

# PART 6 BMX

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# PART 6 BMX

## Chapter I GENERAL RULES

### § 1 Categories and participation

#### Age of Participants

**6.1.001** For participation in events on the international calendar, riders' categories are determined by the age of those competing as defined by the difference between the year of the event and the year of birth of the rider.

A rider must be at least 5 years of age to compete in a UCI sanctioned BMX event. The minimum age of 5 refers to the real calendar age on the day of race commencement. (text modified on 1.02.12).

#### Categories

**6.1.002** BMX events can be distinguished in three competing levels, the Championship level, comprising elite and junior categories, the Challenge level and the Masters level. The single categories are laid down in article 6.1.003, 6.1.004 and 6.1.005. (text modified on 1.02.12; 1.07.12).

#### Categories Championship level

**6.1.003** The competition categories recognized by the UCI in the two specialties are as follows:

##### STANDARD 20 Inch BICYCLES

##### BMX race:

- Men Elite; aged 19 and over;
- Women Elite; aged 19 and over;
- Men Juniors; aged 17 & 18;
- Women Juniors; aged 17 & 18;

##### BMX time trial:

- Men Elite; aged 19 and over;
- Women Elite; aged 19 and over;
- Men Juniors; aged 17 & 18;
- Women Juniors; aged 17 & 18;

(total: 8 categories).

(text modified on 1.02.11; 1.07.12)

#### Categories Challenge level

**6.1.004** The competition categories recognized by the UCI are as follows:

##### a. STANDARD 20 inch BICYCLES:

- Boys - 5 and 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16;  
(11 categories).
- Girls - 5-7, 8, 9, 10, 11, 12, 13, 14, 15, 16;  
(10 categories).

- Men - 17-24; 25-29; 30 and over;  
(3 categories).
- Women – 17 and Over.  
(1 category).

b. CRUISERS 24 inch BICYCLES:

- Boys / Men 12 and under, 13 and 14, 15 and 16, 17-24, 25-29, 30 - 34, 35 - 39, 40 - 44, 45 and over;  
(9 categories).
- Girls / Women 16 and under, 17-29, 30 and over  
(3 categories).

(TOTAL: 37 categories)  
(text modified on 1.02.12).

Categories Masters level

**6.1.005** Men: 30 and over (1 category). 20 inch only.  
Masters are also authorized to compete as Challenge Cruisers 24 inch.  
(text modified on 1.02.12; 1.07.12).

**6.1.006** A rider aged 17 years or over may choose to compete at either Championship, Challenge or Masters (only if aged 30 and over) level at the beginning of the season namely in the appropriate age and gender group.

A rider cannot ride in both Championship and Challenge levels during the same season. The rider's licence must indicate the category of the rider.

Furthermore, a rider who scored one UCI point, cannot enter the Masters or Challenge levels.

(text modified on 1.02.11; 1.02.12; 1.07.12; 1.10.13)

**6.1.006 bis** From 2013 on, the calendar season starts on January 1 and ends on December 31.  
(article introduced on 1.02.12; text modified on 1.07.12).

Combination rules

**6.1.007** Five riders shall constitute a category. If less than five riders register for a category, they will be combined with an older category. However, cruiser categories with a maximum age of more than 34 shall be combined with the next younger category.

In the case that any under-subscribed category cannot be combined according to these rules, this category shall not be run.

If the adequate numbers of five riders are registered and confirmed during the riders confirmation, the category will be run even if less riders show up at the start.

If five or more riders register for a category and are confirmed during the riders confirmation the category will not be combined in those cases where injury or illness prevents the requisite number from actually engaging in competition.

Championships classes or challenge classes can be combined during UCI registered races on the following basis:

- The organiser announces in the technical guide and in their communication towards National Federations and riders the combination of classes.

- The results are split in two separate classes based on the results summary.
- Riders get the ranking points that correspond with the place in the separate results.
- The riders are awarded the prize money that correspond with the place in the separate results

Example class 1 event combination women elite and women junior

Result of the race	Category of rider	UCI ranking Points Women Juniors	UCI ranking Points Women Elite
1	Women juniors	30 (1 <sup>st</sup> place WJ)	
2	Women Elite		50 (1 <sup>st</sup> place WE)
3	Women juniors	20 (2 <sup>nd</sup> place WJ)	
4	Women Elite		45 (2 <sup>nd</sup> place WJ)

Except as provided by the combination rules, no rider is permitted to compete outside of his age or gender group during UCI registered races.  
(text modified on 1.02.12; 1.07.12; 1.10.13).

## § 2 Calendar

### Race classes and date protection

**6.1.008** International BMX events are registered on the international calendar in accordance with the following classification:

- Olympic Games (OG)
- *World championships (CM)*  
No other international BMX event may be organized on the same dates as the world championships. No continental championships or C1 event may be organized on the weekend prior to the world championships.
- BMX supercross world cup (CDM)  
No other international BMX event may be organized on the same dates as the BMX supercross world cup.
- Continental championships (CC)  
No other C1 or CN on the same continent during the continental championships date may be organized.
- International competition class 1 (C1) . During C1, no CN events may be organised on the same date as the C1 event on the same continent.
- National championships (CN)  
National BMX championships must be run on the first weekend  
(article modified on 1.02.10; 1.07.12; 1.10.13)

**6.1.009** Every entity organising a BMX event shall conduct the event in strict accordance with the UCI constitution and its regulations. All events registered on the UCI BMX Calendar must respect the UCI financial obligations (in particular calendar fee, prize money) approved by the UCI management committee and published on the UCI website. A detailed technical guide must be presented to UCI during the calendar registration process.

(article modified on 1.07.12)

**6.1.010** Inclusion of an international BMX event on the UCI calendar ensures that no national federation may conduct or permit to be conducted under its sanction national

championships or international BMX event in accordance with the rules set forth in article 6.1.008.

### § 3 Technical Delegate

**6.1.011** The Technical Delegate shall:

- 1 Supervise the preparations and the technical aspects of the events, without prejudice to the responsibility of the organiser.
  - 2 Be the liaison between the UCI headquarters and the UCI
  - 3 Make an advance inspection of the site, meet with the organisers and immediately make a site inspection report to the UCI and provide a copy of this report to the organiser.
  - 4 Oversee and follow up with the organiser in the lead up to the event to ensure the recommendations from the site inspection report have been implemented as appropriate.
  - 5 Be on site prior to the first official training session and carry out an inspection of the venue and track in conjunction with the president of the commissaires' panel and the organiser. The final determination for the track and any changes are the responsibility of the technical delegate. In cases where a technical delegate does not have to be appointed under article 6.1.012, this task falls to the president of the commissaires' panel;
  - 6 Make a general event report to the UCI; this report may be copied to the organiser.
  - 7 Make a confidential report on the work of the commissaires' panel.
  - 8 Coordinate the team/rider meetings.
- (text modified on 1.02.12; 1.07.12).

**6.1.012** The technical delegate shall be designated by UCI.

*For Olympic Games, world championships and supercross world cup events, the technical delegate is appointed by the UCI.*

(text modified on 1.02.12).

### §4 Competition

**6.1.013** Riders registered to compete in an event will be classified according to their age, gender, bicycle style and competition level. Two specialties are recognized: BMX race and BMX time trial. Two styles of bicycles are recognized in BMX race : standard 20 inch and cruiser 24 inch, as described in article 6.1.064. BMX time trial can only be ridden on a standard 20 inch bike.  
(text modified on 01.07.12)

**6.1.014** A BMX race is composed of 3 phases, the motos, the qualifiers (1/32, 1/16, 1/8, 1/4 and 1/2 finals depending on the number of participants) and the final.

The motos are subdivided in 3 rounds, at the end of which the riders with the best overall result shall transfer to the qualifiers.

The qualifiers are the elimination phase of the race. It is subdivided in several stages, which are distinguished from each other by their degree of removal from the final (1/32, 1/16, 1/8, 1/4 and 1/2 finals depending on the number of participants).

The last phase is the final.

If less than 9 riders constitute a category, there will be a three moto system where the

aggregate score at the end of the three motos determines the final result.

At the end of the BMX race competition, a final classification is made that defines the final results and that is used to attribute UCI ranking points and prize money.

Final classification

(results summary) of the competition is determined by:

- 1 The phase reached (Final, 1/2 final, 1/4 final, 1/8 final, 1/16 final, 1/32 final, motos)
- 2 The rank from this phase
- 3 The total points from this phase
- 4 The time in the last run, in case of ties the time from the previous run is considered. When the tie cannot be broken by time, the riders will share the same rank. In case of a combination of classes, this results summary will be used to split the results of two classes and make a separate result per category.

A BMX time trial event is composed of 2 phases, the time trial qualification and the time trial super finals. Every phase is composed of one run. The number of riders qualifying for the time trial super finals depends on the number of registered riders in each category. The time trial super finals are the final phase and define the time trial results.

24+ Entries	top 16 into a time trial super final
16-23 Entries	top 8 into a time trial super final
12-15 Entries	top 6 into a time trial super final

With less than 12 entries, the time trial qualification may be run and define the time trial results. In that case, the time trial super finals will not be run.

(text modified on 1.07.12; 1.10.13).

Practice

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

The commissaire may call a team managers' meeting when necessary. The purpose of this meeting shall be to inform team managers and riders of any supplemental regulations that may be in force during the race and to give further instructions regarding the general conduct of the race.

(text modified on 1.07.12).

Race schedule

- 6.1.016** The schedule of races shall be established according to the procedures set forth in annex 1.

The race schedule and order shall be posted on the information board on start lists.

Start lists posted on the information board must indicate:

- 1 Each rider's name, UCI Code, country and plate number
- 2 The race number;
- 3 The qualifying round to which riders will transfer;
- 4 The starting positions for each moto.

Transfers and scoring

- 6.1.017** A rider who fails to start in a moto will be scored as a Did Not Start (DNS). For the purpose of determining his transfer eligibility, a rider will be awarded 2 more points than

the number of riders listed on the start list.

The rider will be ineligible to transfer if he fails to start more than one moto. The transfer system is explained in annex 1.

In the case where a tie occurs in transferring or award positions, the tie breaker will be the rider's best finish in the preceding qualifiers, the next tie breaker will be:

- A. In descending order 3rd, 2nd, 1st moto finish result.
- B. Time trial results
- C. UCI ranking

(text modified on 1.07.12).

- 6.1.018** If applicable, for each moto in which he competes, a rider shall receive a point score equal to his finish position in the race, with the rider in first place earning one point and so on down to the eighth place rider, who will receive eight points. The riders with the lowest total points earned in the motos transfer to the next stage of competition in accordance with the rules set forth in annex 1. In qualification phase the top four finishing riders will transfer to the next stage of competition.

A rider who starts but does not complete a moto will be recorded as «Did Not Finish (DNF) and will receive a score equal to the number of riders who started the moto. This rider will be eligible to transfer.

A rider who starts but has been relegated by the commissaires will be recorded as “relegated” (REL) and will receive a score equal to the number of riders who started the moto plus 2. This rider will be eligible to transfer.

If one rider or more riders fails to start they will be declared as a Did Not Start (DNS).

Order of ranking for IRM's (Invalid Race Method):

- 1 DNF
- 2 REL
- 3 DNS

In case of multiple DNF, REL or DNS, the tiebreaker (within each group) will be as follows:

- 1 Position in previous heat ;
- 2 Lap time in last run of previous heat);
- 3 Time trial results.

(text modified on 18.06.10; 1.02.11; 1.07.12; 1.10.13).

#### Scoring systems

- 6.1.019** The following scoring systems shall be used for BMX competitions.

- 1 Photo finish is determined by an equipment able to take min 1000 frames per second.
- 2 Scoring with timing transponders when utilised: The staging officials shall check each rider's bike to confirm that the provided transponder has been attached correctly. However, the rider is solely responsible for the correct attachment of the transponder during the race. There shall be a timing operator who shall be responsible for recording the finish line position of every rider as he crosses the finish line in every race and if a rider does not finish a race (DNF), the president of the commissaires' panel must immediately confirm the rider's finish result to the timing operator.

- 3 Light beams (photo cells).
- 4 Scoring with a finish line video camera equipment Video camera equipment shall be so installed as to be directly aligned with the finish line at ground level or directly above. The video camera shall have an unobstructed view of the finish line on the track surface. The back field view of the video camera shall be clear so as to not complicate the clarity of reproduction nor confuse the vision at the play back facility. In addition, there shall be a further video camera at the "front on" position to facilitate rider number identification. In each preceding case described, slow motion reverse and advance capabilities are required of the equipment. As well the equipment shall be capable of colour reproduction.
- 5 Finish line commissaires There shall be a minimum of 5 qualified finish line commissaires, who shall be responsible for recording the finish positions of every rider as he crosses the finish line in each race. The official finish positions of each race shall be determined by a simple majority of the finish line commissaires. The official finish results shall be transmitted to the secretary of the commissaires panel for notation on the moto sheets.

**6.1.020** In the event that the finishing order is disputed, the utilized finishing medium may be consulted according to article 1.2.103.

Staging and gate positions

- 6.1.021** The gate starting positions for motos shall be determined according to annex 2 and shall be indicated on the start lists.  
The gate starting positions during the qualifiers (1/32, 1/16, 1/8, 1/4 and 1/2 finals depend on the number of participants) and the final shall be determined by:
- A. By seeding determined by lap time from the previous round (fastest rider has the first choice on the gate)
  - B. By the finish placing from the previous round (first placed rider has first choice on gate).

All riders must start in their designated gate positions. The penalty for starting from any other gate position is disqualification.

It is each rider's responsibility to be in the staging area and on the gate at the appropriate times. If the rider is not on time for staging as indicated by the staging official, the rider will lose the gate pick position and must choose the gate last.

In case of a rerun, all riders must start in the same gate position as previously designated.

(text modified on 30.01.09; 1.02.11; 1.07.12).

Start

- 6.1.022** A BMX race shall be started using a voice box starting system.  
Where an electronically controlled starting gate in combination with a voice box supported starting system is used, the recorded commands of the voice box shall be as follows:
- A. Stage 1: «ok riders, random start». The recorded commands of the voice box shall be as follows:
  - B. Stage 2: «Riders ready».
  - C. «Watch the gate».

For safety reasons, the stop button can be pressed at any time (up to the end of stage 2).

The requirements for a voice box and an electronic starting system shall be as described in annex 3.

(text modified on 1.02.12; 1.07.12).



Conduct on the track

**6.1.023** Riders who have registered for a competition and who confirmed their participation during the riders confirmation, are the only riders allowed to ride or practice on any part of the track on the days of the competition.

The commissaires panel is the final authority at any competition and has the right to impose a penalty on any competitor, parent, spectator, or team manager in the interests of safety or for violation of the rules.

If a race is stopped by commissaires before its conclusion, the riders in the race must return to the starting line immediately and await instructions

A restart will be signalled by the president of the commissaries' panel or his designated. A re-run of a moto, qualifying round or final will take place only if, in the opinion of the president of the commissaires' panel, the running of the race has been adversely affected by interference in the start procedure, interference on the part of a spectator, animal or other outside agency.

If a rider falls or is forced to stop due to a bicycle malfunction during a race, his first responsibility shall be to remove himself and his bicycle from the track in order to give the least obstruction to other riders. If a rider cannot or does not get up after a fall, he may be moved only by first aid attendants or with the permission of a licensed physician.

Any use of radio links or other remote means of communication by the competitors are not permitted.

(text modified on 1.07.12).

Finish

**6.1.024** A rider shall have finished at the moment when the tire of the front wheel touches the vertical plane rising from the starting edge of the finish line. According to article 1.2.109 the bike and the rider have to cross the finish line together.

In BMX competitions, different scoring systems are utilized, according to article 6.1.019. In the event that several systems are utilized during the event, they must apply according to the following order of priority:

- A. For time trials
  - 1 Photo finish or light beams (photo cells)
  - 2 Timing transponders, as laid down in article 6.1.019
- B. For motos, qualifiers and Finals
  - 1 Photo finish or light beams (photo cells)
  - 2 Timing transponders, as laid down in article 6.1.019
  - 3 Video Camera
  - 4 Finish line commissaires
- C. For gate selection
  - 1 Transponders, as laid down in article 6.1.019
  - 2 Photo finish or light beams (photo cells)

In the event that a specific scoring system is required by the UCI regulations, such finish scoring system must be in place and other systems with a lower priority are not necessary.

The use of video camera equipment is mandatory at all international BMX races.

(text modified on 1.02.12; 1.07.12).

**6.1.025** In a final, at least two riders need to cross the finish line for a race to be valid.

In case the race is not declared valid, a restart of minimum three riders shall be done within 15 minutes. In the case of no restart, the times or results for the semifinal will be declared the final result.

In case of cancellation prior the final, the results of the previous phase will be declared the final results.

(text modified on 30.01.09; 1.10.13).

## § 5 Competition field

### Track flags

**6.1.026** Green and yellow flags of the colours listed below may be used by track officials as a means of communicating with each other and to riders on the track. The red flag must be used by one of the track commissaires. These flags have the following meanings:

GREEN FLAG: The track is unobstructed and racing can proceed.

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

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

(text modified on 1.02.11; 1.10.13)

### BMX track

**6.1.027** The track must be of a compact, closed looped design, forming a circuit where length measured along its centre line is not less than 300 metres nor greater than 400 metres.

The track must be a minimum of 10 metres wide at its start and may not taper to a width of less than 5 metres at any point along its track.

### Starting hill

**6.1.028** The starting hill must accommodate a track width of at least 10 metres and be at an elevation at least 1.5 metres, preferably 2.5 metres above the grade of the first straight. The initial incline extending from the starting gate to level grade must be at least 12 metres in length.

(text modified on 1.07.12).

### Starting gate

**6.1.029** The starting gate shall be a minimum of 7,3 metres in width for BMX events on the UCI BMX calendar.

The gate shall have a height of at least 50 cm, with an angle no greater than 90 degrees with the slope of the ramp which supports the bicycles' wheels when they are in their starting position. Starting positions 1 through 8 must be clearly marked on the gate.

The electronically controlled gate, to be used at all BMX events on the UCI BMX calendar, must be outfitted with a system of appropriately coloured starting lights located so as to be clearly visible from all starting lanes without disadvantage to any rider who is in the "riders ready" position. In case of a failure of the gate release system, the gate shall fall to the dropped position.

A "voice box" system is mandatory at all UCI sanctioned events described in annex 3.

Whenever a timing scoring system is utilised, the timing system must be activated, whereupon the time starts running, at the moment the gate-start mechanism is activated causing the gate to drop.  
(text modified on 1.10.13)

Initial straight

**6.1.030** The initial straight shall be a minimum of 40 metres in length.

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

First turn

**6.1.031** The first turn may go in either direction and shall be banked to a degree which allows safe entry and exit for riders of all ages at race speeds.

At the first turn, the track shall be a minimum of 6 metres wide measured along a straight line extending from its surface at the inner radius to the top of the berm at its outer radius

Turns and obstacles

**6.1.032** The track shall have a minimum of 3 turns.

The track shall be a minimum of 5 metres wide throughout each turn.

All obstacles on the track must be constructed with the safety of all riders, regardless of age, in mind. Consideration must be given to the abilities of the youngest riders in competition when designing obstacles intended to present special challenges to older competitors. On the first straight the minimum distance between two obstacles shall be 10 metres. An obstacle is defined by its front and back slope and can be a single obstacle, double, triple or multi-jump as well as a 4-pack, 5-pack or multi-pack.

Tracks may be designed to include alternate sections to be traversed only by Championship categories. These sections may offer obstacles which are inherently more challenging than those found on the track's main circuit.

Race track markings

**6.1.033** The boundaries of the race track including the alternate sections shall be clearly marked with white lines.

(text modified on 1.02.12;1.07.12).

Fencing

**6.1.034** In order to provide a barrier between the event's participants and its spectators, the track must be enclosed by a perimeter fence which shall not be located at any point closer than 2 metres from the competition track.

The fence must be constructed of a substantial material such as plastic webbing which is capable of absorbing the full impact of a rider of any size striking it at race speed.

Finish line

**6.1.035** The track must have a clearly marked finish line to indicate the point at which competitors will be scored as per article 1.2.099. Any banners extending across the track above the finish line or elsewhere along the track must be at an elevation sufficiently above the track level to avoid interference with the riders crossing beneath

them.

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

## § 6 Competition facilities

- 6.1.036** National federations and organizers seeking the UCI sanction for a competition event must be able to demonstrate to the UCI that the facilities proposed for the event meet the specifications set forth in this section.

### Staging area

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

### Team area

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

- 6.1.039** [article abrogated on 1.02.12].

### Announcing area

- 6.1.040** There shall be reserved for the announcer preferably at an elevation above that of the track, an area which permits the announcer to have a clear and unobstructed view of the track.  
(text modified on 1.02.12;1.07.12).

### Bulletin boards

- 6.1.041** Well-constructed and weather-resistant bulletin boards and/or scrolling monitors for posting the moto draws/ race results shall be erected in minimum 3 different locations, such as riders area, team manager area and staging area. Clear plastic sheeting must be available to cover moto boards and/or scrolling monitors in case of wet weather conditions.

### Administration and race offices

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

### Public Address system

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

### Parking and spectator facilities

- 6.1.044** Parking for a number of cars commensurate with the anticipated size of each race must be available in the vicinity of the track. On race days parking areas shall be adequately staffed to assure the orderly flow of traffic and the systematic parking of automobiles. Spectator facilities including, without limitation, seating, washrooms and food service, with capacities appropriate to the numbers listed below, shall be provided for the following events:

- International BMX Events: 3000 spectators;
  - BMX continental championship events: 5000 spectators;
  - BMX supercross world cup events: 3000 spectators;
  - BMX world championships: 7000 spectators;
  - Olympic Games 7500 spectators.
- (text modified on 1.07.12).

Indoor events

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

**§ 7 Competition officials**

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

General

- 6.1.047** Every BMX competition must be staffed with an adequate number of qualified commissaires and officials, including a minimum of 1 UCI International commissaire, to assume all the responsibilities and perform all the duties of the various positions set forth in this section. Food shall be provided for the commissaires.

Commissaires Panel

- 6.1.048** The commissaires' panel shall be designated according to article 1.2.116. The commissaires' panel is the final authority at any competition and has the right to impose a penalty on any competitor, or team manager in the interests of safety or for violation of these rules, following the guidelines as described in 6.1.092 and the following and part 1 of UCI regulations.

The president of the commissaires' panel is the head of the commissaires' panel and manages the other commissaires. The president of the commissaires' panel shall operate from a position which permits a clear view of as much of the track as possible, to supervise the event with the assistance of the other commissaires.

The assistant of the president of the commissaires' panel shall assist the president of the commissaires' panel in the completion of the duties and shall act as the president of the commissaires' panel's representative when the president of the commissaires' panel is not available.

(text modified on 1.02.12; 1.07.12).

Secretary of the commissaires' panel

- 6.1.049** The secretary of the commissaires' panel commissaire shall be responsible for the registration and classification of all riders at the event, the processing and posting of the moto sheets, and the processing of all results (both intermediate and final results). The secretary of the commissaires' panel shall be assisted by a sufficient number of administrators, as described in 6.1.053.  
(text modified on 1.02.12).

Race Commissaires

- 6.1.050** The race commissaires shall be responsible for assuring the observance of all rules

governing any event.

Race commissaires must have the following qualifications:

- A. They must be fluent in the English language or have English interpretation available;
- B. They may not be either directors or officers of the UCI;
- C. All commissaires must wear some form of distinctive clothing so that they may be readily identified by competitors and team managers;
- D. Each race commissaire shall operate from a clearly defined position.

Finish Line Commissaires

**6.1.051** In the event that the finishing order is determined by means of finish line commissaires, they shall act as described in article 6.1.019.

In case another scoring system is utilized, the obligations and designation conditions are determined by article 1.2.119 to 1.2.121.

Start commissaire

**6.1.052** The start commissaire shall be responsible for conducting the start of each race. The starter shall operate the starting gate, and perform such other actions as are necessary and appropriate to assure that each race has a safe and fair start. The starter may recommend to the president of the commissaires' panel that a rider obstructing the starter from carrying out the duties be penalized. When a timing system is utilized, the starter must first confirm with the staging official any rider who fails to present himself at the start gate and then ensure that the operator of the timing system and his equipment is ready before he begins the starting procedure of a race.  
(text modified on 1.02.12).

Personnel

**6.1.053** The following officials and personnel are designated by the organizer or national federation:

- 1 **STARTING HILL OFFICIALS** - Starting hill officials shall be responsible for checking that riders are in the correct start lane (according to the moto sheets) prior to the start of each race. They are also responsible for checking if riders' safety equipment is correct. Starting hill officials shall report to the president of the commissaires panel any rider whose equipment does not conform to UCI regulations.
- 2 **STAGING OFFICIALS** - Staging officials shall be responsible for directing riders into the proper staging lanes. They shall announce each race number, age group, and the names of every rider in each race. There must be a clear communication on staging times by the staging official. An appropriate number of copies of the moto sheets shall be made available to the senior staging official.
- 3 **RACE OFFICIALS** - Race officials shall be responsible for monitoring the conduct of the riders on the track and for notifying other officials of conditions on the track which may warrant their attention. The president of the commissaires' panel shall determine the number of race officials necessary for an event. Race officials shall be stationed along the track. Race officials shall make notes of any rule infringements or incidents that they witness. These notes shall be made available upon request by the president of the commissaires' panel.
- 4 **FINISH LINE AREA CONTROL OFFICIALS** - Finish line area control officials shall be responsible for controlling the passage of riders and other persons into and out of the finish line area. They shall be stationed at each point of access or exit to the finish area and prevent the entry of parents, team managers and spectators except where medical emergencies warrant their presence. Finish line area control officials

shall also be responsible for maintaining order among the riders waiting in the finish area.

5 ADMINISTRATORS

- A. Entry administrators shall be responsible for the following:
- receiving and checking for conformance with entry regulations all riders' entry forms and/or permit applications;
  - establishing a list of entrants in each category of racing and sequentially ordering the categories.
- B. Moto sheet administrators shall be responsible for dividing the total number of entrants in each category into motos of not more than eight riders and for recording their names on the appropriate moto sheets.
- C. Moto sheet officials shall be responsible for posting the moto sheets on the moto boards. These sheets shall be posted in order by age group with each race number clearly visible

6 TIMING OPERATOR - The timing operator shall be responsible for the setting up and operation of the timing system and for passing rider finish line position results to the administrators for posting on the moto boards.

7 TRACK ANNOUNCER - The track announcer shall be responsible for making formal announcements concerning the competition and for informing riders, spectators, commissaires and officials of any changes to the race schedule.

8 SECURITY PERSONNEL - The host organization shall provide a sufficient number of security personnel to ensure the safety of the riders and spectators. Marshals must wear some form of distinctive clothing or other object so that they may be readily identified.

9 FIRST AID - At least one ambulance and an adequate number of first aid staff including a licensed physician shall be in attendance during all practice and race sessions. As per article 1.2.067 the organiser shall appoint one or more doctors to provide riders with medical care. Both the ambulance and first aid personnel must be stationed in the infield and a clear exit route for the ambulance leading to a public thoroughfare must be provided and maintained throughout the progress of the event. Neither practice nor race sessions may take place unless proper medical services are available.

10 RACE DIRECTOR

The race director, who is designated by the organizer with the assistance of the commissaires, shall be responsible for the following:

- A. Maintaining a timetable of events;
- B. Enlisting of all commissaires, officials and administrative staff in numbers which are commensurate with the size of the event;
- C. Arranging for the equipment necessary to conduct a race;
- D. Arranging the trophies and other awards are present and checking the organisation of the awards ceremonies.

(text modified on 1.02.12; 1.07.12).

## § 8 Clothing and safety equipment

### Inspection

- 6.1.054** Before official practice, before the start of, or during the course of any competition or event, the rider, his bicycle, helmet and clothing may be subject to inspection by commissaires in order to ascertain whether or not this equipment conforms to these rules. The UCI makes no representation and/or statement of opinion as to the track worthiness of any bicycle, clothing, safety equipment or other gear which may be examined during the course of this inspection.

Any rider whose equipment is unsafe in the opinion of the commissaires, whether or not it fails to comply with a specific provision of these rules, shall not be permitted to ride on the track.

All riders shall wear clothing that is recognisable in trim and style as a BMX type garment and as such be distinct from other cycling disciplines.

Any rider who does not comply with all instructions given to him by the commissaires with respect to his equipment shall not be permitted to compete in any event and may be either relegated or disqualified by the President of the Commissaires panel if the non-compliance of his equipment is noticed.

(text modified on 1.02.12; 1.10.13).

### Helmet and protections

- 6.1.055** Helmets must be of full face construction equipped with a visor of minimum 10 centimeters. Helmet strap must be securely fastened during the completion of the race. Open face helmets are not allowed.

The UCI strongly recommends that riders wear the following protection:

- back, elbow, knee and shoulder protectors made of rigid materials
- protection of the cervical vertebrae.

(text modified on 1.02.12).

### Jersey

- 6.1.056** The jersey shall be a loose fitted long-sleeved shirt whose sleeves extend down to the rider's wrists.

The following is not permitted for BMX jerseys:

- Lycra
- Zippers above the waist
- Back pockets
- Jerseys for Road/track cycling

The jersey must be tucked into the pants before the start to not cause interference.

Each rider that have received a UCI permanent number (as outlined in § 10) and the riders that choose to ride with a world number 1-8, must print their number on the jersey according to the following principles:

- A. The colour of the number must be in strong contrast with the colour of the background.
- B. The distance between the numbers must be 1.5 cm
- C. The minimum height of the number must be 20 centimeters
- D. The width of the numbers shall be;
  - minimum 10 cm for one digit numbers
  - minimum 20 cm for two digit numbers
  - minimum 25 cm for three digit numbers



- E. There should be a minimum of 5 cm of free space without publicity around the number.
- F. As an option, display their last name across the shoulders, above the number.

Only Elite riders who received a permanent career number through the UCI or Elite riders with a world number 1-8 , may print a permanent career number or world number 1-8 on the back of the jersey. Riders without a permanent career number must not print a number on the back of their jersey.

According to article 1.3.059 every rider competing in a BMX world championship (Championship, Challenge and Masters level) and at the continental championships (Championship level) must wear a national BMX jersey matching the jerseys of his fellow-countrymen. The only variation allowed shall be advertising on the jersey. The national jersey must be worn whenever a rider is engaged in activities on the track, prize giving ceremonies, press conferences, television interviews, autograph sessions and other occasions during the event, which require a good presentation to the media and the outside world.

(text modified on 1.07.12; 1.10.13).

- 6.1.056** The national team jersey is regulated in article 1.3.056 and the following.  
**bis** The world champion jersey must be approved by UCI and is regulated in article 1.3.060 and the following.  
 (article introduced on 1.02.12; text modified on 1.07.12).

Pants

- 6.1.057** The pants shall be loose fitting long pants made of tear-resistant material.

Loose fitting short pants made of tear-resistant material are permitted if used together with knee and shin protection with a rigid surface that extends from the knee protection to fully cover the shin, or to just above the ankle. Lycra is not permitted unless for use under the pants and to cover knee-protection.

Pants must be of a single piece construction, separated from the jersey at the waist.

The following items are not permitted for BMX pants:

- One piece skin suits
- Tight fitted pants that needs to be stretched in order to cover the legs
- Lycra pants
- Track and Field pants /jogging pants
- Road/Track cycling pants
- Denim / Jeans

(text modified on 1.02.12;1.07.12; 1.10.13).

- 6.1.058** [article abrogated on 1.02.12]

Gloves

- 6.1.059** Gloves whose fingers completely cover the rider's finger tips.  
 (article modified on 1.02.10;1.07.12)

- 6.1.060** Any added aerodynamic accessories on personal equipments are not permitted.

Cameras are not permitted during qualifying rounds and finals. The riders are responsible for securing the fixation of the cameras in order to avoid any danger. The UCI can decide to allow a camera during finals but only for the usage of the TV

production company. Metal/permanent fixtures to attach the cameras are not allowed, tape and velcro are allowed.  
(text modified on 1.02.12).

**6.1.061** [article abrogated on 1.02.12]

## **§ 9 Bicycle**

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

### Frame

**6.1.063** The bicycle's frame must be of sufficient strength to withstand the rigors of BMX racing and be devoid of any cracked or bent frame members or welds which are cracked or otherwise deficient.

Aerodynamic accessories, chain guards, side stands, mud guards, sheet metal accessories such as simulated fuel tanks, butterfly nuts, any superfluous welded or mechanically fastened fittings such as chain guard lugs, frame mounted reflectors and any other sharp protruding objects are not permitted.

Wheel axles may not protrude more than 5 mm beyond the hub nuts.  
All components, accessories and other parts must be firmly attached to the bicycle.

### Wheels

**6.1.064** Bicycles with 20" wheels may be raced only in standard categories. Cruisers may be raced only in cruiser categories.

With the exception set forth herein below, all bicycles used in the standard 20" type must be equipped with matching wheels that are nominally 20" in diameter. The total diameter of the wheels, inflated tires included, shall not exceed 22 1/2" (57 cm).

The total diameter of the wheels, inflated tires included, in the cruiser type shall measure at least 22 1/2" (57 cm), and the total diameter of the wheels, inflated tires included, shall be no larger than 26" in diameter.

The bicycles of riders aged 6 and under may be equipped with wheels smaller than 20".

Wheels must be laced with the full complement of spokes for which the hubs and rims are intended. Spokes must be properly tensioned and hub bearings must be adjusted to eliminate noticeable play. Disc wheels are not permitted, wheels must be open.

Tires must be of one-piece construction and have tread sufficient to provide adequate grip on the particular surface that the track presents.

Tires must be inflated to a pressure sufficient to assure safe riding under race conditions. Quick release axles are not recommended but may be used if the release levers are taped or wired in the locked position.

### Handlebars

**6.1.065** Maximum width of handlebars on both standard bicycles and cruisers shall be 74 cm (29").

The maximum rise of handlebars on both standard bicycles and cruisers shall be 30 cm (12").

Handlebar grips are mandatory and must completely cover the ends of the handlebars. Handlebars that are cracked or bent are not permitted.

Steering head

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

Brakes

- 6.1.067** All bicycles entered in competition must be equipped with an effective rear brake, which must be operated by hand (calliper brake). The rear brake cable must be secured to the frame. A front brake may be fitted, but is not required. The free end of the handbrake lever must be smoothly rounded or covered in such a manner as to prevent it from presenting a hazard. All exposed cable ends must be capped, soldered or covered to prevent fraying. (text modified on 1.02.12).

Seat

- 6.1.068** The seat base must be constructed of material that is sufficiently strong to resist penetration by the seat post.

The seat post must be secured to the seat tube by means of a seat post clamp. This clamp's fixing bolt may protrude from the body of the clamp by no more than 5 mm.

Cranks, pedals and gears

- 6.1.069** Cranks of either one-piece, two-piece or three-piece construction are permitted. Crank arms may be of any length so long as they do not compromise the bicycle's ground clearance.

The bottom bracket bearings must be adjusted so as to allow the cranks to spin smoothly and without noticeable play.

Pedals must be securely attached to the crank arms and adjusted so as to eliminate lateral motion of the pedal body along the pedal axle. Pedal axles must be of sufficient strength to withstand the rigors of competition. The teeth on pedal cages must be sufficiently pointed and prominent to offer effective grip on a rider's shoes without being so sharp as to pose a safety hazard. Toe clips and straps are not permitted. Interlocking pedal-cleat systems however are allowed. Where an interlocking pedal-cleat system is used, the rider must be able to demonstrate the ability to engage and release from the pedals upon any request from an official at an event.

Multiplespeed gear systems are permitted.

Safety pads

- 6.1.070** The following safety pads, each having a minimum thickness of 1 cm are recommended:
- A. A pad that surrounds the crossbar of the handlebars;
  - B. A pad that surrounds the top tube of the frame;
  - C. A pad that covers the stem connecting the handlebars to the fork.

Number plates

- 6.1.071** During competition, riders shall be identified by an identification number as provided in articles 1.3.073 and 1.3.074.

Without prejudice to the provisions concerning the international permanent race number system, a rider will be assigned a random number at each event.

- 6.1.072** Each bicycle entered into competition must have a number plate attached to the front of the handlebars. The upper edge of this number plate may not extend above the crossbar safety pad on any handlebars having a crossbar. Number plates must be made of plastic or other similar flexible material.

Riders must use the plate and number colour combinations specified for the category in which they are racing as follows:

- 1 Men Elite, Women Elite: white plate, black numbers.
- 2 Men Juniors, Women Juniors: black plate, white numbers.
- 3 Challenge level / Masters level
  - Men, Boys, Masters: yellow plate, black numbers;
  - Girls, Women: blue plate, white numbers;
  - Cruiser: red plate, white numbers.

If a photo finish system is utilized, each bicycle entered into competition must display a lateral number plate/sticker located just behind the steer tube. The number shall be black with a white background. The height of the number must be a minimum of 8 cm with a width of 1 cm.

In all UCI sanctioned BMX events a rider must display the number assigned to him according to the rules set forth in § 10. A rider who fails to display the correct number will not be scored.

The area of the plate that provides a background for the number must, during the entire duration of a competition, be kept free of markings, stickers or other impediments to the number's legibility. Riders may not cut, mutilate or put additional stickers or marking on their number plate if it's provided by the Organiser.

(text modified on 1.02.11)

## § 10 International permanent race number system

- 6.1.073** The international permanent race number system is for Men Elite & Women Elite category only. This system allows riders to choose a specific number for themselves which they have the exclusive right to use for their entire Elite category career.

### Number Criteria's

- 6.1.074** Any licensed rider in the category Men Elite and Women Elite can choose a permanent career number between 10-999.

A chosen number will be exclusive for the rider, and cannot be used by any other elite category (including Junior category).

The number must be used at all international BMX events. A chosen number will remain as long as the rider receives UCI points during the season and will be automatically allocated for the next season. The number will be available again once a rider has finished the season ending on 31st December without UCI points. A rider who has not scored a UCI point throughout the calendar season up to the 31st of December shall relinquish their permanent career number and must reapply for a number for the next season.

A number plate with white background and black numbers shall be used, according to article 6.1.072.

(text modified on 1.02.12; 1.07.12).

- 6.1.075** Number 1 – 8 are reserved and will be assigned to the top 8 finishers in the previous years BMX world championships and may be used for the upcoming season. A rider who is eligible for number 1 – 8 may ride with his world championships number for the season until the next world championships. The career number will remain and not become available to anyone else.  
(text modified on 1.02.11; 1.02.12; 1.07.12; 1.10.13)

Procedure

- 6.1.076** The national federation shall submit a single list of all their riders, wishing and eligible to receive a permanent number before the date set by the UCI with the number they would like to obtain. The following information should be included in the document:
- NAME OF THE RIDER
  - UCI CODE
  - CURRENT RANKING POSITION
  - 1st, 2nd, 3rd choice of number

In case of conflicting wishes, the following rules will be adopted:  
The rider with the highest UCI ranking on the date of the registration deadline will have the first right of choice (first elite ranking, then junior ranking).  
The UCI has the final authority to assign numbers based on the above criteria.  
(text modified on 1.02.12).

**§ 11 Seeding**

General Principle

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

The UCI may designate certain major international competitions at elite and junior level, to which a moto seeding system shall be applied which is based on:

- The participants' places in the latest UCI BMX rankings as determined in article 6.1.078
- A separate time trial event hold before the event as determined in article 6.1.079.
- Random seeding
- Seeding according to the results of the qualification motos

For the time being, these competitions are restricted to world championships (20" competing classes at elite and junior level only) and BMX supercross world cup events. Seeding of motos according to riders' places in the UCI BMX rankings or a time trial event shall be carried out according to the principle of keeping the top ranked riders from competing against each other until the semi and main event as per the example below.

Example: number of 32 riders seeded into four 8 rider motos (1 refers to highest placed rider in the rankings, 2 refers to second best placed rider in the rankings, 3 refers to third best placed rider in the rankings, etc.):

Moto 1	Moto 2	Moto 3	Moto 4
1	2	3	4
8	7	6	5

9	10	11	12
16	15	14	13
17	18	19	20
24	23	22	21
25	26	27	28
32	31	30	29

Transferring of riders and moto grouping shall be as described in annex 1, but respecting the seeding system as described above in the motos.  
(text modified on 1.07.12; 1.10.13)

Seeding using UCI ranking

**6.1.078** Seeding of motos according to riders' places in the UCI BMX rankings shall be carried out according to the principle of a downward left to right zigzag pattern, as displayed in article 6.1.077.

Start gate positions as described in article 6.1.021  
(text modified on 1.07.12).

Seeding using time trial event

**6.1.079** The seeding will be determined by a time trial event (time set in time trial super finals for the riders who participated in the super finals and time set in time trial qualification for riders who didn't participate in time trial super finals.) and by racing a rider's lap time will be registered immediately after crossing the finish line as outlined in 6.1.024. Based on the time trial finish order seeding shall be carried out according to the principle displayed in article 6.1.077.

Start gate positions as described in article 6.1.021.  
(text modified on 1.07.12).

Seeding by countries

**6.1.080** Seeding of the motos according to number of rider's per country.  
The UCI will apply the moto seeding system for all Challenge level categories per the country rider count in each age category. Seeding of the motos according to the rider count per country with the principle of keeping the riders from each country from competing with each other in the motos. Transferring of riders and moto grouping shall be as described in annex 1. But respecting the seeding system per the seeding chart in the motos.

Start gate positions as described in article 6.1.021  
(text modified on 1.07.12).

**6.1.081** [article abrogated on 1.07.12]

**§ 12 Infringements, Penalties and Protests**

Section 1: Infringements

**6.1.082** All riders must observe these rules and follow all instructions given them by any commissaire or official at any time during the course of the event. Every rider must at all times observe such conduct as reflects the ideals of good sportsmanship and avoid any conduct which may bring himself or the sport of BMX into disrepute. The use of obscene or foul language is forbidden. Riders using such language will be penalized in

a manner to be determined by the commissaires panel.

The infringements described in this chapter will be penalized by the commissaires' panel, according to article 6.1.092 and the following.

- 6.1.083** If necessary, the commissaires will determine whether an infringement was caused deliberately or not. An infringement is considered to be caused deliberately, in the event that it could have been avoided.

Bike position on the start gate

- 6.1.084** The front wheel must be placed against the gate, be grounded and remain stationary during the starter's call. All riders must start in the designated gate position.

Deliberate Interference

- 6.1.085** Interference is often a complex offence, given that BMX is a contact sport. The commissaires will determine whether it was deliberate or not. If an infraction or interference can be avoided, and is caused, the commissaires may determine it as being deliberate. Deliberate interference between two or more riders will be penalised, as laid down in article 6.1.092 and the following.

Deliberate Force off the track

- 6.1.086** Any competitor must not force another competitor off the track deliberately.

Track Re-entrance

- 6.1.087** Any rider who leaves the track during a race must, regardless of the circumstances, re-enter the track at the nearest safe point. He shall not interfere with the progress of any other rider or cut the track in order to gain an advantage.  
(text modified on 1.02.12; 1.07.12).

Contact

- 6.1.088** A rider shall not cause any part of his person or bicycle to come into contact with another rider's person or bicycle during a race with the intention of impeding that rider's progress so as to overtake him or cause him to be overtaken by another rider.

Obstruction on the final straight

- 6.1.089** The lead rider shall have the right to choose his line on the track and through the corners. When on the final straight, however, the lead rider shall not deliberately obstruct another rider from passing. A penalty for this infringement shall be imposed by the president of the commissaires' panel, as laid down in article 6.1.092 and the following.

Team Riding

- 6.1.090** Team riding or helping other competitors to gain a higher finishing position is prohibited.

Third Persons Interference

- 6.1.091** Team managers, parents, and others shall not interfere with a race on behalf of a team or a rider.

Section 2: Penalties

Penalties

**6.1.092** The commissaires' panel may, without prejudice to its possibilities provided in parts 1 and 12 of the UCI Regulations, invoke any of the censures provided in this chapter against a rider who commits one of the infractions mentioned in this part of the UCI Regulations.

Official warning

**6.1.093** A rider may receive an official, verbal warning for certain misconduct. The first warning issued to a rider at an event carries no specific penalty other than the advice of the warning, however the issuance of a subsequent warning for the same, or any other offence within the same event, will result in the rider's disqualification from the event. A warning shall be displayed on the printed output of the results and on the monitors or posted on the moto boards by the secretary.  
(text modified on 1.07.12; 1.10.13).

Relegation

**6.1.094** A rider may be "relegated" (REL) and will receive a score equal to the number of riders who started the moto plus 2.  
(text modified on 30.01.09; 1.02.12; 1.07.12; 1.10.13).

Disqualification of a rider

**6.1.095** A rider may be disqualified and thereby barred from further participation in either the competition category in which the infringement occurred or the entire event. The rider will not be ranked in the results summary and will not receive UCI points for the event.  
(text modified on 1.10.13).

Removal of an offender from the competition venue

**6.1.096** The commissaires' panel shall have the power to remove, at its sole discretion, an offender from the competition venue for an offence against any of the provisions set down in this rule book.  
(text modified on 1.10.13).

**6.1.097** The UCI may by its sole discretion and for cause suspend for any period of time, or permanently revoke, the licence entitling a rider to compete in a BMX event. The following offences will result in suspension:

- 1 Competing under a false name.
- 2 Use of false information relating to age, category, or other subject at the time of race registration in order to gain an unfair advantage.
- 3 Conspiring with one or more other riders to pre-determine the outcome of any race.
- 4 Offering, giving or receiving either directly or indirectly any bribe or other incentive intended to influence the outcome of a race either to or from any other person, including without limitation, riders, commissaires, officials and spectators at a BMX competition.
- 5 Wilfully entering or riding a bicycle that does not conform to the rules of the competition, including altering, removing, tampering, or misrepresentation of a lap time scoring system device.
- 6 Altering the specification of any bicycle after inspection that results in an infringement of the rules of competition.
- 7 Engaging in any unfair practice, misbehaviour or action detrimental to the sport of BMX, whether or not related to a specific event.

**6.1.098** [article abrogated on 1.07.12]



## Section 3: Protests

General rules

- 6.1.099** In any BMX event a protest may be filed by a rider through that rider's national federation team manager, with the president of the commissaires' panel for the scoring of a rider.

Protests by riders regarding judgment decisions during a competition are not allowed. Race commissaires in charge shall make decisions on the spot through the president of the commissaires' panel in case of any incidents or irregularities occurring during the competition.

(text modified on 1.02.12).

How to protest

- 6.1.100** A rider wishing to make a protest arising under article 6.1.099. above, may do so only in writing. The protest must be submitted by the rider's team manager to the president of the commissaires' panel within 15 minutes of the posting of the results that has given rise to the protest. The president of the commissaires' panel will conduct an investigation and render a decision on the protest prior to the commencement of that rider's next round of racing.

- 6.1.101** If a rider disagrees with his finishing position as posted on the results, a written protest must be lodged with the president of the commissaires' panel. All results shall be posted within ten minutes of each race. The president of the commissaires' panel (or his assistant) and the secretary will view the applicable scoring system and render a decision.

The national team manager(s) or the rider(s) involved in the protest may be called upon as required by the president of the commissaires' panel.

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

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

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

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

(text modified on 1.07.12).

- 6.1.102** The commissaires' panel shall have the power to impose a penalty up to and including disqualification of the rider as a result of any protest arising under article 6.1.099.

## II Chapter INTERNATIONAL EVENTS

### Registration of participants

**6.2.001** All competitions open to international riders should be considered an international event and must be registered on the UCI calendar. Riders wishing to compete in an international BMX event may register only under the auspices and through the agency of their national federation.

All competition entry dates must be adhered to. All race fees and entry forms must be forwarded to the organizer of the international BMX event concerned.

(text modified on 1.02.11; 1.02.12; 1.07.12)

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

- Rider's UCI licence
- Rider's presence at the venue;
- Correct spelling of the rider's name;
- Rider's category of competition;
- Rider's date of birth;
- Rider's bike number;
- Rider's proof of identity.

For world championships and supercross world cup events, all elite riders need to confirm their hotel details.

(text modified on 1.02.12; 1.07.12).

**6.2.003** All riders/team managers must attend the riders' confirmation presenting their licenses and picking up their race numbers to the secretary. The riders confirmation deadlines are indicated on the official program. Riders not being confirmed before the indicated deadline, did not complete the registration procedure and will not be able to compete at the event.

The final confirmed riders list will constitute the basis of the official start lists.

(text modified on 1.07.12)

**6.2.004** Entry fees, due to the organizer of an international BMX event, are to be set by the national organisation/federation hosting the event.

### Event format

**6.2.005** The schedule of races shall be established according to the procedures set forth in annex 1

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

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

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

**6.2.007** Competition categories at an international BMX event shall be based on the description

in 6.1.003, 6.1.004, and 6.1.005

Prize money and trophies

- 6.2.008** The total amount of the prize money must respect the minimum laid down in the UCI financial obligations. Trophies for Championship level categories are a choice of the organiser and are not mandatory. Trophies for top 8 riders shall be presented to the finalists in each competing or combined Challenge level categories.  
(text modified on 1.02.12; 1.07.12).

### III Chapter UCI BMX SUPERCROSS WORLD CUP EVENTS

#### Allocation of UCI BMX supercross world cup

- 6.3.001** The date and venue of each BMX supercross world cup competition shall be determined by the UCI management committee.  
Application to the UCI for the sanctioning of a UCI BMX supercross world cup competition is open to any national federation or organization and should take place on or before 1st May of the year preceding the date of the event.  
(text modified on 1.02.12).

- 6.3.002** The UCI BMX supercross world cup shall be the exclusive property of the UCI.

#### General race parameters

- 6.3.003** UCI BMX supercross world cup events are open to all eligible riders in possession of a UCI licence as per article 6.3.006.  
(text modified on 1.07.12)

- 6.3.004** A number of UCI BMX supercross world cup events, shall be scheduled in each calendar year to establish a yearly overall ranking of the riders in a combined elite and junior level recognized by the UCI.

#### Registration of participants

- 6.3.005** All riders must be registered using the UCI online registration system ([www.uci.ch](http://www.uci.ch)) through their national federation. The opening/closing dates of the online registration system are published on the UCI website. All riders/team managers must attend the riders' confirmation presenting their licenses and picking up their race numbers. The riders confirmation deadlines are indicated on the official programme published on the UCI website. Riders not being confirmed before the indicated deadline, did not complete the registration procedure and will not be able to compete at the event.

Entry fees, due to the organizer of a BMX supercross world cup event, are € 125 per entered rider per category.

Late registration is possible until the registration on site. The entry fee for a late registration is € 250 and should be paid immediately on site. Late entries are entries handled after the online registration deadline and before the riders' confirmation deadline. Once passed the riders' confirmation deadline no more late entries will be accepted.

(text modified on 1.02.11; 1.02.12; 1.07.12)

#### Event format

- 6.3.006** Competition categories at a BMX supercross world cup event shall be as described in article 6.1.003 where a combined class is made by
- A. Men Elite/ Men Juniors combined class
  - B. Women Elite/ Women Juniors combined class

#### Race format

- 6.3.007** Qualification motos

All registered riders have to do 3 qualification motos to qualify for the next stage of the event. The groups for these qualification motos will be composed on a random selection of confirmed riders and will be randomly scrambled into moto groups every run.

- Gate selection order for run 1 will be randomly generated by the computer. Gate

selection for run 2 and 3 will be in order of the fastest finishing times.e.g. fastest rider gets first gate pick.

- The riders with the best aggregate score of the first 3 qualification motos qualify for the next stage of the event ( men top 48 – women top 24). Ties are broken by the time in the 3<sup>rd</sup> qualification moto. If a tie still remains, then the time of the 2<sup>nd</sup> moto is considered. If a tie still remains, the time of the 1<sup>st</sup> qualification moto is considered.

All registered riders have to participate at the qualification motos except top 8 women and top 16 men that are present of the current UCI BMX Supercross World Cup standing (final standing of the previous year for the first event of the year.) They are automatically qualified for the Time Trials.

#### Time Trials

Top 8 women and top 16 men of the current UCI BMX Supercross World Cup standing that are present at the event ( final standing of the previous year for the first event of the year.) must participate at the Time Trials which will be ran over 1 run.

- The time in the TT decides on the seeding of these top riders for the 1/8 (men) and ¼ (women) finals. They are seeded as the top 8 for women and top 16 for men followed by the remaining qualified riders.
- The time in the TT decides on gate selection order of these top riders for the 1/8 (men) and ¼ (women) finals. They choose a combination of fixed gates according to annex 2 for the 3 runs of 1/8 (men) / ¼ (women) finals. They have gate pick before the remaining qualified riders.

In case of a tie to define the top 8 (women) /16 (men), the best final result of the current World Cup season is considered. If a tie still remains, the 2<sup>nd</sup> best result is considered. For the first event of the year, the best final result of the previous season is considered.

#### 1/8, ¼, ½ and finals

The initial stage (1/8 finals for men and ¼ finals for women) will be featured over 3 runs, where the top 4 riders in each group with the lowest overall points shall transfer, as stated above.

- The riders are seeded according to the time in the time trials for automatically qualified riders (top 8 women and top 16 men) and according to the results of the qualifying motos for all the other riders. Automatically qualified riders are always seeded before qualification riders.
- The gate selection order is determined by the time in the time trials for automatically qualified riders and by the results of the qualification motos. Riders have to choose a gate selection combination according to annex 2 of the BMX rulebook.

The following qualifier stages will be featured over 1 round, where the top 4 riders in each group shall finally transfer. Fastest rider gets first gate pick.

- Seeding and transfer according to annex 1 of the BMX rulebook.

(text modified on 19.06.09; 1.02.11; 1.07.12; 1.10.13)

- 6.3.008** A top 8 (women) /16 (men) rider who fails to start on his designated start time in the time trial will be classified as a Disqualified (DSQ) and will be ineligible to transfer.  
(text modified on 1.10.13)

#### Transfer system

- 6.3.009** [article abrogated on 1.10.13]

Recognition and awards

**6.3.010** Riders will receive prize money according to the UCI financial obligations for the UCI BMX supercross world cup events and for the overall standings. Every year the UCI shall give the first-place overall finisher in each 20” competing category, the title of “UCI BMX supercross world cup winner”.

This title shall remain the property of the UCI and may not be used in conjunction with any product endorsement or for any other commercial purpose without its prior express consent.

At the BMX supercross world cup final, the UCI will award the first three in each category special world cup trophies.

(text modified on 1.02.12; 1.07.12).

**IV**  
**Chapter UCI BMX WORLD CHALLENGE EVENTS**

Allocation of Challenge Events

**6.4.001** Application to the UCI for the sanctioning of a Challenge event is open to any national federation. The venue of each year's Challenge shall be allocated at least three years in advance of its scheduled date by the UCI management committee.  
(text modified on 1.02.12).

**6.4.002** Challenge events should be organized together with the world championships, which are regulated in part 9 of the UCI regulations.

**6.4.003** The site of a Challenge venue shall normally be within the national or territorial boundaries of the national federation which shall serve as the host organization for the event.

General race parameters

**6.4.004** A single Challenge event, open to all eligible riders who are members of national federations, shall be scheduled in each calendar year to establish an overall ranking of the riders in each of the various categories recognized by the UCI.

Registration of participants

**6.4.005** All riders must be registered using the UCI online registration system ([www.uci.ch](http://www.uci.ch)) through their national federation. The opening/closing dates of the online registration system are published on the UCI website. All riders/team managers must attend the riders' confirmation presenting their licenses and picking up their race numbers. The riders confirmation deadlines are indicated on the official programme published on the UCI website. Riders not being confirmed before the indicated deadline, did not complete the registration procedure and will not be able to compete at the event.

Pre-registration for the UCI BMX world Challenge is subject to the following restrictions: Each national federation shall be permitted to register up to 16 riders in each Challenge level category which is scheduled for competition. The host organisation may register a greater number of riders in each limited category, with a maximum of 32 riders.

This excludes main finalists at the UCI BMX world Challenge event of the previous year. These riders can be added on top of the riders selected according to the above criteria.

(text modified on 1.02.12; 1.07.12).

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

Attending riders	Assistants
1-100	3
101 and over	4
Host nation	5

Entry fees for all categories, due to the UCI, are published in the UCI Financial Obligations.

Event format

**6.4.007** Competition categories shall be as described in article 6.1.004.

Recognition and awards

**6.4.008** The UCI shall give upon the first-place finisher in each competing category or age group raced at UCI world BMX Challenge level the title of “UCI BMX world Challenge winner”. This title shall remain the property of the UCI and may not be used in conjunction with any product endorsement or for any other commercial purpose without its prior express consent. Top 8 finishers will receive a trophy. In case of a combined category, the trophies of the highest category will be presented.

For the Masters level, the UCI shall give upon the first-place finisher the title of at UCI world BMX Masters level the title of “UCI world BMX Masters winner”. This title shall remain the property of the UCI and may not be used in conjunction with any product endorsement or for any other commercial purpose without its prior express consent. The UCI will award medals to the top 3 riders and a Masters rainbow jersey to the winner.

(text modified on 1.02.12; 1.07.12)



## V Chapter OLYMPIC GAMES

### Competition Categories

- 6.5.001** The competition categories for the Olympic Games are:
- Men Elite: Aged 18 and over
  - Women Elite: Aged 18 and over
- (text modified on 4.04.14)

### Event format

#### **6.5.002** Olympic Competition Format

The Men's and Women's events will both start with a seeding run, where each rider runs the track once (fastest time selected) to determine seeding. The men will contest quarterfinals, held over three runs, with points awarded according to places. The top four riders in each heat with the lowest points score after three runs will advance to the semifinals. The semifinals are held over three runs, with the top four riders from each heat with the lowest score advancing to the final. The final is held over a single run. The women advance directly from the seeding run to the semifinals (three runs) and then to the final (one run).

### Sport Rules and Procedures

#### Scoring system

For each run in which he/she competes, a rider will receive a number of points (score) equal to his/her rank (finish position) in this run (race). The rider in first place earns one point and so on down to the eighth placed rider, who will receive eight points. The four riders with the lowest total points earned in the runs qualify to the next stage of competition.

A rider who starts but does not complete a run will be recorded as "Did Not Finish" (DNF), and will receive a score equal to the number of riders who started the run, and will remain eligible to qualify.

A rider who does not start a run will be recorded as "Did Not Start" (DNS), will receive a score equal to the number of riders in the start list for that run plus two, and will remain eligible to qualify.

#### Final classification

The final classification (results summary) of the competition is determined by:

- 1 The phase reached (Final, SF, QF for men)
- 2 The rank from this phase
- 3 The total points from this phase (SF, QF for men)
- 4 The time in the last run (SF, QF for men), in case of ties the time from the previous run is considered

#### Starting order / Gate selection order

During the seeding run, riders will start in the reverse order of their UCI BMX ranking. There will be an internal draw for riders that are not ranked.

In the phases that follow, riders have the opportunity to pick a preferred gate. For the first run in the elimination phase, the gate selection order will be determined by the seeding run. The gate selection order for all other runs will be determined by the time or IRM from the previous run.

Tie-Break Rules

A. Seeding run

If two or more riders have the same time after the seeding run, ties are broken by reversed start order.

If two or more riders have DNF in the seeding run, ties are broken by reversed start order.

B. Quarterfinals and semifinals

If a photo-finish cannot break the tie within a run, the riders will share the same rank. If two or more riders within the same heat have the same number of points after three runs, ties are broken:

- 1 By results in Run 3
- 2 By results in Run 2
- 3 By results in Run 1
- 4 By gate selection order of Run 1

C. Final

If a photo-finish cannot break the tie, riders will be given the same rank, e.g. medallists will share the same medal.

D. Gate selection order

If two or more riders have the same time or IRM in the previous run, ties are broken by rank in the seeding run.

(text modified on 1.02.11; 1.07.12; 4.04.14)

## VI Chapter UCI Ranking

(chapter modified on 01.08.09; 1.10.13)

### Categories

**6.6.001** The UCI is the exclusive owner of the UCI BMX ranking. The UCI ranking is drawn up over a period of one year. (1st January – 31st December) In 2013 the UCI ranking will start from 0. From 1st January 2014 The UCI BMX ranking is drawn up over a period of one year, in accordance with the conditions set out below, by adding the points won since the preceding ranking was drawn up, and respecting the provisions of article 6.6.002. At the same time the remaining points obtained up to the same day of the previous year by each rider in international BMX races are deducted.

The new ranking comes into force on the day of publication and stands until the publication of the subsequent ranking. There will be an individual UCI ranking for the following categories:

- Men elite: aged 19 and over
- Women elite: aged 19 and over
- Men Juniors : aged 17 and 18
- Women Juniors : aged 17 and 18

(text modified on 1.07.12)

### Classes

**6.6.002** A rider can gain points in different classes of BMX competitions, and the rider's points total is subject to the following rules:

OG:	Olympic Games (all results)
CM:	<i>World Championships (race and time trial)</i>
CDM:	BMX supercross world cup (race and time trial)
CC:	Continental championships (continent of the riders nationality)
C1	International competitions
	(best 5 scores)
CN:	National championships (country of the riders nationality)

(text modified on 1.07.12)

### Points table

**6.6.003** See annex 4

### UCI ranking

**6.6.004** A UCI ranking will be established for all classes mentioned in 6.7.001. The UCI ranking will be calculated on the total points of all category events, in the current season with a limitation of events to be calculated in the UCI ranking (article 6.7.002).

(text modified on 1.07.12).

### Tie breaker

**6.6.005** In case of a tie in UCI ranking the tie will be resolved as follows:

- A. UCI BMX world championships points
- B. UCI BMX supercross world cup points
- C. Continental championships points.
- D. Class 1 international competitions (5 best results).
- E. National championships

(text modified on 1.02.12; 1.07.12).

**6.6.006** A ranking by nation for Men Elite and Women Elite is drawn up for BMX. The ranking by nation is calculated by summing the points of the three best placed riders for men and the two best placed riders for women from each nation. The ranking of 31st December will determine the number of qualified riders per nation for the next world championships.

A ranking by nation for Men Junior and Women Junior is drawn up for BMX. The ranking by nation is calculated by summing the points of the three best placed riders for men and the two best placed riders for women from each nation. The ranking of 31<sup>st</sup> December will determine the number of qualified riders per nation for the next world championships.

To determine the qualification quota for the Olympic games, an Olympic ranking is calculated for men (3 best ranked Men Elite/Men Junior per nation) and for women (2 best ranked Women Elite/junior per nation)

A rider's points are awarded to the nation of this nationality, even if he is licence holder of the federation of another country.

Tied nations have their relative positions determined by the place of their best rider on the individual ranking.

(article introduced on 1.07.12; text modified on 1.10.2013)

**6.6.007** The UCI BMX ranking is updated after the Olympic Games, the world championships, the world cup events and on 31st December. The dates of other ranking updates are published on the UCI website.  
(article introduced on 1.07.12)

**6.6.008** [article abrogated on 1.02.12]

**6.6.009** [article abrogated on 1.02.12]

National Championships

**6.6.010** Every nation will have a possibility to host a national championship, counting for the UCI ranking. A national championship can only be open for a rider who holds a passport in the respective country (home country) as indicated in 1.2.028. If a nation still decides to allow riders from a different nationality during the national championships, the foreign rider won't receive UCI points and the finishing place of the riders of the designated nation stays unchanged.  
(text modified on 1.02.12; 1.07.12).

International Competition Class 1 (C1)

**6.6.011** Each country is allowed to host an unlimited number of C1 events. The UCI has the final and sole authority to allocate an international competition Class 1  
(text modified on 1.07.12).

**6.6.012** [article abrogated on 21.04.10]

**6.6.013** [article abrogated on 21.04.10]

## VII Chapter UCI BMX track certificate

(Chapter introduced on 1.07.12)

- 6.7.001** Each and every owner of a BMX track may apply for the UCI BMX track certificate.
- 6.7.002** The application form and the required documents shall be submitted by post to the UCI headquarters on or before 15 August during the application year.
- 6.7.003** The required documents are:
- Technical drawing of the track
  - Pictures of the track
  - Pictures of the venue showing possibilities for track amenities
  - Pictures of the starting hill
  - Pictures of at least one turn
  - Application form
- 6.7.004** UCI will acknowledge receipt of the application file by fax, email or letter within fifteen (15) working days after the application deadline. If the application file is not complete, the UCI will give the applicant an extension of the deadline until 15 September during the application year in order to provide the missing documents and/or to complete the application form.
- 6.7.005** The UCI will examine the application file upon receipt and communicate its decision on the eligibility of the track to the applicant before 31 December during the application year.
- 6.7.006** The track is not eligible in the following situations:
- The application file is not complete, or
  - The track does not comply with the technical criteria laid down in the UCI Regulations for BMX Track Construction attached in annex 5
- 6.7.007** If the track is eligible for certification, the UCI will send an invoice to the applicant.
- 6.7.008** The invoice shall be paid within fifteen (15) days of receipt but at the latest before 15 September in the application year.
- 6.7.009** A site visit will be arranged after confirmation of the aforementioned payment to UCI.
- 6.7.010** The UCI BMX track inspector is responsible for the site visit.
- 6.7.011** The applicant's representative shall be present during the site visit in order to assist and guide the UCI BMX track inspector.
- 6.7.012** The applicant shall provide free of charge the UCI BMX track inspector with local transportation and full board and lodging during the site visit.
- 6.7.013** The UCI BMX track inspector shall deliver a site visit report to the UCI BMX coordinator to be added to the application file.
- 6.7.014** If the BMX track complies with the UCI Regulations for BMX Track Construction in annex 6 and the site visit report is positive, the UCI will grant to the applicant the UCI

BMX track certificate for a period of two (2) years. This will be communicated through the UCI BMX coordinator.

- 6.7.015** In case the UCI BMX track certificate is not granted to the applicant, the UCI will explain in writing to the applicant the reasons of this refusal and identify the necessary improvements to be done. The UCI will reimburse 50% of the amount to the applicant within thirty (30) days upon receipt of an invoice.
- 6.7.016** The UCI BMX track certificate attests that the certified BMX track fulfils the technical requirements in relation to the track category mentioned on the certificate.
- 6.7.017** The UCI BMX track certificate does not constitute an official certification of the quality of the infrastructure and of the security on and around the track.

In this regard, the UCI BMX track certificate holder shall at any time abide by all and any applicable law or regulations in particular all and any requirements related to security.

- 6.7.018** The UCI shall not be liable under any circumstances to the BMX track owner and certificate holder for any damages caused in relation to the use of the BMX track such as accidents, death, injuries, etc.
- 6.7.019** The UCI BMX track certificate holder shall take all necessary actions to maintain the high quality of the certified BMX track.
- 6.7.020** The UCI BMX track certificate holder shall not conduct without UCI's prior written approval any work on the certified BMX track during the validity of the certificate to the exclusion of maintenance works.
- 6.7.021** In case of works conducted without the authorization of the UCI and leading to an alteration of the technical aspects of the certified BMX track, the certificate will be automatically withdrawn without notice.
- 6.7.022** The UCI BMX track certificate holder may use the terms "UCI BMX Track Certified" in order to promote the certified BMX track during the validity of the certificate. Any public use of these terms or of the certificate shall be pre-approved by the UCI.
- 6.7.023** The use of the UCI logo is authorized only in relation to this certification and shall be pre-approved by UCI.
- 6.7.024** The following tracks need a UCI BMX Track certificate to get authorization to organize a BMX race on the UCI calendar:

Year	Events
From 2015 onwards	World Championships and World Cups
From 2016 onwards	Continental Championships Olympic Games

(text modified on 4.04.14)

**ANNEX 1 - SCHEDULE OF RACES - SEEDING and TRANSFER SYSTEM**

# Riders	Motos	1/16 finals	1/8 finals	1/4 finals	1/2 finals	Final
5 - 8	1 heat	-	-	-	-	-
9 -16	2 heats	-	-	-	-	1 heat
17 - 19	3 heats	-	-	-	2 heats	1 heat
20 - 32	4 heats	-	-	-	2 heats	1 heat
33 - 40	5 heats	-	-	4 heats	2 heats	1 heat
41 - 64	8 heats	-	-	4 heats	2 heats	1 heat
65 - 80	10 heats	-	5 heats	4 heats	2 heats	1 heat
81 - 128	16 heats	-	8 heats	4 heats	2 heats	1 heat
129 - 160	20 heats	10 heats	5 heats	4 heats	2 heats	1 heat
161 - 256	32 heats	16 heats	8 heats	4 heats	2 heats	1 heat

MOTOS 9 - 16 RIDERS

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

MOTOS 17 - 19 RIDERS

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

**UCI CYCLING REGULATIONS**

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**MOTOS 20 - 32 RIDERS**

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

**MOTOS 33 - 40 RIDERS**

# Riders	Heats				
	1	2	3	4	5
33	7	7	7	6	6
34	7	7	7	7	6
35	7	7	7	7	7
36	7	7	7	7	8
37	7	7	7	8	8
38	7	7	8	8	8
39	7	8	8	8	8
40	8	8	8	8	8

**MOTOS 41 - 64 RIDERS**

# Riders	Heats							
	1	2	3	4	5	6	7	8
41	5	5	5	5	5	5	5	6
42	5	5	5	5	5	5	6	6
43	5	5	5	5	5	6	6	6



UCI CYCLING REGULATIONS

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

MOTOS 65 - 80 RIDERS

# Riders	Heats									
	1	2	3	4	5	6	7	8	9	10
65	7	7	7	7	7	6	6	6	6	6
66	7	7	7	7	7	7	6	6	6	6
67	7	7	7	7	7	7	7	6	6	6
68	7	7	7	7	7	7	7	7	6	6
69	7	7	7	7	7	7	7	7	7	6
70	7	7	7	7	7	7	7	7	7	7
71	7	7	7	7	7	7	7	7	7	8
72	7	7	7	7	7	7	7	7	8	8
73	7	7	7	7	7	7	7	8	8	8

**UCI CYCLING REGULATIONS**

# Riders	Heats									
	1	2	3	4	5	6	7	8	9	10
74	7	7	7	7	7	7	8	8	8	8
75	7	7	7	7	7	8	8	8	8	8
76	7	7	7	7	8	8	8	8	8	8
77	7	7	7	8	8	8	8	8	8	8
78	7	7	8	8	8	8	8	8	8	8
79	7	8	8	8	8	8	8	8	8	8
80	8	8	8	8	8	8	8	8	8	8

**MOTOS 81 - 128 RIDERS**

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

UCI CYCLING REGULATIONS

# Riders	Heats															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
104	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6
105	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6
106	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6
107	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6
108	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6
109	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6
110	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6
111	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6
112	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
113	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	8
114	7	7	7	7	7	7	7	7	7	7	7	7	7	7	8	8
115	7	7	7	7	7	7	7	7	7	7	7	7	7	8	8	8
116	7	7	7	7	7	7	7	7	7	7	7	7	8	8	8	8
117	7	7	7	7	7	7	7	7	7	7	7	8	8	8	8	8
118	7	7	7	7	7	7	7	7	7	7	8	8	8	8	8	8
119	7	7	7	7	7	7	7	7	7	8	8	8	8	8	8	8
120	7	7	7	7	7	7	7	7	8	8	8	8	8	8	8	8
121	7	7	7	7	7	7	7	8	8	8	8	8	8	8	8	8
122	7	7	7	7	7	7	8	8	8	8	8	8	8	8	8	8
123	7	7	7	7	7	8	8	8	8	8	8	8	8	8	8	8
124	7	7	7	7	8	8	8	8	8	8	8	8	8	8	8	8
125	7	7	7	8	8	8	8	8	8	8	8	8	8	8	8	8
126	7	7	8	8	8	8	8	8	8	8	8	8	8	8	8	8
127	7	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
128	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8

MOTOS 129 - 160 RIDERS

# Riders	Heats																			
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
129	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6
130	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6
131	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6
132	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6
133	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6

UCI CYCLING REGULATIONS

# Riders	Heats																			
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
134	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6
135	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6
136	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6
137	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6
138	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6
139	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6
140	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
141	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	8
142	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	8	8
143	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	8	8	8
144	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	8	8	8	8
145	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	8	8	8	8	8
146	7	7	7	7	7	7	7	7	7	7	7	7	7	7	8	8	8	8	8	8
147	7	7	7	7	7	7	7	7	7	7	7	7	7	8	8	8	8	8	8	8
148	7	7	7	7	7	7	7	7	7	7	7	7	8	8	8	8	8	8	8	8
149	7	7	7	7	7	7	7	7	7	7	7	8	8	8	8	8	8	8	8	8
150	7	7	7	7	7	7	7	7	7	7	8	8	8	8	8	8	8	8	8	8
151	7	7	7	7	7	7	7	7	7	8	8	8	8	8	8	8	8	8	8	8
152	7	7	7	7	7	7	7	7	8	8	8	8	8	8	8	8	8	8	8	8
153	7	7	7	7	7	7	7	8	8	8	8	8	8	8	8	8	8	8	8	8
154	7	7	7	7	7	7	8	8	8	8	8	8	8	8	8	8	8	8	8	8
155	7	7	7	7	7	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
156	7	7	7	7	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
157	7	7	7	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
158	7	7	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
159	7	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
160	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8

MOTOS 161-256 RIDERS

# Riders	Heats															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
161	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	6

**UCI CYCLING REGULATIONS**

# Riders	Heats															
	1 17	2 18	3 19	4 20	5 21	6 22	7 23	8 24	9 25	10 26	11 27	12 28	13 29	14 30	15 31	16 32
162	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
	5	5	5	5	5	5	5	5	5	5	5	5	5	5	6	6
163	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
	5	5	5	5	5	5	5	5	5	5	5	5	5	6	6	6
164	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
	5	5	5	5	5	5	5	5	5	5	5	5	6	6	6	6
165	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
	5	5	5	5	5	5	5	5	5	5	6	6	6	6	6	6
166	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
	5	5	5	5	5	5	5	5	5	6	6	6	6	6	6	6
167	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
	5	5	5	5	5	5	5	5	6	6	6	6	6	6	6	6
168	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
	5	5	5	5	5	5	5	5	6	6	6	6	6	6	6	6
169	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
	5	5	5	5	5	5	5	6	6	6	6	6	6	6	6	6
170	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
	5	5	5	5	5	5	6	6	6	6	6	6	6	6	6	6
171	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
	5	5	5	5	5	6	6	6	6	6	6	6	6	6	6	6
172	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
	5	5	5	5	6	6	6	6	6	6	6	6	6	6	6	6
173	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
	5	5	5	6	6	6	6	6	6	6	6	6	6	6	6	6
174	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
	5	5	6	6	6	6	6	6	6	6	6	6	6	6	6	6
175	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
	5	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
176	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
177	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
178	5	5	5	5	5	5	5	5	5	5	5	5	5	5	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6

**UCI CYCLING REGULATIONS**

# Riders	Heats															
	1 17	2 18	3 19	4 20	5 21	6 22	7 23	8 24	9 25	10 26	11 27	12 28	13 29	14 30	15 31	16 32
179	5	5	5	5	5	5	5	5	5	5	5	5	5	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
180	5	5	5	5	5	5	5	5	5	5	5	5	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
181	5	5	5	5	5	5	5	5	5	5	5	6	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
182	5	5	5	5	5	5	5	5	5	5	6	6	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
183	5	5	5	5	5	5	5	5	5	6	6	6	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
184	5	5	5	5	5	5	5	5	6	6	6	6	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
185	5	5	5	5	5	5	5	6	6	6	6	6	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
186	5	5	5	5	5	5	6	6	6	6	6	6	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
187	5	5	5	5	5	6	6	6	6	6	6	6	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
188	5	5	5	5	6	6	6	6	6	6	6	6	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
189	5	5	5	6	6	6	6	6	6	6	6	6	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
190	5	5	6	6	6	6	6	6	6	6	6	6	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
191	5	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
192	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
193	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
194	7	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
195	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6

**UCI CYCLING REGULATIONS**

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

UCI CYCLING REGULATIONS

# Riders	Heats															
	1 17	2 18	3 19	4 20	5 21	6 22	7 23	8 24	9 25	10 26	11 27	12 28	13 29	14 30	15 31	16 32
213	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6
214	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6
215	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6
216	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6
217	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6
218	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6
219	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6
220	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6
221	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6
222	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6
223	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6
224	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
225	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	8
226	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	8	8
227	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	8	8	8
228	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	8	8	8	8
229	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	8	8	8	8	8



UCI CYCLING REGULATIONS

# Riders	Heats															
	1 17	2 18	3 19	4 20	5 21	6 22	7 23	8 24	9 25	10 26	11 27	12 28	13 29	14 30	15 31	16 32
230	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	8	8	8	8	8	8
231	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	8	8	8	8	8	8	8
232	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	8	8	8	8	8	8	8	8
233	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	8	8	8	8	8	8	8	8	8
234	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	8	8	8	8	8	8	8	8	8	8
235	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	8	8	8	8	8	8	8	8	8	8	8
236	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	8	8	8	8	8	8	8	8	8	8	8	8
237	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	8	8	8	8	8	8	8	8	8	8	8	8	8
238	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	8	8	8	8	8	8	8	8	8	8	8	8	8	8
239	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
240	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
241	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
242	7	7	7	7	7	7	7	7	7	7	7	7	7	7	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
243	7	7	7	7	7	7	7	7	7	7	7	7	7	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
244	7	7	7	7	7	7	7	7	7	7	7	7	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
245	7	7	7	7	7	7	7	7	7	7	7	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
246	7	7	7	7	7	7	7	7	7	7	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8

**UCI CYCLING REGULATIONS**

# Riders	Heats															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
247	7	7	7	7	7	7	7	7	7	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
248	7	7	7	7	7	7	7	7	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
249	7	7	7	7	7	7	7	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
250	7	7	7	7	7	7	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
251	7	7	7	7	7	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
252	7	7	7	7	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
253	7	7	7	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
254	7	7	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
255	7	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
256	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8

Seeding of motos shall be carried out according to the principle of a downward left to right zigzag pattern.  
 Example: 30 riders seeded into 4 heats of 7-8 riders

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

**9 - 16 RIDERS**

<b>Motos</b>	<b>1/16 finals</b>	<b>1/8 finals</b>	<b>1/4 finals</b>	<b>1/2 finals</b>	<b>Final</b>
2 heats	-	-	-	-	1 heat

During the motos phase, the riders are seeded into 2 heats of 4-8 riders. The number of riders for each heat is determined by application of the zigzag system (see example).

The top four riders in each heat shall transfer to the final. Exception: in case of a number of 9 riders, the top three riders of the 4 rider heat and the top four riders of the 5 rider heat shall transfer to the 7 rider final.

**17 - 19 RIDERS**

<b>Motos</b>	<b>1/16 finals</b>	<b>1/8 finals</b>	<b>1/4 finals</b>	<b>1/2 finals</b>	<b>Final</b>
3 heats	-	-	-	2 heats	1 heat

During the motos phase, the riders are seeded into 3 heats of 5-7 riders. The number of riders for each heat is determined by application of the zigzag system (see example).

Riders are transferred according to the overall position gained in the motos.

The top four riders in each heat shall transfer to two 6 rider 1/2 finals as per the following:

	<b>1/2 FINALS</b>	
<b>Heats</b>	<b>1</b>	<b>2</b>
<b>1</b>	1st - 3rd	2nd - 4th
<b>2</b>	2nd - 4th	1st - 3rd
<b>3</b>	2nd - 3rd	1st - 4th

The top four riders in each 1/2 final shall transfer to the final.

**20 - 32 RIDERS**

<b>Motos</b>	<b>1/16 finals</b>	<b>1/8 finals</b>	<b>1/4 finals</b>	<b>1/2 finals</b>	<b>Final</b>
4 heats	-	-	-	2 heats	1 heat

During the motos phase, the riders are seeded into 4 heats of 5-8 riders. The number of riders for each heat is determined by application of the zigzag system (see example).

Riders are transferred according to the overall position gained in the motos.

The top four riders in each heat shall transfer to two 8 rider 1/2 finals as per the following:

1/2 FINALS		
Heats	1	2
1	1st - 3rd	2nd - 4th
2	2nd - 4th	1st - 3rd
3	2nd - 4th	1st - 3rd
4	1st - 3rd	2nd - 4th

The top four riders in each 1/2 final shall transfer to the final.

### 33 - 40 RIDERS

Motos	1/16 finals	1/8 finals	1/4 finals	1/2 finals	Final
5 heats	-	-	4 heats	2 heats	1 heat

During the motos phase, the riders are seeded into 5 heats of 6-8 riders. The number of riders for each heat is determined by application of the zigzag system (see example).

Riders are transferred according to the overall position gained in the motos.

The top four riders in each heat shall transfer to four 5 rider 1/4 finals as per the following:

1/4 FINALS				
Heats	1	2	3	4
1	1st	4th	3rd	2nd
2	2nd	1st	4th	3rd
3	3rd	2nd	1st	4th
4	4th	3rd	2nd	1st
5	3rd	4th	1st	2nd

The top four riders in each 1/4 final shall transfer to two 8 rider 1/2 finals as per the following:

1/2 FINALS		
Heats	1	2
1	1st - 3rd	2nd - 4th
2	2nd - 4th	1st - 3rd
3	2nd - 4th	1st - 3rd
4	1st - 3rd	2nd - 4th

The top four riders in each 1/2 final shall transfer to the final.

41 - 64 RIDERS

Motos	1/16 finals	1/8 finals	1/4 finals	1/2 finals	Final
8 heats	-	-	4 heats	2 heats	1 heat

During the motos phase, the riders are seeded into 8 heats of 5-8 riders. The number of riders for each heat is determined by application of the zigzag system (see example).

Riders are transferred according to the overall position gained in the motos.  
The top four riders in each heat shall transfer to four 8 rider 1/4 finals as per the following:

1/4 FINALS				
Heats	1	2	3	4
1	1st	4th	3rd	2nd
2	2nd	1st	4th	3rd
3	3rd	2nd	1st	4th
4	4th	3rd	2nd	1st
5	1st	4th	3rd	2nd
6	2nd	1st	4th	3rd
7	3rd	2nd	1st	4th
8	4th	3rd	2nd	1st

The top four riders in each 1/4 final shall transfer to two 8 rider 1/2 finals as per the following:

1/2 FINALS		
Heats	1	2
1	1st - 3rd	2nd - 4th
2	2nd - 4th	1st - 3rd
3	2nd - 4th	1st - 3rd
4	1st - 3rd	2nd - 4th

The top four riders in each 1/2 final shall transfer to the final.

65 - 80 RIDERS

Motos	1/16 finals	1/8 finals	1/4 finals	1/2 finals	Final
10 heats	-	5 heats	4 heats	2 heats	1 heat

During the motos phase, the riders are seeded into 10 heats of 6-8 riders. The number of riders for each heat is determined by application of the zigzag system (see example).

Riders are transferred according to the overall position gained in the motos.  
The top four riders in each heat shall transfer to five 8 rider 1/8 finals as per the following:

1/8 FINALS					
Heats	1	2	3	4	5
1	1st	2nd	3rd	4th	
2		1st	2nd	3rd	4th
3	4th		1st	2nd	3rd
4	3rd	4th		1st	2nd
5	2nd	3rd	4th		1st
6	1st	2nd	3rd	4th	
7		1st	2nd	3rd	4th
8	4th		1st	2nd	3rd
9	3rd	4th		1st	2nd
10	2nd	3rd	4th		1st

The top four riders in each 1/8 final shall transfer to four 5 rider 1/4 finals as per the following:

1/4 FINALS				
Heats	1	2	3	4
1	1st	4th	3rd	2nd
2	2nd	1st	4th	3rd
3	3rd	2nd	1st	4th
4	4th	3rd	2nd	1st
5	3rd	4th	1st	2nd

The top four riders in each 1/4 final shall transfer to two 8 rider 1/2 finals as per the following:

1/2 FINALS		
Heats	1	2
1	1st - 3rd	2nd - 4th
2	2nd - 4th	1st - 3rd
3	2nd - 4th	1st - 3rd
4	1st - 3rd	2nd - 4th

The top four riders in each 1/2 final shall transfer to the final.

**UCI CYCLING REGULATIONS**

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81 - 128 RIDERS

<b>Motos</b>	<b>1/16 finals</b>	<b>1/8 finals</b>	<b>1/4 finals</b>	<b>1/2 finals</b>	<b>Final</b>
16 heats	-	8 heats	4 heats	2 heats	1 heat

During the motos phase, the riders are seeded into 16 heats of 5-8 riders. The number of riders for each heat is determined by application of the zigzag system (see example).

Riders are transferred according to the overall position gained in the motos.  
The top four riders in each heat shall transfer to eight 8 rider 1/8 finals as per the following:

<b>1/8 FINALS</b>								
<b>Heats</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>
<b>1</b>	1st	2nd	3rd	4th				
<b>2</b>		1st	2nd	3rd	4th			
<b>3</b>			1st	2nd	3rd	4th		
<b>4</b>				1st	2nd	3rd	4th	
<b>5</b>					1st	2nd	3rd	4th
<b>6</b>	4th					1st	2nd	3rd
<b>7</b>	3rd	4th					1st	2nd
<b>8</b>	2nd	3rd	4th					1st
<b>9</b>	1st	2nd	3rd	4th				
<b>10</b>		1st	2nd	3rd	4th			
<b>11</b>			1st	2nd	3rd	4th		
<b>12</b>				1st	2nd	3rd	4th	
<b>13</b>					1st	2nd	3rd	4th
<b>14</b>	4th					1st	2nd	3rd
<b>15</b>	3rd	4th					1st	2nd
<b>16</b>	2nd	3rd	4th					1st

The top four riders in each 1/8 final shall transfer to four 8 rider 1/4 finals as per the following:

<b>1/4 FINALS</b>				
<b>Heats</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>
<b>1</b>	1st	4th	3rd	2nd
<b>2</b>	2nd	1st	4th	3rd
<b>3</b>	3rd	2nd	1st	4th
<b>4</b>	4th	3rd	2nd	1st

**UCI CYCLING REGULATIONS**

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Heats	1	2	3	4
5	1st	4th	3rd	2nd
6	2nd	1st	4th	3rd
7	3rd	2nd	1st	4th
8	4th	3rd	2nd	1st

The top four riders in each 1/4 final shall transfer to two 8 rider 1/2 finals as per the following:

1/2 FINALS		
Heats	1	2
1	1st - 3rd	2nd - 4th
2	2nd - 4th	1st - 3rd
3	2nd - 4th	1st - 3rd
4	1st - 3rd	2nd - 4th

The top four riders in each 1/2 final shall transfer to the final.

**129 - 160 RIDERS**

Motos	1/16 finals	1/8 finals	1/4 finals	1/2 finals	Final
20 heats	10 heats	5 heats	4 heats	2 heats	1 heat

During the motos phase, the riders are seeded into 20 heats of 6-8 riders. The number of riders for each heat is determined by application of the zigzag system (see example).

Riders are transferred according to the overall position gained in the motos.

The top four riders in each heat shall transfer to ten 8 rider 1/16 finals as per the following:

1/16 FINALS										
Heats	1	2	3	4	5	6	7	8	9	10
1	1st	2nd	3rd	4th						
2		1st	2nd	3rd	4th					
3			1st	2nd	3rd	4th				
4				1st	2nd	3rd	4th			
5					1st	2nd	3rd	4th		
6						1st	2nd	3rd	4th	
7							1st	2nd	3rd	4th
8	4th							1st	2nd	3rd



**UCI CYCLING REGULATIONS**

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<b>Heats</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>
<b>9</b>	3rd	4th							1st	2nd
<b>10</b>	2nd	3rd	4th							1st
<b>11</b>	1st	2nd	3rd	4th						
<b>12</b>		1st	2nd	3rd	4th					
<b>13</b>			1st	2nd	3rd	4th				
<b>14</b>				1st	2nd	3rd	4th			
<b>15</b>					1st	2nd	3rd	4th		
<b>16</b>						1st	2nd	3rd	4th	
<b>17</b>							1st	2nd	3rd	4th
<b>18</b>	4th							1st	2nd	3rd
<b>19</b>	3rd	4th							1st	2nd
<b>20</b>	2nd	3rd	4th							1st

The top four riders in each 1/16 final shall transfer to five 8 rider 1/8 finals as per the following:

<b>1/8 FINALS</b>					
<b>Heats</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
<b>1</b>	1st	2nd	3rd	4th	
<b>2</b>		1st	2nd	3rd	4th
<b>3</b>	4th		1st	2nd	3rd
<b>4</b>	3rd	4th		1st	2nd
<b>5</b>	2nd	3rd	4th		1st
<b>6</b>	1st	2nd	3rd	4th	
<b>7</b>		1st	2nd	3rd	4th
<b>8</b>	4th		1st	2nd	3rd
<b>9</b>	3rd	4th		1st	2nd
<b>10</b>	2nd	3rd	4th		1st

The top four riders in each 1/8 final shall transfer to four 5 rider 1/4 finals as per the following:

<b>1/4 FINALS</b>				
<b>Heats</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>
<b>1</b>	1st	4th	3rd	2nd
<b>2</b>	2nd	4th	1st	3rd
<b>3</b>	3rd	2nd	1st	4th
<b>4</b>	4th	3rd	2nd	1st
<b>5</b>	3rd	1st	4th	2nd

**UCI CYCLING REGULATIONS**

The top four riders in each 1/4 final shall transfer to two 8 rider 1/2 finals as per the following:

Heats	1/2 FINALS	
	1	2
1	1st - 3rd	2nd - 4th
2	2nd - 4th	1st - 3rd
3	2nd - 4th	1st - 3rd
4	1st - 3rd	2nd - 4th

The top four riders in each 1/2 final shall transfer to the final.

**161 - 256 RIDERS**

Motos	1/16 finals	1/8 finals	1/4 finals	1/2 finals	Final
32 heats	16 heats	8 heats	4 heats	2 heats	1 heat

During the motos phase, the riders are seeded into 32 heats of 5-8 riders. The number of riders for each heat is determined by application of the zigzag system (see example).

Riders are transferred according to the overall position gained in the motos.  
The top four riders in each heat shall transfer to sixteen 8 rider 1/16 finals as per the following:

Heats	1/16 FINALS															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1st	2nd	3rd	4th												
2		1st	2nd	3rd	4th											
3			1st	2nd	3rd	4th										
4				1st	2nd	3rd	4th									
5					1st	2nd	3rd	4th								
6						1st	2nd	3rd	4th							
7							1st	2nd	3rd	4th						
8								1st	2nd	3rd	4th					
9									1st	2nd	3rd	4th				
10										1st	2nd	3rd	4th			
11											1st	2nd	3rd	4th		
12												1st	2nd	3rd	4th	
13													1st	2nd	3rd	4th

**UCI CYCLING REGULATIONS**

Heats	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
14	4th													1st	2nd	3rd
15	3rd	4th													1st	2nd
16	2nd	3rd	4th													1st
17	1st	2nd	3rd	4th												
18		1st	2nd	3rd	4th											
19			1st	2nd	3rd	4th										
20				1st	2nd	3rd	4th									
21					1st	2nd	3rd	4th								
22						1st	2nd	3rd	4th							
23							1st	2nd	3rd	4th						
24								1st	2nd	3rd	4th					
25									1st	2nd	3rd	4th				
26										1st	2nd	3rd	4th			
27											1st	2nd	3rd	4th		
28												1st	2nd	3rd	4th	
29													1st	2nd	3rd	4th
30	4th													1st	2nd	3rd
31	3rd	4th													1st	2nd
32	2nd	3rd	4th													1st

The top four riders in each 1/16 final shall transfer to eight 8 rider 1/8 finals as per the following:

1/8 FINALS								
Heats	1	2	3	4	5	6	7	8
1	1st	2nd	3rd	4th				
2		1st	2nd	3rd	4th			
3			1st	2nd	3rd	4th		
4				1st	2nd	3rd	4th	
5					1st	2nd	3rd	4th
6	4th					1st	2nd	3rd
7	3rd	4th					1st	2nd
8	2nd	3rd	4th					1st
9	1st	2nd	3rd	4th				
10		1st	2nd	3rd	4th			
11			1st	2nd	3rd	4th		
12				1st	2nd	3rd	4th	

**UCI CYCLING REGULATIONS**

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<b>Heats</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>
<b>13</b>					1st	2nd	3rd	4th
<b>14</b>	4th					1st	2nd	3rd
<b>15</b>	3rd	4th					1st	2nd
<b>16</b>	2nd	3rd	4th					1st

The top four riders in each 1/8 final shall transfer to four 8 rider 1/4 finals as per the following:

<b>1/4 FINALS</b>				
<b>Heats</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>
<b>1</b>	1st	4th	3rd	2nd
<b>2</b>	2nd	1st	4th	3rd
<b>3</b>	3rd	2nd	1st	4th
<b>4</b>	4th	3rd	2nd	1st
<b>5</b>	1st	4th	3rd	2nd
<b>6</b>	2nd	1st	4th	3rd
<b>7</b>	3rd	2nd	1st	4th
<b>8</b>	4th	3rd	2nd	1st

The top four riders in each 1/4 final shall transfer to two 8 rider 1/2 finals as per the following:

<b>1/2 FINALS</b>		
<b>Heats</b>	<b>1</b>	<b>2</b>
<b>1</b>	1st - 3rd	2nd - 4th
<b>2</b>	2nd - 4th	1st - 3rd
<b>3</b>	2nd - 4th	1st - 3rd
<b>4</b>	1st - 3rd	2nd - 4th

The top four riders in each 1/2 final shall transfer to the final.

## ANNEX 2 - STARTING POSITIONS

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

Moto 1	Moto 2	Moto 3
8	2	3
7	6	1
6	3	5
5	1	7
4	8	2
3	5	6
2	7	4
1	4	8

## ANNEX 3 - UCI RANDOM START GATE TIMING CADENCE

Starting cadence The UCI starting cadence can be used either automatically with built-in delays, or manually, requiring the operator to press the start button for the second half of the cadence.

In general the cadence consists of the phrase “Ok riders, Random start. Riders ready? Watch the gate.” This is followed by 4 tones that coincide with the display of a light tree and the gate begins to fall on the last tone and light. After the word “gate” there is a time delay between .1 seconds and 2.7 seconds for the lights, the tones generated by the controls and the gate cycle. This time delay must be totally random, produced by the controls and not predictable by the riders or the starter. Further, the starter should have no control or input as to time interval.

Additional items that are an integral part of the cadence are warning tones advising the rider that the gate is about to be raised by the operator and warning tones that advise the riders to stand down if the cadence is interrupted by the operator.

In specific the cadence consists of the following;

- 1 "OK RIDERS RANDOM START" as spoken words within 1.5 seconds. In automatic mode, there is a 1.8 second pause, before the second set of words.
- 2 "RIDERS READY - WATCH THE GATE" are spoken within 2.0 seconds.
- 3 A delay randomly between 0.1 seconds and 2.7 seconds will occur after the second set of words concludes before the LED lights and pulse tones are activated. Note that the random delay and all pulse tones are generated by the controller chip, and therefore they are not included in the mp3 files.
- 4 Three pulses of a 632 Hertz tone are played, followed by the fourth long tone of 2.25 seconds. The short tone pulses are 60 milliseconds long with 60 milliseconds of silence between them. The four LED lights (red, yellow, yellow, and green) are synchronized exactly with the start of each tone burst.
  - The red light illuminates with the first pulse
  - The first yellow light is added with the second tone pulse
  - The second yellow light is added with the third tone pulse
  - The green light is added with the forth, long tone pulse.
- 5 When the green light comes on, the gate start drop signal is activated. All lights remain illuminated for the duration of the final tone burst, then all lights extinguish.
- 6 At the conclusion of the tone sequence, an LED on the control box flashes to alert the operator to press the stop button to raise the gate for the next start.
- 7 Upon pressing the stop button, five pulses of 1150 Hz, each .25 second long with a .25 second period between the pulses will sound before the up solenoid is triggered to raise the gate.
- 8 For safety, the stop button can be pressed at any time (up to the end of the second set of words) after the start button was pressed, to abort the sequence. A “Stand Down” tone consisting of 740 Hz for .22 seconds followed immediately by 680 Hz for 44 seconds will sound when the gate was aborted.

### Starting Sequence

Sequence	Action	Timing
1	“OK RIDERS RANDOM START”	1.50 sec
2	Pause (automatic mode)	1.80 sec
3	“RIDERS READY – WATCH THE GATE”	2.00 sec

**UCI CYCLING REGULATIONS**

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4	Random Delay	.1 to 2.70 sec
5	1 tone (632 Hertz) – Red light illuminates	0.060 sec
6	Pause	0.060 sec
7	1 tone (632 Hertz) – Yellow light illuminates	0.060 sec
8	Pause	0.060 sec
9	1 tone (632 Hertz) – Yellow light illuminates	0.060 sec
10	Pause	0.060 sec
11	1 tone (632 Hertz) – Green light illuminates	2.25 sec

**Gate Rise Warning**

Sequence	Action	Timing
1	1 tone (1150 Hertz)	.25 sec
2	Pause	.25 sec
3	1 tone (1150 Hertz)	.25 sec
4	Pause	.25 sec
5	1 tone (1150 Hertz)	.25 sec
6	Pause	.25 sec
7	1 tone (1150 Hertz)	.25 sec
8	Pause	.25 sec
9	1 tone (1150 Hertz)	.25 sec

**Abort Stand Down**

Sequence	Action	Timing
1	1 tone (740 Hertz)	.22 sec
2	1 tone (680 Hertz)	.44 sec

**Drop speed of the gate**

The gate shall drop at an average speed of app. 0.310 seconds from upright position to down position (90° angle). A variable of +/- 7% is allowed, giving the gate the maximum variation from 0.289 to 0.331 seconds.

The measurement shall be conducted with the UCI approved SpeedMeter Timing Systems, produced by ProStuff, or similar timing equipment.

**ANNEX 4 - UCI BMX RANKING POINTS**

## MEN JUNIORS

RANK	OG	CM	CMTT	CDM	CC	C1	NC
1 <sup>st</sup> final	350	150	75	225	60	30	15
2 <sup>nd</sup> final	300	130	65	195	50	20	12
3 <sup>rd</sup> final	250	110	50	165	40	15	10
4 <sup>th</sup> final	200	90	45	155	30	12	7
5 <sup>th</sup> final	190	80	40	145	25	10	6
6 <sup>th</sup> final	180	70	35	135	20	9	5
7 <sup>th</sup> final	170	60	30	125	15	8	4
8 <sup>th</sup> final	160	50	25	115	10	7	3
5 <sup>th</sup> semi	125	30		100			
6 <sup>th</sup> semi	120	25		95			
7 <sup>th</sup> semi	115	20		90			
8 <sup>th</sup> semi	110	15		85			
5 <sup>th</sup> in ¼	90			65			
6 <sup>th</sup> in ¼	80			60			
7 <sup>th</sup> in ¼	70			55			
8 <sup>th</sup> in ¼	60			50			
5 <sup>th</sup> in 1/8				20			
6 <sup>th</sup> in 1/8				15			
7 <sup>th</sup> in 1/8				10			
8 <sup>th</sup> in 1/8				5			

(text modified on 4.04.14)

## WOMEN JUNIORS

RANK	OG	CM	CMTT	CDM	CC	C1	NC
1 <sup>st</sup> final	350	150	75	225	60	30	15
2 <sup>nd</sup> final	300	130	65	195	50	20	12
3 <sup>rd</sup> final	250	110	50	165	40	15	10
4 <sup>th</sup> final	200	90	45	155	30	12	7
5 <sup>th</sup> final	190	80	40	145	25	10	6
6 <sup>th</sup> final	180	70	35	135	20	9	5
7 <sup>th</sup> final	170	60	30	125	15	8	4
8 <sup>th</sup> final	160	50	25	115	10	7	3
5 <sup>th</sup> semi	125	30		100			
6 <sup>th</sup> semi	120	25		95			
7 <sup>th</sup> semi	115	20		90			
8 <sup>th</sup> semi	110	15		85			
5 <sup>th</sup> in ¼				65			
6 <sup>th</sup> in ¼				60			
7 <sup>th</sup> in ¼				55			
8 <sup>th</sup> in ¼				50			

(text modified on 4.04.14)



## MEN ELITE

<b>RANK</b>	<b>OG</b>	<b>CM</b>	<b>CMTT</b>	<b>CDM</b>	<b>CC</b>	<b>C1</b>	<b>NC</b>
<b>1<sup>st</sup> final</b>	350	300	150	225	120	50	30
<b>2nd final</b>	300	250	130	195	105	45	20
<b>3<sup>rd</sup> final</b>	250	200	100	165	90	40	15
<b>4<sup>th</sup> final</b>	200	185	95	155	75	35	10
<b>5<sup>th</sup> final</b>	190	170	85	145	60	30	8
<b>6<sup>th</sup> final</b>	180	155	75	135	50	28	6
<b>7<sup>th</sup> final</b>	170	140	65	125	40	26	4
<b>8<sup>th</sup> final</b>	160	125	55	115	30	24	2
<b>5<sup>th</sup> semi</b>	125	115	50 (9)	100	25		
<b>6<sup>th</sup> semi</b>	120	110	45 (10)	95	20		
<b>7<sup>th</sup> semi</b>	115	105	40 (11)	90	15		
<b>8<sup>th</sup> semi</b>	110	100	35(12)	85	10		
<b>5<sup>th</sup> in ¼</b>	90	80	30 (13)	65			
<b>6<sup>th</sup> in ¼</b>	80	70	25 (14)	60			
<b>7<sup>th</sup> in ¼</b>	70	60	20 (15)	55			
<b>8<sup>th</sup> in ¼</b>	60	50	15 (16)	50			
<b>5<sup>th</sup> in 1/8</b>		35		20			
<b>6<sup>th</sup> in 1/8</b>		30		15			
<b>7<sup>th</sup> in 1/8</b>		25		10			
<b>8<sup>th</sup> in 1/8</b>		20		5			

(text modified on 4.04.14)

## WOMEN ELITE

<b>RANK</b>	<b>OG</b>	<b>CM</b>	<b>CMTT</b>	<b>CDM</b>	<b>CC</b>	<b>C1</b>	<b>NC</b>
<b>1<sup>st</sup> final</b>	350	300	150	225	120	50	30
<b>2nd final</b>	300	250	130	195	105	45	20
<b>3<sup>rd</sup> final</b>	250	200	100	165	90	40	15
<b>4<sup>th</sup> final</b>	200	185	95	155	75	35	10
<b>5<sup>th</sup> final</b>	190	170	85	145	60	30	8
<b>6<sup>th</sup> final</b>	180	155	75	135	50	28	6
<b>7<sup>th</sup> final</b>	170	140	65	125	40	26	4
<b>8<sup>th</sup> final</b>	160	125	55	115	30	24	2
<b>5<sup>th</sup> semi</b>	125	115	50 (9)	100	25		
<b>6<sup>th</sup> semi</b>	120	110	45 (10)	95	20		
<b>7<sup>th</sup> semi</b>	115	105	40 (11)	90	15		
<b>8<sup>th</sup> semi</b>	110	100	35(12)	85	10		
<b>5<sup>th</sup> in ¼</b>		80	30 (13)	65			
<b>6<sup>th</sup> in ¼</b>		70	25 (14)	60			
<b>7<sup>th</sup> in ¼</b>		60	20 (15)	55			
<b>8<sup>th</sup> in ¼</b>		50	15 (16)	50			

(text modified on 4.04.14)

**ANNEX 5 - TRACK REGULATIONS TABLE**

	<b>1: World CHAMPIONSHIPS</b>	<b>2: BMX SX WORLD CUP</b>	<b>3: CONTINENTAL SERIES</b>	<b>4: International Competition</b>	<b>5: National Championships</b>
CLASS race	<b>CM</b>	<b>CDM</b>	<b>CC</b>	<b>C1</b>	<b>CN</b>
Total length of the track	300-400m				
Starting hill	Height: Championships:8m Challenge:5m Width: 9m According to UCI specifications	Height: 8m Width: 9m According to UCI specifications	Height:5m Width: 8m	Height:2.5m Width: 8m	Height:2.5m Width: 8m
Width of the track	1 <sup>st</sup> straight:8m All other straights: 6m 1 <sup>st</sup> turn: 8m Turns: 6m	1 <sup>st</sup> straight:8m All other straights: 6m 1 <sup>st</sup> turn: 8m Turns: 6m	1 <sup>st</sup> straight:8m All other straights: 6m 1 <sup>st</sup> turn: 8m Turns: 6m	1 <sup>st</sup> straight:8m All other straights: 6m 1 <sup>st</sup> turn: 6m Turns: 6m	1 <sup>st</sup> straight:8m All other straights: 6m 1 <sup>st</sup> turn: 6m Turns: 6m
number of straights	Minimum 4				
Minimum number of turns - Pavement of turns	3 asphalt		3 asphalt/concrete/bricks	3	
Starting gate - Width - height	7.3m wide 50cm high Slip resistant				
Length First straight (minimum)	MEN/WOMEN:70m CHALLENGE:60m	MEN/WOMEN: 70m	MEN/WOMEN: 70m CHALLENGE: 60m		
Distance between obstacles	Minimum distance from the end of the start ramp landing:5m First straight distance between obstacles: 10m Other straights: 5m		Starting gate to first obstacle: 20m First straight distance between obstacles: 10m Other straights: 5m		
Markings	White lines clearly marked on the track				
Fencing	Minimum 2m from track with safe material such as plastic webbing				