



2023 Rule Book

**The Official Rule Book of
USA BMX and BMX Canada**



IMPORTANT DATES TO REMEMBER

The following dates are listed here for quick reference **ONLY**. To learn about their impact on the different series that is referenced, please read that section of the rulebook in its entirety.

January 1

Beginning of district point season.

May 1

Number of SCR/PCR scores required is set.

July 15

Last race date for single point races for State/Provincial Bonus Points.

August 1

Last day for district or state/provincial transfers with an address change.

August 15

Last race date for single point races for Gold Cup Bonus Points.

September 15

Last race date for 8 single point races for alternate ROC eligibility.

October 1

Last race date for single point races for NAG/NAT Bonus Points.

December 15

End of the district point season.



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I. Foreword

USA BMX and BMX Canada hereafter referred to as “the Sanction” or “Sanction” were formed to provide organized racing and give national prominence to the sport of BMX. The following rules were created based on a culmination of more than 45 years of BMX racing knowledge and experience, and the sanction reserves the right to change these rules at anytime. Under the Sanction’s rules, riders may accumulate district points at any sanctioned track. Additionally, a national level points program is offered for an increased interest of competition.

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

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

II. Membership

1. Every rider practicing or competing on any sanctioned track must obtain a membership prior to riding on the track. Memberships can be purchased at the track.

There are six types of memberships available:

- a. **One Day Trial Membership** - For the new rider to have a chance to experience the sport prior to joining with one of the memberships below. This membership is for one day of use ***only*** and is not transferable or reusable. This membership allows riders to participate in a practice or a single-points race only.
- b. **60 Day Trial Membership**
 - Valid at any sanctioned track.
 - For practice and single-point races only
 - May convert to a full (annual) member, with a conversion fee.
- c. **Balance Bike (annual)** - Balance Bike is an open, non-pointed class formed with riders age 5 & under riding push bicycles without pedals. This class will form with 2 or more riders. On occasion, if the need arises, Balance Bike may be offered to riders over the age of 5 with special needs who have an Individualized Education Plan or Individualized Service Plan.
 - Official membership card
 - Balance Bike style bikes
 - No points will be awarded
 - Convertible to a full membership, with a conversion fee. Balance Bike memberships which are

converted to a full membership will retain the original membership expiration date or get a minimum of 6 months of full membership (whichever is greater).

d. Full (annual)- Valid at any sanctioned event

- Official membership card
- Subscription to PULL magazine (first family member only)
- Annual tracking of points at all races

e. Gold Card (upgrade from Full)- Valid at any sanctioned event

- Official membership card
- First-class subscription to PULL magazine
- “Gold Card member only” line at all national events
- One (1) “free” Open class entry at any national awarded at the time of purchase
- One (1) “free” Open class entry at any national after racing ten 10 nationals per calendar year as a Gold Card Member
- One (1) “free” Open entry at any national after racing 20 single point local races per calendar year as a Gold Card Member
- Free timing (transponder required) at nationals and Gold Cup Finals where timing is available
- Annual SPOT Insurance coverage for the member

2. US riders receive a secondary sports accident insurance benefit with a cash deductible.
3. No membership, under any circumstance, is transferable or refundable.
4. All members must submit valid proof of date of birth within 30 days of membership purchase. Acceptable forms of proof of date of birth would be a photocopy of a government issued Birth Certificate or a photocopy of a Government Travel Passport document recognized by the U.S. Government for International Travel. The document must not be expired and contain the date of birth and member’s name as part of the document. Members renewing an existing valid membership, or one that has expired in the past 90 days, do not need to provide proof of date of birth as part of their renewal process, if they have provided proof of date of birth to the Sanction in the past. **The Sanction reserves the right to request a certified copy of date of birth for any member.**
5. **Important:** Every rider **MUST** show proof of membership at race sign-up. Proof constitutes a current membership card or a renewal receipt. The Sanction makes every attempt to issue a renewal notice to riders prior to their membership expiration. It is ultimately the rider and parent’s responsibility to keep all memberships current. Any points earned on an expired membership may be

forfeited, as there is no grace period. **Memberships must be current through the end of the point season (December 15th) to earn year-end awards.**

6. If you have any questions or concerns, contact the membership department - **membership@usabmx.com**

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

1. A rider will race the age and proficiency they are the day of an actual race. The only exception being the Race of Champions where a rider will race the age/proficiency they were as of August 31st.
2. These are the current classes offered for competition purposes:

NOVICE, INTERMEDIATE & EXPERT BOYS

5 & Under Novice	5 & Under Inter	5 & Under Expert
6 Novice	6 Inter	6 Expert
7 Novice	7 Inter	7 Expert
8 Novice	8 Inter	8 Expert
9 Novice	9 Inter	9 Expert
10 Novice	10 Inter	10 Expert
11 Novice	11 Inter	11 Expert
12 Novice	12 Inter	12 Expert
13 Novice	13 Inter	13 Expert
14 Novice	14 Inter	14 Expert
15 Novice	15 Inter	15 Expert
16 Novice	16 Inter	16 Expert
17-20 Novice	17-20 Inter	17-20 Expert
21-25 Novice	21-25 Inter	21-25 Expert
26-35 Novice	26-35 Inter	26-35 Expert
36-40 Novice	36-40 Inter	36-40 Expert
41-45 Novice	41-45 Inter	41-45 Expert
46-50 Novice	46-50 Inter	46-50 Expert
51-55 Novice	51-55 Inter	51-55 Expert
56 & Over Novice	56 & Over Inter	56 & Over Expert

GIRLS EXPERT

5 & Under Girls Expert	6 Girls Expert	7 Girls Expert
8 Girls Expert	9 Girls Expert	10 Girls Expert
11 Girls Expert	12 Girls Expert	13 Girls Expert
14 Girls Expert	15-16 Girls Expert	17-20 Girls Expert
21-30 Girls Expert	31-40 Girls Expert	41-50 Girls Expert
51 & Over Girls Expert		

CRUISER

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

GIRLS CRUISER

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

Proficiency Advancement

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

9. The Sanction reserves the right to adjust any rider's proficiency at its discretion.
10. Any rider competing with another organization may be required to compete in the equivalent proficiency at all sanctioned events. This decision rests entirely with the sanction.
11. Any rider having exited the sport for a period of time and reapplying for membership, will be classified with the same number of wins and at the same skill level as when they exited. Exceptions are explained per **Section VI, Reclassification - Amateur/Pro.**
12. Any current Cruiser rider earning a NAG (#1-10), Gold Cup #1 or ROC plate, will be classified as NO LESS than an Intermediate rider. Exceptions may be requested through the Competition Committee.

IV. Amateur Class Creation / Move-up Procedures

1. Three (3) or more amateur riders is defined as a legal class. This applies to all events.
2. All riders must maintain a current membership in order to compete.
3. All riders 12 & under are restricted to a standard flat pedal only; regardless of what class the rider might end up competing in that day. Interlocking-pedal cleat systems where the shoe is attached to the pedal or magnetic pedals are restricted to riders over the age of 12 that are Intermediate or higher in proficiency. No Exceptions. **These riders must still use flat pedals when combined into a class that allows the use of clipless pedals.**
4. All new female members have the option to be classified as a Novice and will compete in the Novice class (male and female) at all events.
5. Any female Novice that voluntarily signs up and competes in the Intermediate or Girl Expert class must continue to compete in that class at all events.
6. A Girl Expert rider may opt to register and compete in a Expert class at single-point races only.
7. All riders must ride in their correct classes, no arbitrary class changing is allowed. Example: no Intermediate may move up to a class above his own to avoid getting a first or turning Expert. No Expert may move up to the next Intermediate class for easier competition. Riding out of class will result in a forfeiture of points and possible suspension.

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

1. Classes will be created according to the following process:
 - The move-up procedure will always begin with the youngest age and lowest proficiency (generally 5 & Under Novice). Once a legal class, defined as three (3) or more riders, is formed, the process picks up

the next available group (youngest age dictating the order, then skill level) and proceeds from there. The Race Manager will preprocess the Novice proficiency to try to place our new riders into Novice classes.

- The move-up procedure will stop at age 16 (or 15-16 for Girls Expert). At that point, it will move to the oldest age group and begin working in reverse.
- **Expert, Intermediate, and Girl Expert riders cannot be moved into a class titled as Novice.**

Step 1. Novice (male & female)

- In an effort to create a legal class, Novice groups can check up as many as three (3) Novice age groups above their own, starting with the youngest Novice rider.
- If a legal class cannot be formed, Novice riders will move to Intermediate of the current age.

Step 2. Intermediate

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

Step 3. Girl Expert (Novice, Intermediate & Girl Expert riders)

- The Girl Expert group (including any attached female Novice and Intermediate riders) can check up as many as two (2) Girl Expert age groups above their own, in an effort to form a legal class.
- If a legal class cannot be formed, the riders will move to Intermediate of their current age.

Step 6. Intermediate

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

Step 7. Expert

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

follows:

- a. Novice, Intermediate & Girl Expert riders will reset to their respective skill level of the next age group.
- b. Expert riders will reset to the Intermediate class one (1) age group up from the current age.

The entire process repeats itself in each age group upwards through each skill level until all riders have formed legal classes or until we reach the 16 year old age group (or 15-16 for Girls Expert).

Step 8. Oldest age groups (Novice, Intermediate, Girl Expert, Expert)

- After building classes through age 16, we will move to the oldest age groups and begin building classes in reverse.
- We start at 56 & Over Novice, which can move back 3 age groups to find a Novice class. If no Novice class can be found, they move to 56 & Over Intermediate and check 51-55 Intermediate, then 46-50 Intermediate. If no class is found, those riders (along with any 56 & Over Intermediates check 56 & Over Expert, then 51-55 Expert and finally 46-50 Expert before resetting to 51-55 Novice. Then, the process would repeat.
- 56 & Over Intermediates would check back 2 age groups to find a legal class. At this point females will try 51 & Over Expert Girls. All riders will then try 56 & Over Expert, 51-55 Expert and 46-50 Expert before resetting to 51-55 Intermediate. Then, the process would repeat.
- 51 & Over Expert Girls would check back 2 age groups to find a legal class then try 51-55 Intermediate and moving with those Intermediates through the Expert categories before resetting to 41-50 Expert Girls.
- 56 & Over Experts would check back 2 age groups to find a legal class, then try 51-55 Intermediate before resetting to 51-55 Expert. Then, the process would repeat.
- Once 3 riders have formed a legal class, any younger riders will move down to find a legal class.
- Continue building down until age 17-20 is reached, then the system will check down for any remaining riders that were sitting in the 16 year old age group (or 15-16) without a legal class. If there are any, it will grab those riders and pull them up to find a legal class.
- The older classes are “protected” from younger riders moving into their class, with the exception of any remaining riders from the 17-20 age group that need

to find a class.

B. Girls Cruiser

1. A Girls Cruiser rider may opt to register and compete in a male cruiser class at local single-point races only.
2. Classes will be created according to the following process:
 - Class creation will start at 8 & Under and build up in an effort to form legal classes (defined as three or more riders).
 - Riders can check up 3 age groups to find a legal class, if no legal class can be found - those riders may check back 3 age groups to find a legal class.
 - This check up/check back process stops at age 15-16.
 - At this point, starting at the 56 & Over Women Cruiser group, begin checking riders **DOWN** with the purpose of creating legal classes. Continue combining groups working down to 17-20 Women Cruiser. **If younger riders remain without a legal class, they will move up in age to the last legal group that formed.**
 - If a rider cannot move into a legal class, then they will move into a male cruiser class of their respective age.
3. When a class is formed, that class is labeled with the title of the group in which it was formed.
4. All Girl Cruiser riders must compete in their correct age class. Racing out of class will result in forfeiture of points and possible suspension.

C. Cruiser

1. Classes will be created according to the following process:
 - Class creation will start at 7 & Under and build up in an effort to form legal classes (defined as three or more riders).
 - Riders can check up 3 age groups to find a legal class, if no legal class can be found - those riders may check back 3 age groups to find a legal class.
 - This check up/check back process stops at 16 Cruiser.
 - At this point, starting at the 61 & Over Cruiser group, begin checking riders **DOWN** with the purpose of creating legal classes. Continue combining groups working down to 17-20 Cruiser. **If younger riders remain without a legal class, they will move up in age to the last legal group that formed.**
2. When a class is formed, that class is labeled with the title of the group in which it was formed.
3. All Cruiser riders must compete in their correct age class. Riding out of class will result in forfeiture of points and possible suspension.

D. Opens

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

V. Pro Class

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

The Sanction reserves the right to classify professional riders who compete internationally as Elite Men, Elite Women or U23 based on any number of factors, including UCI ranking and/or performance at UCI events.

A. 2023 Pro / Elite Age Requirements Age Matrix

Men	Year of Birth
Men Junior	2005 - 2006
Men Pro	2006 or earlier
Women	Year of Birth
Women Junior	2005 - 2006
Women Pro	2006 or earlier

B. Men / Women Junior (UCI events only)

1. To be eligible in 2023, a rider must have been born in 2005 or 2006.
2. Junior Men / Women will be able to race in any UCI event without mandatory advancement into the Pro ranks.
3. At any UCI event, riders may participate in both Men / Women Junior class as well as their corresponding USA BMX/BMX Canada amateur class (i.e. 17 - 20 Expert).

D. Vet Pro

1. To be eligible for Vet Pro, a rider must hold a valid Pro membership and be a minimum age of 30.
2. If no class is offered, a rider may register to compete in the Pro Am class.

E. Pro Competitive Structure

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

F. National Pro Title Series Criteria

1. National points will be awarded only at designated Pro Series events. Points will be scored according to Section VIII. Pro Points.
2. Pro Series riders will count their eight (8) best national scores, plus the Grand National.
3. If designated as a USA BMX Pro Series event, the ROC will count as a single national score.
4. The Grand National counts as a double national score.

G. Pro Transfer System

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

- a) Each rider races the predetermined number of motos and is given the number of points that corresponds with his finish: 1st place=1 point, 2nd place=2 points, etc. The rider with the lowest total of points is the winner.
- b) Point ties are broken by determining which rider finished best in the last moto.
- c) Any rider not starting in a moto will be scored with a last place score plus 1 point.

- d) Any rider disqualified in a race will be scored in the last place position.
- e) In a class of two groups, the eight riders with the lowest points total will transfer to make an eight-person main.
- f) In a class of three or more groups, the motos are run and, at that time, the Sanction's qualifying system rules will apply for any quarter and semi mains to transfer riders to the main event.
- g) Pro mains may run three rounds with overall finish being determined by the total points system.
- h) Gate Selection will be facilitated as follows:
Gate starting position for Rounds 1, 2 & 3 will be selected at random. From there gate selection will be determined using a riders finishes during the first three rounds of motos. The rider with the lowest points from the motos will have first lane choice in the next sequential event (quarter, semi or main), then the second choice will be the next lowest point total and so on.

From the quarter to the semi, the 3 or 4 riders getting first place in the quarters will have the first choice for gates in the semi. The 1st place rider with the lowest point total from the motos will choose his/her lane first then all the second place riders from the quarters will choose based on the same criteria and so on until all riders who have qualified out of the quarters have chosen their lanes.

From the semi to the main, the riders getting 1st place in each of the groups will have the first two lane choices in the main. The rider with the lowest point total in the motos will choose 1st and then the two second place riders will choose based on the same criteria and so on all the way to 4th place.

Tie's will be broken as follows;

- 1) From the motos to the quarters, semi or main;
 - I) Lowest point total from the motos
 - II) Finish in 3rd moto
 - III) Finish in 2nd moto
 - IV) Finish in 1st moto
 - V) The final tie breaker will be a rider's final world ranking from the previous year.
- 2) From the quarters to a semi;
 - I) Finish in quarter
 - II) Lowest point total from the motos
 - III) Finish in 3rd moto
 - IV) Finish in 2nd moto
 - V) Finish in 1st moto
 - VI) The final tie breaker will be a rider's final

world ranking from the previous year.

- 3) From semi to main;
 - I) Finish in semi
 - II) Finish in quarter
 - III) Lowest point total from the motos
 - IV) Finish in 3rd moto
 - V) Finish in 2nd moto
 - VI) Finish in 1st moto
 - VII) The final tie breaker will be a rider's final world ranking from the previous year.

VI. Reclassification - Amateur / Pro

A. Amateur

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

B. Pro

1. Any Pro rider may be reclassified to amateur by meeting one of the following criteria:
 - a) Earned no money in the past 10 months and must obtain three signatures from riders holding a top 25 national ranking in the current points for the class he will be moving into (**Ex:** 21-25 expert or 21-25 cruiser). Forms for this procedure must be requested from the Sanction.

- b) Having been removed from competitive BMX racing for a period of more than 5 years, that rider may return to the Sanction at no less than an expert without going through the reclassification process.
2. ***The Sanction will make all final determinations on Pro reclassification approvals. Pro to amateur reclassification forms may be requested from the national scorer.**

VII. Amateur Points

A. Points

1. The district points racing season will run from January 1st through December 15th of each year.
2. The national season begins January 1st of each year and concludes at the Grand National.
3. The State / Provincial and Gold Cup season begins January 1 of each year and concludes at the finals for the respective series.
4. District points are tabulated using the total accumulated points method. A rider earning the highest points will be the #1 rider in the following categories:
 - Boys
 - Girls
 - Cruiser
 - Girl Cruiser
5. Members can earn points in the following categories: District, State/Provincial, Gold Cup and National.
6. **At all races, riders earn points for their finish in the main, plus points for each rider in their class.** For multi-point tabulating, the overall points earned including rider points, are multiplied corresponding to the event (i.e. double, triple or quadruple).
7. There are no points earned for Open Class.
8. A rider, Novice or Inter, combined in a class with rider(s) of a higher skill level (Intermediate or Expert) will receive the corresponding points from the higher skill level. ***This applies to any type of points being awarded: District, Gold Cup, State/Provincial, National.*** These points will apply to the riders home district or age group, whichever may apply.
9. A Girl Expert rider combined into an Intermediate class will receive points from the corresponding Girl Expert class, ***VII. Amateur Points / Points Tables.*** (Ex: The Girl Expert rider will compete for Girl Expert points while Intermediates will compete for Intermediate points.) Female Novices and Intermediates will receive points corresponding to the Novice and Intermediate points table or whichever class they end up in.
10. A rider may race in any district. Points will accumulate in the rider's home district.

11. The location of predominant residence and/or where a rider attends school will determine that rider's home district. The Sanction reserves the right to determine a rider's district based on any number of factors including (but not limited to) their race history.
12. Any rider that changes residence must notify the Sanction within 30 days. Any rider misrepresenting his/her residence may be suspended and possible forfeiture of points.
13. No rider may transfer into a district and assume the #1 position in points. The transferring rider will be positioned in the #2 placement forfeiting as many points as necessary to show one point less than the current #1 rider.
14. The deadline for district transfers is August 1 of each season. After this date, riders will remain in their respective district even if geographic move has been made.
15. **The overall year-end district standings will be published online. The number that precedes each rider's name will be that rider's earned district number for the year.**
16. In the event of a tie between two or more members in final district points, the following will be used to break the ties.
 - a) Most first place finishes*
 - b) Most second place finishes*
 - c) Most third place finishes*
 - d) Most fourth place finishes*
 - e) Most fifth place finishes*
 - f) Lowest rider number of last season
 - g) Earliest membership date

* Only finishes within the bike type count, for example cruiser wins only count for cruiser points.
17. Points become final 30 days after being posted to the website.

B. Amateur Points Tables

District Points Table*

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

7th	5 points	7th	10 points	7th	20 points
8th	3 points	8th	5 points	8th	10 points

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

Gold Cup / State / Provincial Points Table*

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

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

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

National Amateur Points Table*

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

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

Riders can earn additional bonus points for single point races ran on or before October 1st. Riders will earn an additional 10 national points for each single point race with a maximum of 80 bonus points (8 single point races).

VIII. Pro Points

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

National Pro Points*

Men Pro / Women Pro

1st	100 points
2nd	90 points
3rd	80 points
4th	70 points
5th	60 points
6th	50 points
7th	40 points
8th	30 points

B Main

1st	20 points
2nd	15 points
3rd	10 points
4th	5 points

Vet Pro

Vet Pros will continue to earn points based on the Expert scale as in years past.

IX. Rider Identification

1. All riders must present a current and valid membership card or receipt at all tracks to participate in any sanctioned race, practice or other activity.
2. All riders will be issued an eight-digit serial number. That number must be shown at registration and must appear on the day's moto sheets or no points may be issued for that race.
3. All handlebar-mounted number plates shall have legible numbers at least 3" in height. The number shall be unobstructed by other decals so as to be read clearly.
4. Numbers must be placed on the number plate so that they do not overlap.
5. The number plate must be attached securely to the front of the bicycle handlebars.
6. It is recommended that any custom Number Plates

utilize a background containing an uninterrupted solid color matching the color codes designated below. This solid color should cover the entire number plate area, touching all sides, and should not include any design elements using other colors. Sponsor logos and names are permitted and are not considered designs. Riders who follow these recommended guidelines should have legible number plates (provided the numbers don't overlap and are on straight). Riders whose number plates do not fit this criteria may be told that their plate cannot be used at that day's competition.

Designers are encouraged to get approval on their design prior to producing the plates by emailing rules@usabmx.com.

EXEMPTIONS

OEM plates constructed of colored plastic or that are screen printed are exempt. These plates may be used, but are required to have a solid background on the flat area designed for number placement.

Official USA BMX issued plates and designs (District, Gold Cup, National Age Group, National, ROC, and State) have been approved by the Competition Committee and are exempt from these requirements.

Approved Background Colors

District - C0, M0, Y0, K0

Gold Cup - C0, M20, Y100, K0

National Age Group - C43, M35, Y35, K1

National - C0, M0, Y0, K100

ROC - C0, M100, Y100, K0

State -

Intermediate/Novice - C79, M16, Y89, K2

Expert/Girl Expert/Cruiser - C93, M77, Y2, K0

7. **A rider's current earned or Sanction issued number must appear on that rider's number plate during all competition.** This identification can appear in the following forms only:
- All numbers must be a minimum 3" tall.
 - District number - solid black number on a white background.
 - State/Provincial number Expert / Girl Expert / Cruiser - solid white number on a blue background. State number plates can be used at any sanctioned event within a rider's home state (**excluding National and Gold Cup Final event weekends**).
 - State/Provincial number Intermediate / Novice - solid white number on a green background. State number plates can be used at any sanctioned event within a

rider's home state **(excluding National and Gold Cup Final event weekends)**.

- e) Gold Cup number - solid black #1-3 on a yellow background.
- f) Race of Champions number - solid white #1 on a red background.
- g) National Age Group (NAG) number - solid white number, grey background
 - Boys 1-20 (Canada 1-5)
 - Girls Expert 1-15 (Canada 1-5)
 - Cruiser 1-10 (Canada 1-3)
 - Girl Cruiser 1-10 (Canada 1-3)
- h) National number - solid white number, #1-99 on a black background.
- i) Men Pro, Women Pro, Vet Pro number - solid black number on a white background.
- j) Men / Women Junior number - solid white number on a black background.
- k) UCI World #1-8 - solid black number on a white background with a small "W" adjacent to number.
- l) If a rider has an earned District or NAG ranking, they must use one of their earned numbers. They may no longer run the last 3 digits of their serial number. Riders earning a State/Provincial, Gold Cup or ROC plate do not need to change from their Sanction issued number until the end of the season when district points are finalized. It is the responsibility of the rider to change to their new bike number when issued.

***Utilizing a number plate design not following the above recommendations and having a number plate which is difficult for the scorer to read may result in the rider not being scored for that race.**

- 8. In classes where riders have the same number, a letter may be required to be displayed on the number plate for identification purposes. This letter will be supplied in staging and must remain on that rider's number plate for the duration of the day's race or until told otherwise. Riders receiving a letter will be determined at the track's discretion.
- 9. Riders are required to use side plates at all National weekends, Gold Cup Final weekends and the Race Of Champions. This will assist staggers, starter and scorers. **Be advised that some tracks may require the use of side plates at their events. Check with your local track on their requirements.** The side number-plate/sticker must be located (laterally) just behind the steer tube.
 - Minimum area for numbers is 2.95" (75mm) High X 4.75" (120mm) Wide.
 - Default background is white, clear of all logos and must display only black bike number(s).
 - Riders are permitted to color match the background and number of their side plate to their number plate.

- Placed at the front triangle touching the head tube.
 - Must include both sides of the frame.
 - Must have room for up to three (3) numbers.
10. Riders who choose to not run their side plates at all National weekends, Gold Cup Final weekends and the Race Of Champions may lose their ability to review their finish when a video review system is in effect.
 11. The Sanction as well as the head scorer at an event has the right to reject any number plate that they deem illegible.

X. Apparel and Equipment (Bicycle)

A. Apparel

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

B. Equipment (Bicycle)

1. **All riders 12 & Under are restricted to a standard flat pedal only; regardless of what class the rider might end up competing in that day.**
2. The use of clipless pedals (interlocking or step-in pedal/cleat systems, magnetic systems, straps, toe clips, or any system where the shoe or pedal have been designed to mechanically connect or step-in to each other) is prohibited for all riders age 12 & Under as well as for Novice riders of any age. The Sanction reserves the right

- to review and determine the legality of all pedal/shoe systems.
3. At all USA BMX Nationals, the Race Of Champions and Gold Cup Finals, all pro classes and Pro Ams will require mandatory use of a transponder for timing.
 4. Bicycles for competition in the **Intermediate / Expert/ Girl Expert / Pro** classes must be equipped with wheels having a total diameter, inflated tires included, less than or equal to 22 1/2" (57 cm).
 5. Bicycles for competition in the **Cruiser / Girl Cruiser** shall have wheels where the total diameter of the inflated tires included shall measure more than 22 1/2" (57 cm) with a 2 cm variance to accomodate 24x1" tires.
 6. Riders competing in the Novice class may ride a class or cruiser style bicycle equipped with flat pedals.
 7. Multi-speed MTB style bicycles are acceptable for competition based on the wheel diameter of the bicycle.
 8. All bicycles must have an operating braking system— hand and/or coaster (foot) brake.
 9. Handlebars may not exceed 30" in width and grips are required and must cover/enclose the entire opening on the handlebar ends.
 10. Padding securely fastened to the bike on the top frame tube, stem and handlebar crossbar is recommended.
 11. The bicycle must be in structurally sound condition with no broken weld or jagged exposures.
 12. All kickstands, chain guards, and reflector brackets must be removed.
 13. All wheels, seats and bars must be securely tightened.
 14. Axle ends may not exceed 1/4" beyond the axle nut or must be cut down to within 1/4" beyond the axle nut. After cutting, all sharp edges shall be rounded off and all burrs must be removed.
 15. Bicycles equipped with freestyle type pegs will not be allowed on the track at any time.
 16. All equipment is subject to the approval of the Sanction and/or Track Operator.

XI. Track Regulations

1. The track operator oversees all officials, scorers and riders. The track operator's decisions are final, and he/she may rule on a situation not covered by the Sanction rules. Any ruling made by an operator that is not covered in this rulebook must be submitted in writing immediately to the Sanction.
2. There shall be one head official on the track at all times. The head official's decisions regarding disputes on the track will be final. This person may be appointed by the track operator, if not the same person.
3. There shall be enough track officials to conduct the race in a safe manner.

4. All disputes must be taken to the head official.
5. The stager shall be the person calling the racers to their motos. They have complete charge of the staging area and starting hill area.
6. The starter will start and oversee all starts for each race. The starter's commencement of each race shall be official and can only be changed by the head official.
7. There shall be a head scorer located at the finish line along with enough assistant scorers necessary to accurately call race finishes. All of the head scorer's decisions regarding finishes and scoring are final.
8. Each track's moto sheets, membership applications and funds **MUST** arrive at the USA BMX/BMX Canada office within 14 days of the event or the track may forfeit track points associated with those events.
9. One set of points per day will be counted from any one track. ***Sanctioned tracks are restricted to one complete race per day, unless written approval is obtained from the Track Director.*** A postponed race, as per ***Section XII, rule 3***, may be made up on a regular race day prior to the day's actual event.
10. All sanctioned tracks should have a starting gate wide enough to maintain eight riders. The gate must be run in a safe manner and placed to be fair to all riders.
11. Every sanctioned track must offer awards of some type; certificates, trophies, ribbons, plaques or Saver Stamps are recommended award types.
12. **The discounting of entry fees for points only races is not allowed. Any track running an event for points only may have its sanction suspended.**
13. All single and double point races must offer a minimum award distribution of:
 - a) Total points class of 3 riders = 1 award (the Sanction recommends no more than 2 awards)
 - b) 4 riders in a class (3 in main) = 2 awards
 - c) 5 or more riders in a class = 3 awards
14. Each track will host specific multi-point events and has the ability to earn additional events to be run within each year. A description of each is as follows:
 - Race For Life (RFL) - a district points charity race to benefit the Leukemia & Lymphoma Society (LLS)
 - Bob Warnicke Scholarship Race - a district points race to benefit the Bob Warnicke Scholarship Fund
 - State / Provincial Championship Series Race (SCR / PCR) - double or triple-district points race also offering state provincial championship points towards the state / provincial championship title

Additional multipoint events that can be earned by the track

 - Earned Double - double-district point race
 - Gold Cup Race - triple-district points also offering Gold Cup points towards the Gold Cup Final of a

- riders respective region
 - State Final Pre-race - **double-district points only.**
 - State / Provincial Championship Final (SCF / PCF)- triple district points race, which concludes the State / Provincial Championship Series in each respective state / province
15. Gold Cup Race events must offer awards 1st-4th per class (opens excluded).
 16. State / Provincial Championship Final events must offer awards 1st-8th per class (opens excluded).
 17. Novice, Intermediate and Expert awards must be of the same kind and size.
 18. Any increase in race fees for multi-point events must be accompanied by a comparable increase in trophy size or value of other awards.
 19. No event may be moved or transferred from one facility to another without WRITTEN APPROVAL from the Sanction.
 20. USABMX recommends members and their guests do not use tobacco products of any kind within a minimum of 25 yards of athletes and spectators.
 21. The Sanction recommends that first aid personnel be available at every event and strongly recommends every track have a first aid kit on the premises.

XII. Racing Rules

1. The track operator may modify a rule to meet local track conditions, but only to make the event safer. Any modifications must be fair for all riders. These modifications must be made known to all participants prior to any event through P.A. announcements or printed materials.
2. It is the riders' responsibility to check the moto sheets and ensure they are in the correct class. If, after racing has started, it is discovered that a rider is in the incorrect class, the rider may be disqualified and forfeit all points or moved to the correct class if the opportunity to qualify is still there.
3. Once a race has begun, meaning the first gate of the first round of motos has dropped, the track operator, due to inclement weather or other extreme circumstances, may postpone that race.
4. Moto sheets of a postponed race **may not be altered**. Under no circumstances will sign-ups be added nor any refunds given.
5. The use of any drugs, stimulants or intoxicants is prohibited unless prescribed by a licensed physician.
6. No betting or soliciting bets is permitted at any sanctioned race.
7. Only riders who are officially registered for the day's competition or practice having provided proper membership proof, may ride on the track.
8. Any rider not responding to the call of his/her name or

- number in staging has one minute to get to the staging area. The starter is never required to hold a gate for a missing rider.
9. It is the responsibility of each rider and that rider's pit crew, (Ex: parents, guardian or sponsor), to be in the staging area when necessary and be prepared to race.
 10. Riders must take the lane assigned to them in each race. Any rider that is found in the wrong lane upon another rider's protest, prior to that moto/main commencing, may be disqualified and removed from the gate for that race.
 11. Any rider in the gate having difficulties, not ready to race or questioning another rider's lane position or safety equipment can only put that race on hold by **placing their front wheel over the gate**. This action must take place **before** the starting cadence begins.
 12. The only riders that may be assisted at the starting gate are those 5 years old and younger. This assistance shall only include the rear wheel being placed between the assistant's legs. No hands may be used to prop the rider up and any pushing off will result in the rider's disqualification.
 13. Parents of any rider six to eight years of age may accompany their rider through the staging area. However, these parents are **NOT ALLOWED** to assist their rider at or on the starting gate. Parents of riders nine years of age and older may accompany their rider through the chutes but must exit the staging area upon exiting the chutes. These same parents may not be at or on the starting gate.
 14. No filming or cameras shall be allowed on the starting hill or in the gate area. Riders may have a camera attached to their equipment if affixed with approved mounting devices.
 15. All riders must have their wheel against the gate when the starter begins the starting cadence.
 16. A rider's wheel may not break the plane of the gate until the gate is released. Doing so will constitute a "gate jump" and that rider may be disqualified from that moto or main.
 17. A moto or main may not be rerun if upon release of the gate, a rider is not fully prepared to race.
 18. A rider determined by an official to have intentionally impeded the progress of another rider during the first 30 feet of the race may be disqualified. To facilitate this rule, it is recommended that a clearly visible line extend across the width of the track, placed at a point 30 feet from the starting gate. (**Moving over is not a foul in and of itself**. Intentionally moving over and blocking another rider is the foul.)
 19. Three riders falling down before the crest of the first obstacle will constitute a restart. The "crest" shall be defined as the top of the front-most part of any jump.
 20. During the course of a race, should a rider leave the track as a direct result of contact with another rider, that rider

must re-enter the track at the nearest point that is safe to all riders, without improving his/her position. (Riders re-entering the track in an improved position must delay themselves to the original position and then continue racing from there.)

21. Any rider determined by an official as maliciously forcing another rider off the track may be disqualified.
22. Should a rider leave the track purely on his/her own accord, that rider must make sure **NO** obstacles have been missed before returning to the track in a safe manner otherwise the rider may be disqualified.
23. Any chalk line, cone, hay bale or other type of designation signifying the inside of a turn **ARE** considered obstacles.
24. Any chalk line, cone, or other type of designation on a straightaway (including the finish line area) are **NOT** considered an obstacle. These are understood to be guidelines only.
25. On tracks with a decision-maker split straightaway, once a rider commits to a straightaway, they must complete it in its entirety, transferring to the adjacent straightaway will result in a disqualification.
26. The lead rider can take any line available on the track. (This relates to any rider ahead of any other-2nd place ahead of 3rd, 5th ahead of 6th, etc.). However, if the lead rider intentionally moves over and makes malicious contact with another rider, then that rider may be disqualified.
27. When on the final straight, a rider determined by an official to have intentionally impeded the progress of another rider may be disqualified. (**Moving over is not a foul in and of itself.** Intentionally moving over and blocking another rider is the foul.)
28. Any rider, the victim of an officially recognized foul, will NOT be given the placement he was in when the foul occurred. Exception, if the infraction took place on the final straight between the last obstacle and the finish line, that rider would then be awarded the placement they were in before the infraction.
29. A rider must finish any individual moto or main on the same bicycle that he/she started on.
30. A rider may push or pull his bicycle across the finish line to be scored. That rider must be in contact with their bicycle in order to be scored.
31. Any rider whose bicycle becomes entangled with another bicycle must separate the bicycles before continuing the race.
32. Any rider lodging a protest about a particular race must present his/her case to the head official within 10 motos after the race in question.
33. Officials have the authority to call fouls and levee disqualifications regardless of whether a protest has been lodged.
34. Officials look for the intent of any circumstance on the track.

Situations deemed under malicious intent may result in disqualification.

35. If a track official directly interferes with a race, the race may be rerun but only at the discretion of the head official.
36. A moto or main may not be rerun due to poor surface conditions.

XIII. Scoring

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

- b) The total of these three motos will determine order of transfer or finish with lowest points getting 1st place and so on.
 - c) If a tie exists after the three motos, the best finish in the third moto between tied participants will determine the winner.
10. A rider may miss any qualifying moto in a **Transfer System Race** at their discretion without a penalty.
 11. A rider that misses a qualifying moto in a **Total Points Race** will receive one point more than the total number of riders in that moto (3 rider class and a rider no shows = 4 points).
 12. Riders may verify their qualifier or main event finishes during that day's race with the scorekeeper at the finish line. This must be done within 10 motos.

XIV. Video Scoring Assistance (National Events Only)

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

XV. Rules of Conduct

Every rider must, at all times, demonstrate behavior that reflects the ideals of good sportsmanship and avoid any conduct which may bring themselves or the sport of BMX into disrepute.

1. The use of radio assistance for any rider on the track is strictly prohibited.
2. A rider may be disqualified or suspended for his/her actions or the actions of his/her parent(s), or accompanying party.
3. A parent/guardian or accompanying party may have their event attendance privilege revoked for their own actions or actions of their rider(s).
4. A rider may be disqualified for team riding—letting another rider of same team or other affiliation pass so as to affect the overall outcome of any race.
5. A rider may be disqualified if any parent, team member, pit crew or other person physically assists that rider in any situation on the track during any qualifier or main.

6. Track crew members or any other person allowed on any areas of the track that are not open to all spectators, may not assist any rider physically, with verbal or non-verbal signals, or instructions that afford any rider an advantage over other riders on the track. A disqualification may result.
7. A rider may be suspended for damaging, stealing or destroying public or private property. (Parents, it is your responsibility to control a minor's actions.)
8. A rider found intentionally misrepresenting his/her age may be suspended for up to one full year.
9. A rider competing in place of another rider may receive a one-year suspension along with the rider he/she has replaced.
A rider misrepresenting his/her presence at any race ("ghost rider") will not be scored for that event and may face suspension. Additionally, any class that is illegally formed with a "ghost rider" will forfeit all points. Adding ghost riders to moto sheets is an illegal practice and will not be tolerated.
10. A rider participating in a "ghost riding" situation may be suspended.
11. A rider knowingly racing out of class may receive no less than a three-month suspension.

XVI. Transfer System

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

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

1. A rider will transfer (qualify) out of his/her respective motos by attaining an appropriate finish. Qualifying finish spots will be predetermined on the moto sheet.
2. Once a rider qualifies for a semi or a main event, he will not race again until that time. Doing so may result in disqualification.
3. Only a class of nine riders shall have its final round of qualifying motos combined.
4. Track operators have the option of running either a

- 2-moto or 3-moto qualifying system at their discretion.
5. It is recommended that tracks run the transfer system for all multi-point events.
 6. At all National, Gold Cup Final and Race of Champion events, the Sanction will limit qualifying to a total of 2 rounds.

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

Under the 3-moto-transfer system:

Class of three or fewer riders-1 group:

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

Class of 4 riders-1 group:

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

Class of 5 riders-1 group:

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

Class of 6 riders-1 group:

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

Class of 7 riders-1 group:

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

Class of 8 riders-1 group:

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

Class of 9 riders-2 groups:

First group will contain 5 riders while second group will have 4 riders.

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

Class of 10-14 riders-2 groups:

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

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

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

Under the 2-moto-transfer system:

Class of three or fewer riders -1 group:

Same as three-moto system—total points.

Class of 4 riders -1 group:

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

Class of 5 riders – 1 group:

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

Class of 6 riders – 1 group:

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

Class of 7 riders – 1 group:

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

Class of 8 riders – 1 group:

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

Class of 9 riders – 2 groups:

First group will contain 5 riders while the second group will have 4.

First round-first and second place riders will qualify from each group.

Second round-combine remaining five riders and qualify the first 4 riders.

An eight-rider main is run.

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

First round-first and second place will qualify.

Second round-first and second place will qualify.

Riders will continue to qualify through any quarters and semis to an eight-rider main.

XVII. Team Rules**National Team Rules**

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

Visit teams.usabmx.com for details.

Local Team Rules

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

XVIII. State & Provincial Championship Series

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

The Florida State Championship Series, Oklahoma State Championship Series and Connecticut State Championship Series are run under different formats that are defined on the website under State Championship Series.

The BC Provincial Championship Series will count the best 4 PCR events, regardless of the number of tracks in the province.

A. Eligibility Requirements

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

1. **Race in the predetermined number of SCR/**

**PCR, (hereinafter referred to as “SCR”),
events within his/her respective home state
as per the following table:**

<u>Number of tracks in State / Province</u>	<u>Number of SCR events required</u>
10 or more tracks	5
7 - 9 tracks	4
4 - 6 tracks	3
3 tracks	2
2 or less tracks	1

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

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

B. Additional Eligibility Requirements

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

C. Award structure:

1. Number plates will be awarded with the following ratio and specifics:
 - a. 50% of the total number of riders in each age group with State / Provincial championship points (regardless of eligibility status), according to the points listing presented for the state final event, not to exceed 10 plates per age group.
 - b. Riders must have fulfilled all eligibility requirements. (Ex: 30 riders in an age group-50% would make 15 riders eligible, but plates will not exceed 10. If only 7 of those eligible riders have met the requirements, only 7 plates will be awarded. Odd numbers will be rounded up to the next even number in

determining the 50% ratio.)

- c. In all classes, a minimum of three (3) plates will be awarded to riders meeting all of the eligibility requirements.
2. Each State #1 Champion will receive a number plate and a custom award.
3. Novice and Intermediate riders of the same age group will be tabulated together by age group.
4. Girl Expert and Expert riders will be separately tabulated by age group.
5. The State number plate will be a blue background with a white number for Experts, Girls Expert, Cruiser, and Girl Cruiser.
6. The State number plate for Novice and Intermediates will be a green background with a white number.
7. **State number plates can be used at any sanctioned event within a riders home state (excluding National and Gold Cup Final event weekends).** These plates can be used until the conclusion of the following year's State Championship Final event.

D. Competition structure

1. Riders can earn an additional bonus point for every two (2) single point races ran on or before July 15th, with a maximum of four (4) bonus points being awarded.
2. To determine a State champion in each class, the point system will be used as represented in Section VII, points table, C. The state points table.
3. Each rider's final State points total will be listed within the age group that corresponds with his/her actual age as of their respective SCF date.
4. Riders shall be competing for the class championship title in their respective age group as described in **Sec. III.**
5. In the event of a tie in final points in any age group, the tie will be broken as follows:
 - a) Higher proficiency (applies to 20" Class only).
 - b) Best finish at the State Final event.
 - c) Total number of riders in class.
 - d) Order of transfer from the motos. (If a total points race, the finish order shall be used as the transfer order for that rider.)
 - e) Most number of single point races competed in.
 - f) If there is still a tie at this point, it will be declared a tie, and co-champions will be awarded.
6. Every eligible track in each state may hold a State Championship Series Race (SCR) offering State Championship points as well as double district points. In some states, the #2 track in the state (based on track standings) may host a triple district point SCR event.
7. Each state shall have a State Championship Final (SCF) that will offer double state points as well as triple district points.

8. All SCR events shall be run within a date range designated by the Sanction.
9. The SCF in each State shall be awarded by the Sanction via a statewide track contest.
10. In conjunction with the SCF, the host track shall be awarded an earned-double, this earned-double shall be called the State Championship Pre-race. This race is an earned-double and shall not have any bearing on the state series.
11. All SCF events shall be scheduled with the Sanction within a specific time frame outlined by the Sanction.
12. No SCR event may be moved or transferred to another facility without **WRITTEN APPROVAL** from the Sanction.
13. Riders from other states may compete at any SCR or SCF for district points. The out of-state rider cannot receive that State's championship points and any position that rider earns will be omitted from the points standings for that race:

Example: Arizona State Race 8 Expert main results:

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

14. **August 1** is the deadline for any rider to change State eligibility. After this date, any transferring rider will be required to participate in the State Championship Series of their previous state of residence.
15. Any rider racing out of class at any SCR or SCF will forfeit all state and district points for that event. However, they will still receive a participation credit towards state award eligibility.
16. A non-eligible rider can compete at any SCR or SCF races for district points and award of the day.
17. As California is split into Northern and Southern regions, California riders may attain state points at SCR events as required in either region. A rider must compete at the State Championship Final event of their home region (Northern or Southern) to be awarded a championship title and/or receive state points for that event.
18. The Northern California state series region will include the following districts: 04, 08, 10, 11, 12, 15, and 18.
19. The Southern California state series region will include the following districts: 01, 02, 03, 06, 07, 16, 22, 23, 24, 27, and 28.
20. All tracks in good standing can host an SCR (or PCR). However only SCR/PCRs scheduled as of May 1 will be counted to determine the number of required SCR/PCR races needed per Sec XIX. rule #1 under A. Eligibility Requirements.
21. The Sanction reserves the right to review and make determinations in all aspects involving the State / Provincial

Series.

XIX. Gold Cup Championship Series

A. Eligibility Requirements

1. Race in two (2) Gold Cup Qualifiers in a region and race both Saturday and Sunday of the Gold Cup Championship Final in that same region.
2. As an alternative award, race in an Open or Mixed Open both Saturday and Sunday at the Gold Cup Championship Final in any region and the top rider can earn a Gold Cup Champion jacket (no plates will be awarded for Open or Mixed Open classes).
3. A rider may race in one or more Gold Cup Finals.
 - a) Riders will only bring the points earned from Gold Cup Qualifiers held within that region to the Gold Cup Championship Final in that region.

B. Award Structure

1. The top three riders in each pointed class will be awarded 1st, 2nd, and 3rd number plates based on their overall finishes in the series.
2. The overall winners in each pointed class will be given a special award as well as the #1 Gold Cup number plate.
3. The Gold Cup number plate shall be a yellow background with black numbers and can be used at any sanctioned event.
4. Open and Mixed Open classes will only be competing for a special award for the overall winner, number plates shall not be awarded.
5. Plates can be displayed until the conclusion of the following year's Gold Cup Championship Final event.

C. Competition Structure

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

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

- Friday - double-district points only
 - Saturday - Gold Cup points & quadruple-district points
 - Sunday - Gold Cup points & quadruple-district points
4. A maximum of four (4) class or cruiser scores will be counted, two (2) will be the rider's best qualifier finishes, the other two (2) being the Saturday and Sunday

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

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

The Race Of Champions (ROC) is unique in that riders complete in the age and skill they were as of August 31st. Riders from states/provinces that do not host a final can qualify through district points standings.

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

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

Alternative Eligibility

2. Race the minimum required number of state/provincial races within their respective state or province and must rank in the top 10 state/provincial final standings their age and skill level.
3. Race at least one (1) state/provincial race within their

respective state or province and race any eight (8) single point events prior to September 15th and must rank in the top 10 state/provincial final standings their age and skill level. (8 single point race participation must be in the same class (either class or cruiser) as the earned top 10 final standings. You may not combine class and cruiser single point races to accumulate 8.)

4. If a state /province has no Championship Series, then the top 5 riders in each age and skill level from the district point standings as of August 31st posted online. Additionally, each rider shall compete in the age and skill level that they were as of August 31st.

B. Award structure

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

C. Competition Structure

1. A rider qualifying for the ROC in either class or cruiser is eligible to race all classes (class, cruiser and open).
2. Female novices and intermediates will be eligible under the novice and intermediate skill level.
3. A rider shall compete in the age and skill level that they were as of August 31st.
4. Foreign amateur riders are not required to qualify to race the ROC, but can only race in the Open class. (Canadian riders are not considered foreign.)
5. The ROC is a triple-district point event.
Any rider riding out of class at any State / Provincial Championship event may not be eligible to participate in the ROC.

The Sanction reserves the right to review and make determinations in all aspects involving rider qualification and classification for the ROC event.

National Series

A. Nationals

All current members may participate in the national series. Riders can compete in as many national events as desired towards a U.S. national standing. U.S. national events offer triple-district points in addition to national points. All

national event weekends will operate under the following guidelines:

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

B. Grand National

All current members may participate in the Grand National, "The Greatest Race on Earth". The Grand National is the finale of a year's worth of national competition, and provides double national points on top of a rider's eight (8) best scores toward a national year-end ranking. This race also offers quadruple-district points. The 5-day Grand National structure of events will operate under the following guidelines:

- Wednesday will offer weekend race registration and scheduled practice for all riders.
- The Thursday and Friday pre-Grands event will be the ROC. There will be NO practice for riders.
- Thursday and Friday will also offer an additional registration opportunities for the Grand National.
- Saturday is the start of the Grands.
- Sunday the Grands will conclude with additional qualifying rounds and main events.
- The above format is subject to change. Please visit grands.usabmx.com or the monthly membership publication for the final schedule.

C. National Points Tabulation National Overall

1. Amateurs: The eight (8) best national finishes plus their Grand National finish will count toward an overall national ranking.
2. National points are awarded only at national events (see Section VII. Amateur Points Table).
3. Pros: See Section V. Pro Class for Pro Classifications and series rules.
4. Riders can earn additional bonus points for single point

races ran on or before October 1st. Riders will earn an additional 10 national points for each single point race with a maximum of 80 points being awarded (up to 8 single point races). (8 single point race participation must be in the same class (either class or cruiser) as the earned top 10 final standings. You may not combine class and cruiser single point races to accumulate 8.) At the top level (Expert, Girls Expert, Cruisers and Girl Cruisers), this essentially equates to one finish position at the Grands (for positions 1-6 in the main event). This change only applies to NAG and National, not CNAG and Canadian National points.

5. There will be a National Overall point category and a respective title for the following:
 - Amateur Boys-all ages and proficiencies combined
 - Amateur Boys Cruiser-all ages combined
 - Amateur Girls Expert-all ages combined
 - Amateur Girls Cruiser-all ages combined
 - Pro
 - Women Pro
 - Vet Pro
6. National Number Plates will be awarded to the top 50 for each category for amateurs and top 10 for Pro Class.
7. In order to transfer 100% of the main event points (finish points) into your district points total, riders will have to race in 20 single point races. Riders will earn 5% of their finish points for each single point race ran.
8. Ties in the National points will be broken at the Grand National as follows:
 - a) Most 1sts, if tied, then 2nds, if tied, then 3rds, etc.
 - b) Finish at the Grand National.
 - c) Most riders in class.
9. Any rider with a point discrepancy may submit to the Sanction a detailed list of races and finishes earned. That list will be verified and returned to the rider. A rider must submit a list within 30 days after the point standings are published on the website. Only the points for the past month will be checked. **After 30 days, points become final.**

National Age Group (NAG)

1. Year-end National Age Group rankings will be awarded to each category per the following guidelines:
 - Boys 1-20
 - Girls Expert 1-15
 - Cruiser 1-10
 - Girls Cruiser 1-10
2. A rider must have a minimum of six (6) national scores to earn a NAG plate. NAG Standings are based on a

- rider's best eight (8) National finishes plus their Grand National finish.
3. All riders of each respective age group may accumulate National points towards their NAG standings.
 4. From the start of the new season, a rider's NAG points will be shown in the age group of that rider's respective age as of the Grand Nationals.
 5. NAG Number Plates will be awarded for each category for amateurs.
 6. NAG riders may run their earned ranking on their number plate, at all sanctioned events.

XXI. Worlds Qualification

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

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

XXII. Canadian National Series

A. Canadian Nationals

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

- Friday will offer registration, track practice for all riders and a national race.
- Saturday will offer additional race registration, practice for all riders and a national race.
- Sunday will offer another national race for the weekend.
- NO registration or practice on Sunday.
- Trophy Slips will need to be exchanged for the award (trophy or Saver Stamps) before the event concludes. ***This is printed on the bottom of the trophy slips to remind you.***
- Refunds will be issued based on your method of payment if a rider pulls out of an event prior to the

close of sign ups.

**All riders (US and Canadian) can transfer Canadian national scores into the US national standings on a one for one basis. For each Canadian national score used toward a rider's US national standing, a US national must be raced. There is no cap on the number of scores counted as long as the one for one rule is satisfied. CNAG/CNAT riders must run a maple leaf on the number plate if running a non-issued number plate (see sign-ups if you need one).*

B. Canadian Grand National

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

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

- Friday will offer race registration, track practice for all riders, and a national event.
- Saturday will offer additional race registration, practice for all riders, and a national event.
- Sunday will offer the Canadian Grand Nationals as a one-day event.
- NO registration or practice on Sunday.
- There will be no voluntary move-ups the entire weekend of the BMX Canada Grands. This means that whatever skill level the rider participates in on their first day, they can only advance in proficiency by a win move-up to the next proficiency.

C. Canadian National Points Tabulation

National overall

1. Canadian riders earning national points at a Canadian national event apply toward a Canadian NAG (CNAG) or National standing.
2. Canadian Amateurs: The six (6) best national finishes plus the Grand National finish will count toward an overall national ranking.
3. National points are awarded only at national events (see Section VII. Amateur Points Table).
4. Canadian Pros: The six (6) best overall finishes plus their Grand National finish will count toward an overall national ranking.
5. Riders must have a minimum of four (4) national scores

- to earn a CNAT plate.
6. There will be a National Overall point category and a respective title for the following:
 - Amateur Boys-all ages
 - Amateur Boys Cruiser-all ages combined
 - Amateur Girls Expert-all ages combined
 - Amateur Girls Cruiser-all ages combined
 - Pro
 - Women Pro
 7. National Number Plates will be awarded to the top 10 for each category for amateurs and 1-10 for Pro Class.
 8. Ties in the National points will be broken at the Grand National as follows:
 - a) Most 1sts, if tied, then 2nds, if tied, then 3rds, etc.
 - b) Finish at the Grand National
 - c) Most riders in class.
 9. Any rider with a point discrepancy may submit to the Sanction a detailed list of races and finishes earned. That list will be verified and returned to the rider. A rider must submit a list within 30 days after the point standings are published on the website. Only the points for the past month will be checked. **After 30 days, points become final.**

Canadian National Age Group (CNAG)

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

Canadian National Team Competition

1. National team competition rules are available online and include rules, payout, sample team sheets and roster forms. Visit teams.bmxcanada.org for details.

XXIII. District Year-End Jackets

1. Year-end jackets will be issued to the top 10% of riders (up to a maximum of 10 jackets) for each district making the awards equal across the nation. The Sanction will round up to the next number at 5 (Ex: A district with 15 riders in points will earn 2 awards, while 14 riders would round down and only 1 award would be provided). **Memberships must be current through the end of the point season (December 15th) to earn year-end awards.**
2. Any rider earning a 1-10 USA National Age Group (NAG) ranking will be ineligible for district year-end ranking and any district year-end award (Canadian NAG series is exempt). Any subsequent riders in the district point standings will move up in the district year-end point standings to fill the open positions.
3. Riders earning over 20,000 district points in a season will be recognized for their accomplishment with a custom award as a year-end award. NAG riders are eligible for the 20,000 Points Club and other promotional programs.

XXIV. Foreign Participants

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

1. Foreign riders are required to purchase a membership to be eligible to compete at USA BMX or BMX Canada sanctioned events.
2. As most countries do not have three proficiencies like USA BMX or BMX Canada, all amateur foreign riders will initially be classified as either Intermediates or Experts for the purpose of competition. However, the Sanction reserves the right to determine if a rider may compete at a lower proficiency.
3. Any foreign rider holding a current UCI Championship level membership with any foreign BMX organization shall be required to compete in the age-appropriate class.
4. Canadian riders are not considered foreign and therefore must follow and abide by the rules as set forth.

Foreign riders please contact invitation@usabmx.com for assistance in membership and to receive an invitation to participate in a USA BMX national event.

XXV. Medical Controls

5. USA BMX/BMX Canada is committed to concussion awareness and policy. A rider may be subject to

removal from practice or racing. The concussion policy is in place to provide a uniform method for athletes who receive a head injury and health care professionals to provide a written release for riders to return to competition after having suffered a concussion or having demonstrated signs, symptoms or behaviors consistent with a concussion.

6. USA BMX/BMX Canada has a zero-tolerance policy for doping in our sport. Fair play is paramount in maintaining the integrity of bicycle racing and the athletes who participate in it at any level and discipline. The Sanction is committed to working with the United States Olympic Committee, USA Cycling, the UCI, the U.S. Anti-Doping Agency, and the World Anti-Doping Agency to ensure a level playing field for all of our athletes. Information on, or a copy of, the USADA protocol, can be obtained from USADA at (800) 233-0393 or the USADA website www.usantidoping.org.
 - As a supporter of both national and international BMX competition, we reserve the right to uphold suspensions handed down by USADA for violations of the USADA protocol.
 - Any member could be tested at any event.
 - Any member failing anti-doping testing or refusing testing may face a suspension of up to one (1) year from competition.

XVI. Glossary

Amateur - any non-Pro rider.

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

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

Classification - skill level at which a rider competes.

Clipless Pedal - a two-part pedal system designed to mechanically connect metal cleats, attached to shoes, to specific pedals.

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

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

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

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

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

DNS - designation on a moto sheet that a rider "did not start" in any particular moto or main. If a rider is a DNS for each moto, that rider is a DNR for the event.

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

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

Expert - highest skill level of amateur male competition.

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

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

Girl Expert - highest skill level of amateur female competition.

Girl Cruiser - girl racers competing on cruiser bicycles.

Ghost Rider - any rider fraudulently signed up to satisfy requirements in forming a class or to misrepresent his/her presence at an event to earn points or credit for attending.

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

Helmet - important item necessary for head protection.

Interlocking - a pedal system that locks into a mechanism and/or uses a cleat to hold the shoe firmly to the pedal.

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

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

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

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

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

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

Moto number - number corresponding with any specific race

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(moto).

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

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

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

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

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

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

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

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

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

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

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

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

Pro Purse - Pro prize money for the day.

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

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

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

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

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

Sandbagger - any novice or intermediate rider judged to have intentionally avoided getting a win towards advancement. The act of intentionally avoiding the win is referred to as "sandbagging".

Standard Flat Pedal - a pedal designed for use with flat soled shoes. These pedals often feature replaceable metal traction pins or cages. Riders restricted to Standard Flat Pedals cannot add magnets, straps, toe-clips or any other item that attempts to bind the rider's feet to the pedal.

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

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