remain stationary during the starter's call.
  4. A rider will be penalized for leaving his lane whereby causing interference with the progress of another rider during the first 10 metres of the race. A penalty for this infringement shall be imposed by the chief commissaire, following the guidelines as described in Section XII, paragraph A.

## **H. CONDUCT ON THE TRACK**

1. Riders who have registered for a competition are the only riders allowed to ride or practice on any part of the track on the days of the competition.
2. The chief commissaire is the final authority at any competition and has the right to impose a penalty on any competitor, parent, spectator or team manager in the interests of safety or for violation of these rules, following the guidelines as described in Section XII, paragraph A.
3. If a race is stopped by officials before its conclusion, the riders in the race must return to the starting line immediately and await instructions.
4. A restart will be signalled by the blowing of a horn or other audible device. A re-run of a moto, qualifying round or final will take place only if, in the opinion of the chief commissaire, the running of the race has been adversely affected by interference on the part of a spectator, animal or other outside agency.
5. If a rider falls or is forced to stop due to a bicycle malfunction during a race, his first responsibility shall be to remove himself and his bicycle from the course in order to give the least obstruction to other riders. If a rider cannot or does not get up after a fall, he may be moved only by first aid attendants or with the permission of a licensed physician.
6. Any rider who leaves the course during a race must, regardless of the circumstances, re-enter the course at the nearest safe point. He shall not interfere with the progress of any other rider or cut the course in order to gain an advantage. Any rider who cuts the course and gains an advantage will be penalized for this infringement by the chief commissaire, following the guidelines as described in Section XII, paragraph A.
7. A rider shall not cause any part of his person or bicycle to come into contact with another rider's person or bicycle during a race with the intention of impeding that rider's progress so as to overtake him or cause him to be overtaken by another rider. A penalty for this infringement shall be imposed by the chief commissaire, following the guidelines as described in Section XII, paragraph A.
8. The lead rider shall have the right to choose his line on the track and through the corners. When on the final straight, however, the lead rider shall not deliberately obstruct another rider from passing. A penalty for this infringement shall be imposed by the chief commissaire, following the guidelines as described in Section XII, paragraph A.
9. Team riding or helping other competitors to gain a higher finishing position is prohibited. A penalty for this infringement shall be imposed by the chief commissaire, following the guidelines as described in Section XII, paragraph A.

10. Team managers, parents, and others in the company of a rider shall not interfere with a race on behalf of a team or a rider. A penalty for this infringement shall be imposed by the chief commissaire, following the guidelines as described in Section XII, paragraph A.
11. After crossing the finish line in a race, each rider shall proceed to the area where the finish poles assigned to the race are located and stand beside the pole whose number corresponds with his finish position. Each rider shall remain in that location until he is dismissed by a race official. This rule does not apply when finish line video camera equipment is in use at the finish line.

## **I. THE FINISH**

1. A rider shall have finished at the moment when the tyre of the front wheel touches the vertical plane rising from the starting edge of the finish line.
2. When a lap time scoring system is utilised and a rider does not finish a race (DNF), the Chief Commissaire must immediately confirm the rider's finish result to the Lap Time Scoring Operator in order for the timing operator to manually shut down the timing of that race and for that rider to be scored.
3. When a lap time scoring system is utilised it is mandatory that riders refrain from riding back towards the finish line area once they have completed their race and/or crossing the finish line from the other direction in order to prevent any interference with the timing system.  
*(text modified on 16.07.04).*

# **XI**

## **Section COMPETITION EQUIPMENT**

### **A. INSPECTION**

1. Before official practice or before the start of any competition or event, the rider, his bicycle, helmet and clothing shall be subject to inspection by inspectors in order to ascertain whether or not this equipment conforms to these rules. The UCI makes no representation and/or statement of opinion as to the track worthiness of any bicycle, clothing, safety equipment or other gear which may be examined during the course of this inspection.
2. Any rider whose equipment is unsafe in the opinion of the inspectors or race commissaires, whether or not it fails to comply with a specific provision of these rules, shall not be permitted to ride on the track.
3. Any rider who does not comply with all instructions given to him by the inspector or race commissaires with respect to his equipment shall not be permitted to compete in any event.
4. When a lap time scoring system is utilised, the staging officials shall check each rider's bike to confirm that the provided transponder has been attached correctly. However, the rider is solely responsible for the correct attachment of the transponder during the race.  
*(text modified on 16.07.04).*

### **B. CLOTHING AND SAFETY EQUIPMENT**

1. Riders must wear the following gear whenever they are riding a bicycle on the track:
  - a. Helmets of either full face or open face construction; open face helmets must be equipped with mouth protectors.

- b. Long-sleeved shirts whose sleeves extend down to the rider's wrists.
- c. Long pants made of tear-resistant material whose legs must be tight fitting at the ankles. Short pants made of tear-resistant material are permitted if used together with knee and skin protection with a rigid surface.
- d. Gloves whose fingers completely cover the rider's finger tips.
- e. Elbow pads or «sliders» at any track whose riding surface consists of either wood or concrete. Riders shall be made aware of the necessity for using this gear prior to the date of any event which requires it.
- f. Every rider competing in a World BMX Championship/Challenge event must wear a national BMX jersey matching the jerseys of his fellow-countrymen. The only variation allowed shall be advertising on the jersey. The national jersey must be worn whenever a rider is engaged in activities on the track, prize giving ceremonies, press conferences, television interviews, autograph sessions and other occasions during the event, which require a good presentation to the media and the outside world.

Each national federation shall, no later than December 1 of each year, lodge a sample of its national BMX jersey (colours and layout) with the UCI, and this shall remain unchanged throughout the following calendar year.

*(text modified on 1.01.06).*

The following advertising is allowed on the base design lodged with the UCI:

1. On the front and back of the jersey, a rectangle with a maximum height of 10 cm and a maximum width of 30 cm.
2. On the area comprising shoulders and sleeves: a maximum height of 5 cm in a single line.
3. On the sides of the jersey: a lateral strip with a maximum width of 9 cm.
4. The maker's logo may appear once only on each jersey and must be of a maximum size of 25 cm<sup>2</sup> (5 cm x 5 cm).

At a Continental BMX Championship/Challenge and/or a regular international BMX event, a rider shall be allowed to wear a country's national jersey that is in accordance with the UCI rules for national BMX jerseys as described above. Whether the wearing of the national BMX jersey at a Continental BMX Championship/Challenge event is compulsory or not, shall be at the discretion of the continental host organization/federation hosting the event.

2. It is recommended that riders wear the following gear whenever they are riding a bicycle on the track:
  - a. Pants made of denim or other tear and abrasion resistant fabric.
  - b. Footwear with soft, flexible soles.

## **C. THE BICYCLE**

1. All bicycles used for competition must meet the following general specifications:
  - a. The rim size of the wheels of bicycles competing in the standard class shall be nominally 20" in diameter. The total diameter of the wheels, inflated tires included, shall not exceed 22 1/2" (57 cm). The total diameter of the wheels, inflated tires included, in the cruiser class shall measure at least 22 1/2" (57 cm), and the total diameter of the wheels, inflated tires included, shall be no larger than 26" in diameter.  
*(article modified on 1.01.05).*
  - b. Bicycles with 20" wheels may be raced only in standard classes. Cruisers may be raced only in cruiser classes.

- c. The bicycle's frame must be of sufficient strength to withstand the rigors of BMX racing and be devoid of any cracked or bent frame members or welds which are cracked or otherwise deficient.
  - d. Chain guards, side stands, mud guards, sheet metal accessories such as simulated fuel tanks, butterfly nuts, any superfluous welded or mechanically fastened fittings such as chain guard lugs, frame mounted reflectors and any other sharp protruding objects are not permitted.
  - e. Wheel axles may not protrude more than 5 mm beyond the hub nuts.
  - f. All components, accessories and other parts must be firmly attached to the bicycle.
2. Handlebars.
- a. Maximum width of handlebars on both standard bicycles and cruisers shall be 74 cm (29").
  - b. The maximum rise of handlebars on both standard bicycles and cruisers shall be 30 cm (12").
  - c. Handlebar grips are mandatory and must completely cover the ends of the handlebars.
  - d. Handlebars that are cracked or bent are not permitted.
3. Steering Head.
- a. The forks must turn smoothly in the headset bearing without binding or excessive play.
  - b. The stem may not protrude above the headset lock-nut by an amount that exceeds the manufacturer's recommendation or by more than 5 cm if no maximum height mark is inscribed on the stem.
4. Wheels.
- a. With the exception set forth in paragraph 4b. below, all bicycles used in the standard 20" class must be equipped with matching wheels that are nominally 20" in diameter. The total diameter of the wheels, inflated tires included, shall not exceed 22 1/2" (57 cm). The total diameter of the wheels, inflated tires included, in the cruiser class shall measure at least 22 1/2" (57 cm), and the total diameter of the wheels, inflated tires included, shall be no larger than 26" in diameter.  
*(article modified on 1.01.05).*
  - b. The bicycles of riders aged 6 and under may be equipped with wheels smaller than 20".
  - c. Wheels must be laced with the full complement of spokes for which the hubs and rims are intended. Spokes must be properly tensioned and hub bearings must be adjusted to eliminate noticeable play.
  - d. Tyres must be of one-piece construction and have tread sufficient to provide adequate grip on the particular surface that the track presents.
  - e. Tyres must be inflated to a pressure sufficient to assure safe riding under race conditions.
  - f. Quick release axles are not recommended but may be used if the release levers are taped or wired in the locked position.
5. Brakes.
- a. All bicycles entered in competition must be equipped with an effective rear brake, which may be operated either by foot (coaster brake) or hand (calliper brake).
  - b. The reaction arm of a coaster brake must be securely anchored to the frame by means of a mechanically fastened clip that completely surrounds and firmly grips the chain stay. Attachment of this arm to a lug brazed or welded to the stay is not permitted.
  - c. The rear brake cable must be secured to the frame.
  - d. A front brake may be fitted, but is not required.
  - e. The free end of the handbrake lever must be smoothly rounded or covered in such a manner as to prevent it from presenting a hazard.

- f. All exposed cable ends must be capped, soldered or covered to prevent fraying.
6. The Seat.
  - a. The seat base must be constructed of material that is sufficiently strong to resist penetration by the seat post.
  - b. The seat post must be secured to the seat tube by means of a seat post clamp. This clamp's fixing bolt may protrude from the body of the clamp by no more than 5 mm.
7. The Cranks, Pedals and Transmissions.
  - a. Cranks of either one-piece, two-piece or three-piece construction are permitted. Crank arms may be of any length so long as they do not compromise the bicycle's ground clearance.
  - b. The bottom bracket bearings must be adjusted so as to allow the cranks to spin smoothly and without noticeable play.
  - c. Pedals must be securely attached to the crank arms and adjusted so as to eliminate lateral motion of the pedal body along the pedal axle. Pedal axles must be of sufficient strength to withstand the rigors of competition. The teeth on pedal cages must be sufficiently pointed and prominent to offer effective grip on a rider's shoes without being so sharp as to pose a safety hazard. Toe clips and straps are not permitted. Interlocking pedal-cleat systems however are allowed. Where an interlocking pedal-cleat system is used, the rider must be able to demonstrate the ability to engage and release from the pedals upon any request from an official at an event.  
*(text modified on 1.01.04).*
  - d. Multiple speed gear systems are permitted.
8. Safety Pads.

The following safety pads, each having a minimum thickness of 1 cm are recommended:

  - a. A pad that surrounds the crossbar of the handlebars;
  - b. A pad that surrounds the top tube of the frame;
  - c. A pad that covers the stem connecting the handlebars to the fork.
9. Number Plates.
  - a. Each bicycle entered into competition must have a number plate attached to the front of the handlebars. The upper edge of this number plate may not extend above the crossbar safety pad on any handlebars having a crossbar.
  - b. Number plates must be made of plastic or other similar flexible material. A number plate shall have a height of 20-25 cm and a width of 25-30 cm.
  - c. Riders must use the plate and number colour combinations specified for the class in which they are racing as follows:

### **Championship level**

Elite Men, Elite Women, Elite Cruiser, Elite Women Cruiser

- Yellow plate, black numbers;

Junior Men, Junior Women, Juniors Cruiser, Juniors Women Cruiser

- Black plate, white numbers

### **Challenge level**

Men, Boys

- White plate, black numbers;

Girls

- Blue plate, white numbers;

Cruisers

- Red plate, white numbers.

- d. In all UCI sanctioned BMX events a rider must display the number assigned to him according to the rules set forth in Appendix 6. A rider who fails to display the correct number will not be scored.
- e. Each numeral on a number plate must be at least 80 mm high and be composed of lines having widths of at least 10 mm.
- f. The area of the plate that provides a background for the number must, during the entire duration of a competition, be kept free of markings, stickers or other impediments to the number's legibility. Riders may not cut, mutilate or put additional stickers or marking on their number plate if it's provided by the Organiser.  
*(article modified on 1.01.05).*

## **XII**

### **Section PENALTIES**

- A.** The chief commissaire may invoke any of the following censures against a rider who commits an infraction of these rules:
  - 1. An official warning - A rider may receive an official warning for certain misconduct. The first warning issued to a rider at an event carries no specific penalty other than the advice of the warning, however the issuance of a subsequent warning for the same, or any other offence, on the same day will result in the rider's disqualification from the event.
  - 2. Reversal of finishing positions - Two riders may be scored as if their actual finish positions were reversed. The only exception for this kind of penalty will be at BMX World Cup events, to which the rules set forth in Appendix 4, paragraph B. shall apply.
  - 3. A rider to be placed last in moto - A rider may be scored in last place regardless of his actual finish in a race. The only exception for this kind of penalty will be at BMX World Cup events, to which the rules set forth in Appendix 4, paragraph B. shall apply.
  - 4. Disqualification of a rider - A rider may be disqualified and thereby barred from further participation in either the competition class in which the infringement occurred or the entire event.
  - 5. Removal of an offender from the competition venue - The chief commissaire shall have the discretion to remove an offender from the competition venue for an offence against any of the provisions set down in this rule book.
  
- B.** The UCI BMX Commission may by its sole discretion and for cause suspend for any period of time, or permanently revoke, the licence entitling a rider to compete in a UCI sanctioned BMX event. The following offences will result in suspension:
  - 1. Competing under a false name.
  - 2. Use of false information relating to age, class, or other subject at the time of race registration in order to gain an unfair advantage.
  - 3. Conspiring with one or more other riders to pre-determine the outcome of any race.
  - 4. Offering, giving or receiving either directly or indirectly any bribe or other incentive intended to influence the outcome of a race either to or from any other person, including without limitation, riders, commissaires, officials and spectators at a BMX competition.
  - 5. Wilfully entering or riding a bicycle that does not conform to the rules of the competition, including altering, removing, tampering, or misrepresentation of a lap time scoring system device.

6. Altering the specification of any bicycle after inspection that results in an infringement of the rules of competition.
  7. Engaging in any unfair practice, misbehaviour or action detrimental to the sport of BMX, whether or not related to a specific event.
  8. Using any drug prohibited by the International Cycling Union (Union Cycliste Internationale).  
*(text modified on 16.07.04).*
- C.** Riders will be held accountable for the actions of their parents, team managers and any other persons in their company at a BMX competition or event. Any misconduct on the part of any of these persons may, at the discretion of a race commissaire or race director, result in the disqualification or suspension of the rider and the removal of the offending persons from the track area.

## **XIII**

### **Section PROTESTS AND APPEALS**

#### **A. GENERAL RULES ON PROTESTS**

1. In any UCI sanctioned BMX event a protest may be filed by a rider through that rider's national federation team manager, with the chief commissaire for any of the following:
  - a. The configuration of a bicycle, including any lap time scoring system device.
  - b. The classification of a rider;
  - c. The scoring of a rider:
    - 1) Utilising finish poles only (no video camera);
    - 2) Utilising video camera equipment only (no finish poles).
    - 3) Utilising Lap Time Scoring System.

Note: protests by riders during a competition are not allowed. Race commissaires/officials in charge shall make decisions on the spot through the chief commissaire in case of any incidents or irregularities occurring during the competition.

*(text modified on 16.07.04).*

#### **2. How to protest - 1.a. and 1.b.**

A rider wishing to make a protest arising under items 1.a. or 1.b. above, may do so only in writing. The protest must be submitted by the rider's team manager to the chief commissaire within 15 minutes of the conclusion of the race that has given rise to the protest. The chief commissaire will conduct an investigation and render a decision on the protest prior to the commencement of that rider's next round of racing.

#### **How to protest - 1.c. 1**

A rider wishing to make a protest on his scoring position (see item 1.c. 1) above), must signify his intention by raising his arm and not taking his place at the designated finish pole. The rider must thereafter inform an official as to the nature of his protest and remain in the designated area until he is dismissed by the chief commissaire. The chief commissaire or his assistant shall, after consultation with the finish line commissaires, render a decision.

**How to protest - 1.c. 2 & 1.c. 3**

If a rider disagrees with his finishing position as posted on the moto sheets, a written protest must be lodged with the chief commissaire. All finishes shall be posted within ten minutes of each race. The chief commissaire (or his assistant) and the chief scorer will view the video replay and render a decision (see item 1.c. 2) above).

Note: the national team manager(s) or the rider(s) involved in the protest may be called upon as required by the chief commissaire.

**In case of a video protest**

Should a situation arise in one of the three qualifying motos, where a clear decision cannot be determined from the video playback monitor, both riders will be scored with the better ranked finishing position. For example: a protest between 4th place and 5th place finishing position would in the case of a tied decision ultimately give both riders 4th place finish in that particular race.

In the case where a tie occurs in transferring or award positions, the "tie breaker" will be the rider's best finish in the qualifiers. The next "tie breaker" will be in descending order 3rd, 2nd, 1st moto finish result.

A video protest may only be filed within the time span of a round of motos. For example: if moto #42 of the first round is in the moto in which a rider wishes to view the video, then the video protest must be filed by moto #42 of the second round.

When protesting a transferring position, a rider must do so prior to that rider's next round of racing, whilst a protest against a rider's position in the main final shall be filed within 15 minutes after posting of the main final results.

If a protested race is not available on the video tape for viewing due to mechanical failure, the score sheets will determine the finish position of the race.

3. The chief commissaire shall have the power to impose a penalty up to and including disqualification of the rider as a result of any protest arising under item 1.a. or 1.b. The chief commissaire may also bring any matter involving a protest before the UCI BMX Commission and recommend the suspension of a rider if he considers the offence warrants this action.

*(text modified on 16.07.04).*

**B. APPEAL PROCEDURES APPLICABLE TO ALL INTERNATIONAL BMX RACES**

1. A decision of the chief commissaire, the chief administration commissaire or any other track official may be appealed to the UCI BMX Commission within one week of the conclusion of the competition that has given rise to the protest.
2. No appeal may be made on a decision based solely on the observation and judgement of a race commissaire or official and not involving the observance or interpretation of any rule.
3. An appeal must be made in writing, addressed to the UCI BMX Commission in care of the UCI office and accompanied by a fee of CHF 50.00. The UCI BMX Commission will consider the appeal at its next regular meeting and announce its decision promptly thereafter.
4. The decision of the UCI BMX Commission on any appeal is final.
5. If the UCI BMX Commission decides the appeal in favour of the appellant, the application fee will be refunded.
6. Any rider under suspension and not otherwise disqualified by these rules may be reinstated at the discretion of the UCI BMX Commission.

# XIV

## Section PART A: TEAM RACING

### APPLICABLE TO:

- NATIONAL TEAMS-CHALLENGE CLASSES
- TRADE/CORPORATE TEAMS – CHALLENGE CLASSES
- TRADE/CORPORATE TEAMS – CHAMPIONSHIPS CLASSES

Classes as described in Section X, Chapter B.

Team competition will be offered at World BMX Championship/Challenge events and Continental BMX Championship/Challenge events for two categories of teams, each at two different levels; National and trade teams, in the applicable classes as describe above. All team competition will be in accordance with the rules set forth in this section.

- A. CLASSES OF COMPETITION** - There shall be two categories of team competition: national teams and trade teams. Every nation having a sufficient number of riders registered at an event to field a team may compete against other national teams at that event in the appropriate national team class. Any corporation or other business entity that chooses to sponsor a team, may compete against other corporate sponsored teams in the appropriate trade team class.

- B. RIDER ELIGIBILITY AND OBLIGATIONS** - A rider may compete only on a national team of his home country as described in Section X , paragraph A.3., and for a single corporation or other business entity, whether or not he is also a member of a national team. No rider may compete for more than one corporation.

A rider with two licenses (20" and cruiser) may be entered for both classes for one and the same national team or trade team. A rider competing for a corporation or other business entity may be entered for more than one trade team of one and the same corporation, in either 20" or cruiser or both.

Each rider on a trade team must wear a team uniform matching the uniform of his team mates whenever he is engaged in competition on the track. A team uniform shall consist of at the minimum, a jersey. The only variations allowed will be pants, footwear, helmet, gloves and accessories. In case of the obligation to wear a national BMX jersey, it is possible that team mates come from a different country and thus have to wear different national jersey's. In that case there shall be unity in the design of the corporate sponsor's logo and name on the jersey. In the case of the obligation to wear a national BMX jersey, each rider on a National Team must wear a national jersey matching the jerseys of his team mates. The only variations on the uniform allowed will be pants, footwear, helmet, gloves, accessories and advertising on the jersey.

At BMX world cup events, a rider who competes on both a national team and a trade team shall wear the uniform of the national team.

A rider who fails to wear the proper uniform may not be allowed team points.

- C. TEAM COMPOSITION** - Both national and trade teams shall be made up of four (4) eligible riders who have been appointed by their team manager and who have agreed to be part of the team,

and a team manager who is an individual of at least eighteen years of age. The team manager shall be the only person authorized to communicate with competition commissaires and officials regarding any matters concerning team registration and team competition. Both national team managers and trade team managers shall have the same accredited rights.

The composition of both national teams and trade teams is further restricted as follows:

1. Teams at Challenge level shall be made up of riders in the challenge classes, but with a maximum of one rider, regardless of gender, from any challenge age group, a maximum of two riders from the cruiser challenge classes and a maximum of two riders from the girls classes on the final four-member team roster.

**D. REGISTRATION** - Each corporate and national organization with sufficient riders registered to compete in an event offering team competition may enter four-member teams into team competition according to the following restrictions:

1. One national team per national organization in the Challenge competition for national teams;
2. Up to three trade teams per corporate organization in the Championship competition for trade teams; Exception: at BMX World Cup events, only one trade team per corporate organization may be entered.

Each team manager must submit to the event registration office prior to the close of pre-registration the name of each team member that he wants to enter into team competition. Each pre-entry shall be accompanied by a team entry fee according to this rule book. Each team manager must submit to the chief administration commissaire at the event, on the day on which the competition begins and one hour before scheduled race time, a final and fully completed team sheet for each team entered, identifying each of the four riders and the classes in which shall be scored.

**E. SCORING**

1. The two different team scoring systems which are distinguished are as follows:
  - a. Team scoring system at World and Continental BMX Championship/Challenge events: Each team rider shall earn team points based on his finish positions in the motos and the final. A bonus will be added to the latter based on the number of qualifying rounds in the rider's class. Points to be awarded are as follows:

<b>Finish position in motos and final</b>	<b>Points earned</b>	<b>Earliest qualifying round</b>	<b>Bonus points</b>
1st	20	Semi	5
2nd	18	Quarter	10
3rd	16	Eighth	15
4th	14	Sixteenth or lower	20
5th	12		
6th	10		
7th	8		
8th	6		

- b. Team scoring system at BMX World Cup events: Each team rider shall earn team points based on his finish positions in the motos, all qualifying rounds and the final. Points to be awarded are as follows:

<b>Main</b>	<b>Dropping out semi-finalists of both semis together</b>	<b>Points to gain in each moto, 1/8 and 1/4 final</b>
1. 22 points	9. 8 points	1. 3 points
2. 18 points	10. 7 points	2. 2 points
3. 15 points	11. 6 points	3. 1 point
4. 13 points	12. 5 points	
5. 12 points	13. 4 points	
6. 11 points	14. 3 points	
7. 10 points	15. 2 points	
8. 9 points	16. 1 point	

2. Each team's score shall be equal to the sum of the points earned by the four team riders. In case a corporate organization has entered more than one team for a trade team class, the score shall be equal to the highest team score earned by any of the teams it has entered into that particular class.
3. Each team manager must submit to the chief administration commissaire for verification of scores, within twenty minutes of the end of the last final, a complete tabulation of the points earned by each of his teams. Team sheets turned in late could mean forfeiture of any protest that may result in relation to team scores.

**F. FINISHES AND AWARDS**

1. Both national and trade teams will be ranked with other teams in their same class according to their team scores with first-place ranking in each class going to the team with the highest score. Ties in scoring shall be resolved as follows:
  - a. First in favour of the team whose riders have earned the greater number of first-place finishes in their finals;
  - b. Then, if a tie still remains, in favour of the team which has earned the greater number of team points in the finals;
  - c. Then, if a tie still remains, in favour of the team which has earned the greater number of team points in the motos;
  - d. Then, if a tie still remains, team places will be decided by one toss of a coin.
2. Trophies, to be provided by the host organization, will be awarded to the top three finishing teams in each class of team racing. The first-place teams at the World BMX Championship/Challenge and Continental BMX Championship/Challenge events will also be awarded an official title at both Championship and Challenge level.

**PART B: TEAM RACING**

[abrogated on 1.01.06].

**PART D - MISCELLANEOUS**

**APPENDIX 1**

**ENTRY FORM FOR:**

- **NATIONAL TEAMS – CHALLENGE CLASSES**
- **TRADE/CORPORATE TEAMS – CHALLENGE CLASSES**
- **TRADE/CORPORATE TEAMS – CHAMPIONSHIPS CLASSES**

**WORLD AND CONTINENTAL BMX CHALLENGE EVENTS**

- \* National Team: .....
- \* Trade Team: .....
- \* Team Manager: .....
- \* Location of Race: ..... Date: .....

Name of Rider	Bike No.	Country	Class	Age Group	Finish in Motos			Finish in Main		Bonus Pnts	Rider Total Pnts
					1.Pts	2.Pts	3.Pts	Result	Pnts		
1.											
2.											
3.											
4.											

- 1st place = 20 points
- 2nd place = 18 points
- 3rd place = 16 points
- 4th place = 14 points
- 5th place = 12 points
- 6th place = 10 points
- 7th place = 8 points
- 8th place = 6 points

\* Turn in this form immediately following the Main Event, complete with all points totalled. This is the responsibility of the Team Manager.

Total Team Points: \_\_\_\_\_

**Earliest Qualifying Round**

- Bonus Points**
- 1/2            5 points
- 1/4            10 points
- 1/8            15 points
- 1/16          20 points
- or lower

**Registration of Team**

Signature of Team Manager

Signature of Registration Official/UCI

\_\_\_\_\_ (1 copy for Team Manager)

\_\_\_\_\_ (1 copy for Registration)

**ENTRY FORM FOR:**

- **NATIONAL TEAMS – CHAMPIONSHIPS CLASSES**

**WORLD CUP, WORLD AND CONTINENTAL BMX CHAMPIONSHIP EVENTS**  
[abrogated on 1.01.06].

**APPENDIX 2****STARTING POSITIONS**

Starting positions to be filled out on the second page of the racing sheets, applicable to all UCI sanctioned international BMX events, including UCI World BMX Championship/Challenge events, BMX World Cup events and Continental BMX Championship/Challenge events:

<b>Moto 1</b>	<b>Moto 2</b>	<b>Moto 3</b>
8	2	3
7	6	1
6	3	5
5	1	7
4	8	2
3	5	6
2	7	4
1	4	8

**APPENDIX 3****TRANSFER SYSTEM**

When more than 8 riders have registered in a class, it will be necessary to place them in motos of no more than 8 riders. After 3 motos have been run, the top 4 riders in each moto transfer on to either the semi-finals or the final. The transferring of riders from moto to the next and subsequent qualifying rounds shall be according to the order in which they are listed on the moto sheets, from top to bottom. This transfer system shall be applicable to all UCI sanctioned international BMX events. The only exceptions will be World Championships (20" competing classes at elite and junior level only), BMX World Cup events and European Elite/Junior Championship rounds, to which the rules set forth in Appendix 4 apply.

**9 - 16 RIDERS (2 MOTOS)**

Riders are transferred according to the overall position gained in the motos. The top four riders in each moto shall transfer to the final. Exception: in case of a number of 9 riders, the top three riders of the 4 rider moto, and the top four riders of the 5 rider moto shall transfer to the 7 rider final.

# Riders	Moto	
	1	2
9	5	4
10	5	5
11	6	5
12	6	6
13	7	6
14	7	7
15	8	7
16	8	8

**17 - 19 RIDERS (3 MOTOS)**

Riders are transferred according to the overall position gained in the motos. The top four riders in each moto shall transfer to two 6 rider semi-finals as per the following:

# Riders	Moto		
	1	2	3
17	6	6	5
18	6	6	6
19	7	6	6

MOTO	# RIDERS	SEMI 1	SEMI 2
1	6 - 7	1st - 4th	
2	6	1st - 2nd	3rd - 4th
3	5 - 6		1st - 4th

The top four riders in each semi-final shall transfer to the final.

**20 - 32 RIDERS (4 MOTOS)**

Riders are transferred according to the overall position gained in the motos. The top four riders in each moto shall transfer to two 8 rider semi-finals as per the following:

# Riders	Moto			
	1	2	3	4
20	5	5	5	5
21	6	5	5	5
22	6	6	5	5
23	6	6	6	5
24	6	6	6	6
25	7	6	6	6
26	7	7	6	6
27	7	7	7	6
28	7	7	7	7
29	8	7	7	7
30	8	8	7	7
31	8	8	8	7
32	8	8	8	8

MOTO	# RIDERS	SEMI 1	SEMI 2
1	5 - 8	1st - 4th	
2	5 - 8	1st - 4th	
3	5 - 8		1st - 4th
4	5 - 8		1st - 4th

The top four riders in each semi-final shall transfer to the final.

**33 - 39 RIDERS (6 MOTOS)**

Riders are transferred according to the overall position gained in the motos. The top four riders in each moto shall transfer to four 6 rider quarter finals as per the following:

# Riders	Moto					
	1	2	3	4	5	6
33	6	6	6	5	5	5
34	6	6	6	6	5	5
35	6	6	6	6	6	5
36	6	6	6	6	6	6
37	7	6	6	6	6	6
38	7	7	6	6	6	6
39	7	7	7	6	6	6

MOTO	# RIDERS	QTR 1	QTR 2	QTR 3	QTR 4
1	6 - 7	1st - 4th			
2	6 - 7	1st - 2nd	3rd - 4th		
3	6 - 7		1st - 4th		
4	5 - 6			1st - 4th	
5	5 - 6			1st - 2nd	3rd - 4th
6	5 - 6				1st - 4th

The sixteen qualifying riders after the quarter finals shall transfer to two 8 rider semi-finals as per the following:

QTR	# RIDERS	SEMI 1	SEMI 2
1	6	1st - 4th	
2	6	1st - 4th	
3	6		1st - 4th
4	6		1st - 4th

The top four riders in each semi-final shall transfer to the final.

**40 - 64 RIDERS (8 MOTOS)**

Riders are transferred according to the overall position gained in the motos. The top four riders in each moto shall transfer to four 8 rider quarter finals as per the following:

# Riders	Moto							
	1	2	3	4	5	6	7	8
40	5	5	5	5	5	5	5	5
41	6	5	5	5	5	5	5	5
42	6	6	5	5	5	5	5	5
43	6	6	6	5	5	5	5	5
44	6	6	6	6	5	5	5	5
45	6	6	6	6	6	5	5	5
46	6	6	6	6	6	6	5	5
47	6	6	6	6	6	6	6	5
48	6	6	6	6	6	6	6	6
49	7	6	6	6	6	6	6	6
50	7	7	6	6	6	6	6	6
51	7	7	7	6	6	6	6	6
52	7	7	7	7	6	6	6	6
53	7	7	7	7	7	6	6	6
54	7	7	7	7	7	7	6	6
55	7	7	7	7	7	7	7	6
56	7	7	7	7	7	7	7	7
57	8	7	7	7	7	7	7	7
58	8	8	7	7	7	7	7	7
59	8	8	8	7	7	7	7	7
60	8	8	8	8	7	7	7	7
61	8	8	8	8	8	7	7	7
62	8	8	8	8	8	8	7	7
63	8	8	8	8	8	8	8	7
64	8	8	8	8	8	8	8	8

MOTO	# RIDERS	QTR 1	QTR 2	QTR 3	QTR 4
1	5 - 8	1st - 4th			
2	5 - 8	1st - 4th			
3	5 - 8		1st - 4th		
4	5 - 8		1st - 4th		
5	5 - 8			1st - 4th	
6	5 - 8			1st - 4th	
7	5 - 8				1st - 4th
8	5 - 8				1st - 4th

The sixteen qualifying riders after the quarter finals shall transfer to two 8 rider semi-finals as per the following:

QTR	# RIDERS	SEMI 1	SEMI 2
1	8	1st - 4th	
2	8	1st - 4th	
3	8		1st - 4th
4	8		1st - 4th

The top four riders in each semi-final shall transfer to the final.

**65 - 79 RIDERS (12 MOTOS)**

# Riders	Moto											
	1	2	3	4	5	6	7	8	9	10	11	12
65	6	6	6	6	6	5	5	5	5	5	5	5
66	6	6	6	6	6	6	5	5	5	5	5	5
67	6	6	6	6	6	6	6	5	5	5	5	5
68	6	6	6	6	6	6	6	6	5	5	5	5
69	6	6	6	6	6	6	6	6	6	5	5	5
70	6	6	6	6	6	6	6	6	6	6	5	5
71	6	6	6	6	6	6	6	6	6	6	6	5
72	6	6	6	6	6	6	6	6	6	6	6	6
73	7	6	6	6	6	6	6	6	6	6	6	6
74	7	7	6	6	6	6	6	6	6	6	6	6
75	7	7	7	6	6	6	6	6	6	6	6	6
76	7	7	7	7	6	6	6	6	6	6	6	6
77	7	7	7	7	7	6	6	6	6	6	6	6
78	7	7	7	7	7	7	6	6	6	6	6	6
79	7	7	7	7	7	7	7	6	6	6	6	6

MOTO	# RIDERS	1/8 1	1/8 2	1/8 3	1/8 4	1/8 5	1/8 6
1	6-7	1-4					
2	6-7	1-4					
3	6-7		1-4				
4	6-7		1-4				
5	6-7			1-4			
6	5-7			1-4			
7	5-7				1-4		
8	5-6				1-4		
9	5-6					1-4	
10	5-6					1-4	
11	5-6						1-4
12	5-6						1-4

1/8	# RIDERS	QTR 1	QTR 2	QTR 3	QTR 4
1	8	1st - 4th			
2	8	1st - 2nd	3rd - 4th		
3	8		1st - 4th		
4	8			1st - 4th	
5	8			1st - 2nd	3rd - 4th
6	8				1st - 4th

QTR	# RIDERS	SEMI 1	SEMI 2
1	6	1st - 4th	
2	6	1st - 4th	
3	6		1st - 4th
4	6		1st - 4th

The top four riders in each semi-final shall transfer to the final.

**80 - 128 RIDERS (16 MOTOS)**

# Riders	Moto															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
80	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
81	6	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
82	6	6	5	5	5	5	5	5	5	5	5	5	5	5	5	5
83	6	6	6	5	5	5	5	5	5	5	5	5	5	5	5	5
84	6	6	6	6	5	5	5	5	5	5	5	5	5	5	5	5
85	6	6	6	6	6	5	5	5	5	5	5	5	5	5	5	5
86	6	6	6	6	6	6	5	5	5	5	5	5	5	5	5	5
87	6	6	6	6	6	6	6	5	5	5	5	5	5	5	5	5
88	6	6	6	6	6	6	6	6	5	5	5	5	5	5	5	5
89	6	6	6	6	6	6	6	6	6	5	5	5	5	5	5	5
90	6	6	6	6	6	6	6	6	6	6	5	5	5	5	5	5
91	6	6	6	6	6	6	6	6	6	6	6	5	5	5	5	5
92	6	6	6	6	6	6	6	6	6	6	6	6	5	5	5	5
93	6	6	6	6	6	6	6	6	6	6	6	6	6	5	5	5
94	6	6	6	6	6	6	6	6	6	6	6	6	6	6	5	5
95	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	5
96	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
97	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
98	7	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6
99	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6	6
100	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6
101	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6
102	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6
103	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6
104	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6
105	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6
106	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6
107	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6
108	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6
109	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6
110	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6

# Riders	Moto															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
111	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6
112	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
113	8	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
114	8	8	7	7	7	7	7	7	7	7	7	7	7	7	7	7
115	8	8	8	7	7	7	7	7	7	7	7	7	7	7	7	7
116	8	8	8	8	7	7	7	7	7	7	7	7	7	7	7	7
117	8	8	8	8	8	7	7	7	7	7	7	7	7	7	7	7
118	8	8	8	8	8	8	7	7	7	7	7	7	7	7	7	7
119	8	8	8	8	8	8	8	7	7	7	7	7	7	7	7	7
120	8	8	8	8	8	8	8	8	7	7	7	7	7	7	7	7
121	8	8	8	8	8	8	8	8	8	7	7	7	7	7	7	7
122	8	8	8	8	8	8	8	8	8	8	7	7	7	7	7	7
123	8	8	8	8	8	8	8	8	8	8	8	7	7	7	7	7
124	8	8	8	8	8	8	8	8	8	8	8	8	7	7	7	7
125	8	8	8	8	8	8	8	8	8	8	8	8	8	7	7	7
126	8	8	8	8	8	8	8	8	8	8	8	8	8	8	7	7
127	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	7
128	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8

MOTO	# RIDERS	1/8 1	1/8 2	1/8 3	1/8 4	1/8 5	1/8 6	1/8 7	1/8 8
1	5-8	1-4							
2	5-8	1-4							
3	5-8		1-4						
4	5-8		1-4						
5	5-8			1-4					
6	5-8			1-4					
7	5-8				1-4				
8	5-8				1-4				
9	5-8					1-4			
10	5-8					1-4			
11	5-8						1-4		
12	5-8						1-4		
13	5-8							1-4	
14	5-8							1-4	
15	5-8								1-4
16	5-8								1-4

1/8	# RIDERS	QTR 1	QTR 2	QTR 3	QTR 4
1	8	1st - 4th			
2	8	1st - 4th			
3	8		1st - 4th		
4	8		1st - 4th		
5	8			1st - 4th	
6	8			1st - 4th	
7	8				1st - 4th
8	8				1st - 4th

QTR	# RIDERS	SEMI 1	SEMI 2
1	8	1st - 4th	
2	8	1st - 4th	
3	8		1st - 4th
4	8		1st - 4th

The top four riders in each semi-final shall transfer to the final.

**129 - 192 RIDERS (24 MOTOS)**

# Riders	Moto																							
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
129	6	6	6	6	6	6	6	6	6	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
130	6	6	6	6	6	6	6	6	6	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
131	6	6	6	6	6	6	6	6	6	6	5	5	5	5	5	5	5	5	5	5	5	5	5	5
132	6	6	6	6	6	6	6	6	6	6	6	5	5	5	5	5	5	5	5	5	5	5	5	5
133	6	6	6	6	6	6	6	6	6	6	6	6	5	5	5	5	5	5	5	5	5	5	5	5
134	6	6	6	6	6	6	6	6	6	6	6	6	6	5	5	5	5	5	5	5	5	5	5	5
135	6	6	6	6	6	6	6	6	6	6	6	6	6	6	5	5	5	5	5	5	5	5	5	5
136	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	5	5	5	5	5	5	5	5	5
137	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	5	5	5	5	5	5	5	5
138	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	5	5	5	5	5	5	5
139	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	5	5	5	5	5	5
140	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	5	5	5	5	5
141	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	5	5	5	5
142	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	5	5	5
143	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	5	5
144	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
145	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
146	7	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
147	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
148	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
149	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
150	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
151	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
152	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
153	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
154	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
155	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
156	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6
157	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6	6
158	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6
159	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6

# Riders	Moto																							
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
160	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6
161	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6
162	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6
163	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6
164	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6
165	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6
166	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6
167	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6
168	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6
169	8	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6
170	8	8	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6
171	8	8	8	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6
172	8	8	8	8	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6
173	8	8	8	8	8	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6
174	8	8	8	8	8	8	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6
175	8	8	8	8	8	8	8	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6
176	8	8	8	8	8	8	8	8	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6
177	8	8	8	8	8	8	8	8	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6
178	8	8	8	8	8	8	8	8	8	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6
179	8	8	8	8	8	8	8	8	8	8	7	7	7	7	7	7	6	6	6	6	6	6	6	6
180	8	8	8	8	8	8	8	8	8	8	8	7	7	7	7	7	6	6	6	6	6	6	6	6
181	8	8	8	8	8	8	8	8	8	8	8	8	7	7	7	7	6	6	6	6	6	6	6	6
182	8	8	8	8	8	8	8	8	8	8	8	8	8	7	7	7	6	6	6	6	6	6	6	6
183	8	8	8	8	8	8	8	8	8	8	8	8	8	8	7	7	6	6	6	6	6	6	6	6
184	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	7	6	6	6	6	6	6	6	6
185	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	6	6	6	6	6	6	6	6
186	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	6	6	6	6	6	6	6	6
187	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	6	6	6	6	6	6	6	6
188	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	6	6	6	6	6	6	6	6
189	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	6	6	6	6	6	6	6	6
190	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	6	6	6	6	6	6	6	6
191	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	6	6	6	6	6	6	6	6
192	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	6	6	6	6	6	6	6	6

MOTO	# RIDERS	1/16	1	2	3	4	5	6	7	8	9	10	11	12
1	6-8		1-4											
2	6-8		1-4											
3	6-8			1-4										
4	6-8			1-4										
5	6-8				1-4									
6	6-8				1-4									
7	6-8					1-4								
8	6-8					1-4								
9	6-8						1-4							
10	5-8						1-4							
11	5-8							1-4						
12	5-8							1-4						
13	5-8								1-4					
14	5-8								1-4					
15	5-8									1-4				
16	5-8									1-4				
17	5-8										1-4			
18	5-8										1-4			
19	5-8											1-4		
20	5-8											1-4		
21	5-8												1-4	
22	5-8												1-4	
23	5-8													1-4
24	5-8													1-4

1/16	# RIDERS	1/8 1	1/8 2	1/8 3	1/8 4	1/8 5	1/8 6
1	8	1-4					
2	8	1-4					
3	8		1-4				
4	8		1-4				
5	8			1-4			
6	8			1-4			
7	8				1-4		
8	8				1-4		
9	8					1-4	
10	8					1-4	
11	8						1-4
12	8						1-4

1/8	# RIDERS	QTR 1	QTR 2	QTR 3	QTR 4
1	8	1st - 4th			
2	8	1st - 2nd	3rd - 4th		
3	8		1st - 4th		
4	8			1st - 4th	
5	8			1st - 2nd	3rd - 4th
6	8				1st - 4th

QTR	# RIDERS	SEMI 1	SEMI 2
1	6	1st - 4th	
2	6	1st - 4th	
3	6		1st - 4th
4	6		1st - 4th

The top four riders in each semi-final shall transfer to the final.

**193 - 256 RIDERS (32 MOTOS)**

# Riders	Moto															
	1 17	2 18	3 19	4 20	5 21	6 22	7 23	8 24	9 25	10 26	11 27	12 28	13 29	14 30	15 31	16 32
193	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
194	7	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
195	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
196	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
197	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
198	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
199	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
200	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
201	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
202	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
203	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
204	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
205	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
206	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
207	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
208	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
209	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
210	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6
211	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6	6
212	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6
213	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6

# Riders	Moto															
	1 17	2 18	3 19	4 20	5 21	6 22	7 23	8 24	9 25	10 26	11 27	12 28	13 29	14 30	15 31	16 32
214	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6
215	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6
216	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6
217	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6
218	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6
219	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6
220	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6
221	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6
222	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6
223	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6
224	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
225	8	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
226	8	8	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
227	8	8	8	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
228	8	8	8	8	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
229	8	8	8	8	8	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
230	8	8	8	8	8	8	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
231	8	8	8	8	8	8	8	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
232	8	8	8	8	8	8	8	8	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
233	8	8	8	8	8	8	8	8	8	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
234	8	8	8	8	8	8	8	8	8	8	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7

# Riders	Moto															
	1 17	2 18	3 19	4 20	5 21	6 22	7 23	8 24	9 25	10 26	11 27	12 28	13 29	14 30	15 31	16 32
235	8	8	8	8	8	8	8	8	8	8	8	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
236	8	8	8	8	8	8	8	8	8	8	8	8	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
237	8	8	8	8	8	8	8	8	8	8	8	8	8	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
238	8	8	8	8	8	8	8	8	8	8	8	8	8	8	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
239	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
240	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
241	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
242	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	7	7	7	7	7	7	7	7	7	7	7	7	7	7
243	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	7	7	7	7	7	7	7	7	7	7	7	7	7
244	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	7	7	7	7	7	7	7	7	7	7	7	7
245	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	7	7	7	7	7	7	7	7	7	7	7
246	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	7	7	7	7	7	7	7	7	7	7
247	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	7	7	7	7	7	7	7	7	7
248	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	7	7	7	7	7	7	7	7
249	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	7	7	7	7	7	7	7
250	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	7	7	7	7	7	7	7
251	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	7	7	7	7	7
252	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	7	7	7	7
253	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	7	7	7
254	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	7	7
255	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	7
256	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8

MOTO	# RIDERS	1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
		$\frac{1}{16}$																	
1	7-8		1-4																
2	6-8		1-4																
3	6-8			1-4															
4	6-8			1-4															
5	6-8				1-4														
6	6-8				1-4														
7	6-8					1-4													
8	6-8					1-4													
9	6-8						1-4												
10	6-8						1-4												
11	6-8							1-4											
12	6-8							1-4											
13	6-8								1-4										
14	6-8								1-4										
15	6-8									1-4									
16	6-8									1-4									
17	6-8										1-4								
18	6-8										1-4								
19	6-8											1-4							
20	6-8											1-4							
21	6-8												1-4						
22	6-8													1-4					
23	6-8														1-4				
24	6-8														1-4				
25	6-8															1-4			
26	6-8															1-4			
27	6-8																1-4		
28	6-8																	1-4	
29	6-8																		1-4
30	6-8																		1-4
31	6-8																		1-4
32	6-8																		1-4

1/16	# RIDERS	1/8 1	1/8 2	1/8 3	1/8 4	1/8 5	1/8 6	1/8 7	1/8 8
1	8	1 - 4							
2	8	1 - 4							
3	8		1 - 4						
4	8		1 - 4						
5	8			1 - 4					
6	8			1 - 4					
7	8				1 - 4				
8	8				1 - 4				
9	8					1 - 4			
10	8					1 - 4			
11	8						1 - 4		
12	8						1 - 4		
13	8							1 - 4	
14	8							1 - 4	
15	8								1 - 4
16	8								1 - 4

1/8	# RIDERS	QTR 1	QTR 2	QTR 3	QTR 4
1	8	1st - 4th			
2	8	1st - 4th			
3	8		1st - 4th		
4	8		1st - 4th		
5	8			1st - 4th	
6	8			1st - 4th	
7	8				1st - 4th
8	8				1st - 4th

QTR	# RIDERS	SEMI 1	SEMI 2
1	8	1st - 4th	
2	8	1st - 4th	
3	8		1st - 4th
4	8		1st - 4th

The top four riders in each semi-final shall transfer to the final.

**257 - 320 RIDERS (40 MOTOS)**

# Riders	Moto																																												
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40					
	257	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	
258	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	
259	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
260	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	
261	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
262	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
263	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
264	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
265	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
266	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
267	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
268	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
269	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
270	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
271	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
272	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
273	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
274	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6

# Riders	Moto																			
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
275	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6
276	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6
277	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6
278	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6
279	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6
280	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
281	8	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
282	8	8	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
283	8	8	8	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
284	8	8	8	8	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
285	8	8	8	8	8	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
286	8	8	8	8	8	8	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
287	8	8	8	8	8	8	8	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
288	8	8	8	8	8	8	8	8	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
289	8	8	8	8	8	8	8	8	8	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
290	8	8	8	8	8	8	8	8	8	8	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
291	8	8	8	8	8	8	8	8	8	8	8	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
292	8	8	8	8	8	8	8	8	8	8	8	8	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
293	8	8	8	8	8	8	8	8	8	8	8	8	8	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7

# Riders	Moto																			
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
294	8	8	8	8	8	8	8	8	8	8	8	8	8	8	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
295	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
296	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
297	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
298	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
299	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
300	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
301	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
302	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
303	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
304	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
305	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
306	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	7	7	7	7	7	7	7	7	7	7	7	7	7	7
307	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	7	7	7	7	7	7	7	7	7	7	7	7	7
308	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	7	7	7	7	7	7	7	7	7	7	7	7
309	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	7	7	7	7	7	7	7	7	7	7	7
310	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	7	7	7	7	7	7	7	7	7	7
311	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	7	7	7	7	7	7	7	7	7
312	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	7	7	7	7	7	7	7	7

# Riders	Moto																			
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
313	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	7	7	7	7	7	7
314	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	7	7	7	7	7
315	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	7	7	7	7	7
316	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	7	7	7	7
317	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	7	7	7
318	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	7	7
319	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
320	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8

# UCI CYCLING REGULATIONS

MOTO	# RIDERS	1/32	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
1	7-8			1-4																			
2	7-8			1-4																			
3	7-8				1-4																		
4	7-8				1-4																		
5	7-8					1-4																	
6	7-8					1-4																	
7	7-8						1-4																
8	7-8						1-4																
9	7-8							1-4															
10	7-8							1-4															
11	7-8								1-4														
12	7-8								1-4														
13	7-8									1-4													
14	7-8									1-4													
15	7-8										1-4												
16	7-8										1-4												
17	7-8											1-4											
18	6-8											1-4											
19	6-8												1-4										
20	6-8													1-4									
21	6-8														1-4								
22	6-8														1-4								
23	6-8															1-4							
24	6-8															1-4							
25	6-8																1-4						
26	6-8																1-4						
27	6-8																	1-4					
28	6-8																	1-4					
29	6-8																		1-4				
30	6-8																		1-4				
31	6-8																			1-4			
32	6-8																			1-4			
33	6-8																				1-4		
34	6-8																					1-4	
35	6-8																						1-4
36	6-8																						1-4
37	6-8																						1-4
38	6-8																						1-4
39	6-8																						1-4
40	6-8																						1-4

1/32	# RIDERS	1/16-1	1/16-2	1/16-3	1/16-4	1/16-5	1/16-6	1/16-7	1/16-8	1/16-9	1/16-10
1	8	1-4									
2	8	1-4									
3	8		1-4								
4	8		1-4								
5	8			1-4							
6	8			1-4							
7	8				1-4						
8	8				1-4						
9	8					1-4					
10	8					1-4					
11	8						1-4				
12	8						1-4				
13	8							1-4			
14	8							1-4			
15	8								1-4		
16	8								1-4		
17	8									1-4	
18	8										1-4
19	8										1-4
20	8										1-4

1/16	# RIDERS	1/8-1	1/8-2	1/8-3	1/8-4	1/8-5
1	8	1-4				
2	8	1-4				
3	8		1-4			
4	8		1-4			
5	8			1-4		
6	8			1-4		
7	8				1-4	
8	8				1-4	
9	8					1-4
10	8					1-4

1/8	# RIDERS	QTR 1	QTR 2	QTR 2	QTR 2
1	5	1-4			
2	5	1-4			
3	5		1-4		
4	5		1-4		
5	5			1-4	
6	5			1-4	
7	5				1-4
8	5				1-4

1/4	# RIDERS	SEMI 1	SEMI 2
1	8	1-4	
2	8	1-4	
3	8		1-4
4	8		1-4

The top four riders in each semi-final shall transfer to the final.

**321 - 384 RIDERS (48 MOTOS)**

# Riders	MOTO																							
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
321	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
322	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6
323	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6
324	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6
325	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6
326	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6
327	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6
328	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6
329	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6
330	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6
331	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6
332	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6
333	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6
334	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6
335	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6
336	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
337	8	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
338	8	8	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
339	8	8	8	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
340	8	8	8	8	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
341	8	8	8	8	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7

# UCI CYCLING REGULATIONS

# Riders	<b>MOTO</b>																							
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
342	8	8	8	8	8	8	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
343	8	8	8	8	8	8	8	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
344	8	8	8	8	8	8	8	8	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
345	8	8	8	8	8	8	8	8	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
346	8	8	8	8	8	8	8	8	8	8	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
347	8	8	8	8	8	8	8	8	8	8	8	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
348	8	8	8	8	8	8	8	8	8	8	8	8	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
349	8	8	8	8	8	8	8	8	8	8	8	8	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
350	8	8	8	8	8	8	8	8	8	8	8	8	8	8	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
351	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
352	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
353	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
354	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
355	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
356	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
357	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
358	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
359	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
360	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
361	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
362	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
363	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7

# Riders	<b>MOTO</b>																							
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
364	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
365	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
366	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
367	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
368	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
369	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
370	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	7	7	7	7	7	7	7	7	7	7	7	7	7	7
371	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	7	7	7	7	7	7	7	7	7	7	7	7	7
372	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	7	7	7	7	7	7	7	7	7	7	7	7
373	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	7	7	7	7	7	7	7	7	7	7	7
374	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	7	7	7	7	7	7	7	7	7	7
375	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	7	7	7	7	7	7	7	7	7
376	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	7	7	7	7	7	7	7	7
377	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	7	7	7	7	7	7
378	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	7	7	7	7	7
379	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	7	7	7	7
380	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	7	7	7
381	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	7	7
382	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	7	7
383	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	7
384	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8

MOTO	# RIDERS	1/32	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
1	7-8	1-4																								
2	7-8	1-4																								
3	7-8		1-4																							
4	7-8		1-4																							
5	7-8			1-4																						
6	7-8		1-4																							
7	7-8			1-4																						
8	7-8		1-4																							
9	7-8				1-4																					
10	7-8				1-4																					
11	7-8					1-4																				
12	7-8					1-4																				
13	7-8						1-4																			
14	7-8						1-4																			
15	7-8							1-4																		
16	7-8								1-4																	
17	7-8									1-4																
18	7-8										1-4															
19	7-8											1-4														
20	7-8												1-4													
21	7-8													1-4												
22	7-8														1-4											
23	7-8															1-4										
24	7-8																1-4									
25	7-8																	1-4								
26	7-8																		1-4							
27	7-8																			1-4						
28	7-8																				1-4					
29	7-8																					1-4				
30	7-8																						1-4			

31	7-8		1-4
32	7-8		1-4
33	7-8		1-4
34	6-8		1-4
35	6-8		1-4
36	6-8		1-4
37	6-8		1-4
38	6-8		1-4
39	6-8		1-4
40	6-8		1-4
41	6-8		1-4
42	6-8		1-4
43	6-8		1-4
44	6-8		1-4
45	6-8		1-4
46	6-8		1-4
47	6-8		1-4
48	6-8		1-4

1/32	#RIDERS	1/16-1	1/16-2	1/16-3	1/16-4	1/16-5	1/16-6	1/16-7	1/16-8	1/16-9	1/16-10	1/16-11	1/16-12
1	8	1-4											
2	8	1-4											
3	8		1-4										
4	8		1-4										
5	8			1-4									
6	8			1-4									
7	8				1-4								
8	8				1-4								
9	8					1-4							
10	8					1-4							
11	8						1-4						
12	8							1-4					
13	8								1-4				
14	8									1-4			
15	8										1-4		
16	8										1-4		
17	8											1-4	
18	8												1-4
19	8											1-4	
20	8												1-4
21	8											1-4	
22	8												1-4
23	8												1-4
24	8												1-4

1/16	# RIDERS	1/8-1	1/8-2	1/8-3	1/8-4	1/8-5	1/8-6
1	8	1-4					
2	8	1-4					
3	8		1-4				
4	8		1-4				
5	8			1-4			
6	8			1-4			
7	8				1-4		
8	8				1-4		
9	8					1-4	
10	8					1-4	
11	8						1-4
12	8						1-4

1/8	# RIDERS	QTR1	QTR 2	QTR 3	QTR4
1	6	1-4			
2	6	1-4			
3	6		1-4		
4	6		1-4		
5	6			1-4	
6	6			1-4	
7	6				1-4
8	6				1-4

1/4	# RIDERS	SEMI 1	SEMI 2
1	8	1-4	
2	8	1-4	
3	8		1-4
4	8		1-4

The top four riders in each semi-final shall transfer to the final.

**APPENDIX 4**

**SPECIAL SEEDING AND TRANSFER SYSTEMS**

**A. SEEDING OF MOTOS ACCORDING TO RIDERS' PLACES IN UCI WORLD BMX RANKINGS OR TIME TRIAL**

The UCI may designate certain major international competitions at elite and junior level, to which a moto seeding system shall be applied which is based on the participants' places in the latest UCI World BMX Rankings or if a separate time trial event is held before the event. For the time being, the above competitions are restricted to World Championships (20" competing classes at elite and junior level only), and BMX Supercross World Cup events.

Seeding of motos according to riders' places in the World BMX Rankings or a time trial event shall be carried out according to the principle of keeping the top ranked riders from competing with each other until the semi and main event as per the example below.

Example: number of 48 riders seeded into eight 6 rider motos (1 refers to highest placed rider in the rankings, 2 refers to second best placed rider in the rankings, 3 refers to third best placed rider in the rankings, etc.):

<b>Moto 1</b>	<b>Moto 2</b>	<b>Moto 3</b>	<b>Moto 4</b>	<b>Moto 5</b>	<b>Moto 6</b>	<b>Moto 7</b>	<b>Moto 8</b>
1	3	5	7	8	6	4	2
9	11	13	15	16	14	12	10
17	19	21	23	24	22	20	18
25	27	29	31	32	30	28	26
33	35	37	39	40	38	36	34
41	43	45	47	48	46	44	42

Transferring of riders and moto grouping shall be as described in Appendix 3, but respecting the seeding system as described above in the motos.

*(article modified on 1.01.05; 1.01.06).*

**B.** [abrogated on 1.01.05].

**APPENDIX 5****PRIZE MONEY SCHEDULES****PRO/AMATEUR STATUS IN RELATION TO PRIZE MONEY**

The Union Cycliste Internationale, in imitation of the International Olympic Committee, does not apply a different status to amateur and professional riders. Riders do not race in separate amateur and professional classes, but compete together in certain classes on the basis of age and capability. Therefore, riders receiving prize money at a UCI sanctioned BMX event will not lose their possible eligibility for possible future Olympic BMX events.

**A. ELITE MEN AND ELITE WOMEN PRIZE MONEY**

Total amount minimum at all races, except for races mentioned in paragraph B., C. and D. below: 2,250 Swiss Francs in Elite Men and 750 Swiss Francs in Elite Women.

1st Place	-	40%	Swiss Francs
2nd Place	-	20%	Swiss Francs
3rd Place	-	10%	Swiss Francs
4th Place	-	8%	Swiss Francs
5th Place	-	7%	Swiss Francs
6th Place	-	6%	Swiss Francs
7th Place	-	5%	Swiss Francs
8th Place	-	4%	Swiss Francs

All prize money to be paid out in cash and in Swiss Francs immediately following the conclusion of the event.

**B. PRIZE MONEY AT WORLD CHAMPIONSHIPS**

All prize money are presented in the UCI Financial Obligations.

*(text modified on 1.01.06).*

**APPENDIX 6****ASSIGNMENT OF INTERNATIONAL RACE NUMBERS**

- A.** Riders wishing to compete in a UCI sanctioned international BMX event must display an international race number on their number plate in accordance with the rules below.

Rules applicable to riders in the Championship classes are as follows:

1. Race numbers for international races in the categories at elite/junior level (Elite Men, Elite Women, Junior Men, Junior Women, Elite Cruiser and Junior Cruiser) shall be assigned by the host organization of the event.

2. Race numbers will be assigned per class. A rider who wishes to ride two bicycle styles (20" and cruiser) will be assigned one race number per class.
3. The top 8 finishers in each competing class at the World BMX Championship of the previous year will be assigned numbers 1-8 by the UCI.  
The top 8 finishers in each competing class at Continental BMX Championships of the previous year will be assigned numbers as per the following:
  - European BMX Championship: 11-18;
  - Pan-American BMX Championship: 21-28;
  - Pacific BMX Championship: 31-38.In case one and the same rider finished within the top 8 at both the World and a Continental BMX Championship of the previous year, this rider will be assigned a race number based on his place at the World Championship.  
A zero (0) will be put before the race number of a rider who finished within the top 8 at the World BMX Championship or a Continental BMX Championship of the previous year, in case this rider moves up to a higher age class.
4. Riders who did not finish within the top 8 in a particular class at the World BMX Championship or a Continental BMX Championship of the previous year, will be assigned a race number at random, in each competing class ranging from 50-999 by the organiser.

**B.** Rules applicable to riders in the Challenge classes are as follows:

1. International race numbers in the categories at non-elite/junior level (Men 19 & over, Boys 6 & under through 16, Girls 7 & under through 16, and Cruisers 12 & under, 13-14, 15-16, 19-29, 30-34, 35-39, 40-44, 45 & over) shall be assigned by the host organization of the event. The only exception will be the World BMX Challenge, for which the race numbers will be assigned by the UCI office at no charge.
2. Race numbers in the Challenge classes shall be assigned in accordance with the rules as described in paragraph A.2., A.3. and A.4. above, but wherever the word "Championship" appears must be read "Challenge", whilst the addition of a zero (0) as described in paragraph A.3. only applies in case a rider moves up to a higher age class which comprises more than one year. Partial deviation from the above-mentioned will be the World BMX Challenge, at which only earned numbers 1-8 from the previous year World Challenge will be recognized, whilst all other numbers will be assigned in sequential order.