



*Canadian Cycling Association*

**BMX**

**CCA NATIONAL  
BMX RULEBOOK**  
(EXPANDED VERSION)

Updated: April 30, 2003

## CCA NATIONAL RULEBOOK

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## NOTE

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

I  
Section        DEFINITIONS

**Novice, Intermediate, Expert** – skill levels pertaining to amateur male racing.

**Challenge Class (National level)**– Combined class with Novices and Intermediate boys.

**Superclass** – Intermediate money class for males 16 & older.

**Supergirls** – Money class for females 16 & older.

**Pro** – Money class for men 17 & older. Women and Men race separately unless otherwise combined in class formatting procedures.

**Chief Commissaire** – The senior official who is responsible for all matters according racing, regulations and rules. Responsible for the actions and delgation of all track officials.

**Head Track Official** – Alternate title for Chief Commissaire.

**Race Director** - The race director, with the assistance of the commissaires, shall be responsible at a minimum, a timetable of events, enlisting and organizing of all commissaires, officials and administrative staff, arranging for the equipment necessary to conduct a race and acquiring, displaying and presenting trophies and other awards.

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

**PSO/TSO** - a recognized Provincial/Territorial sanctioning body that is the sole recognized membe.

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

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

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

**Money Class** - competing class in which riders can earn prize money.

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

**(Trade) Factory Team** – corporate sponsored team.

**Trophy Team** – Fun team with any riders competing at any event.

**Championship, Championship level** - competing classes for Pro, Supergirl, and Superclass. May also refer to Expert boys or Girls classes at Canada Cup and Canadian Championship events.

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

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

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

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

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

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

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

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

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

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

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

II  
Section                    BMX MEMBERSHIP

- A.                    Being a part of the CCA has many benefits you can enjoy. Our provincial affiliates offer BMX membership services that entitles you to race at any CCA affiliated track in Canada as well as any other UCI affiliated track in the world. You are insured at anytime you are on a CCA track in Canada and your membership also includes up-to-date points, internet access, and even an opportunity qualify to race for Team Canada at the UCI Worlds each year. All member organizations must:
1.    Be national or territorial organizations with membership open to their general population.
  2.    Be non-profit making organizations.
  3.    Conduct BMX competitions under written rules which are not inconsistent in character with the rules of the CCA as set forth in this rule book.
  4.    Maintain satisfactory levels of safety, insurance and organization.
  5.    Co-operate with other member organizations for the betterment of the sport of BMX.
  6.    Co-ordinate their race schedules to avoid conflicts with UCI/CCA sanctioned events.
- B.                    Application for membership with the CCA may be made using forms available from the PSO/TSO office. The applicant may be required to submit as part of its application additional material including without limitation: its constitution, by-laws, articles of incorporation, race rule book and membership statistics.
- C.                    By joining CCA, the applicant must agree to be governed by the rules, regulations, by-laws and constitution of the CCA in their entirety and without exception.

III  
Section                    CCA SANCTIONED BMX EVENTS

- A.                    The CCA will, under appropriate circumstances, extend its sanction to certain events conducted by its member organizations. In general, these events will be limited to Canadian Championships, Canada Cup, Provincial and District events. Member organizations wishing to conduct CCA sanctioned BMX event must apply to the CCA or it's recognized Provincial or Territorial affiliate for this sanction, meeting such deadlines, paying such fees, filing such reports and complying with such other requirements as the CCA BMX Commission may establish from time to time.
- B.                    Every member organization hosting a CCA sanctioned BMX event shall:
1.    Conduct the event in strict accordance with the rules set forth herein.
  2.    Submit an application to the CCA for the sanctioning of a Canadian Championship on or before 1st of August of the year of allocation, for an event to be held the following year with the following stipulations:

- a. The member can only apply for those dates that are vacant on the international BMX calendar and that are not conflicting with any National event on that continent.
  - b. The meeting must not disadvantage in any way the CCA or UCI sanctioned BMX meetings that are scheduled immediately prior to or after the date(s) applied for.
  - c. The member association will be responsible for all the publicity and promotion of any event that is not organized by the CCA.
3. Canada Cups – (Only when the host track is the primary organizer) Submit to the CCA office within 5 business days of the close of registration at the race a count of the registered entries and remit all levies applicable to the CCA within 30 days of the close of entries.  
Levies are to be based on the number of actual entries at registration at the race, and apply only to classes in the CCA BMX Rule Book. There will be no levies for special classes, like e.g. open classes.
4. Provincial and District Races
  - a. - Submit to the PSO within 3 business days of the close of registration at the race a count of the registered entries and remit all levies applicable to the PSO within the required timeframe set out by the PSO.
  - b. Arrange for all awards, cash prizes, trophies (including team trophies), which are earned by the participants.
  - c. Allow the CCA to display a minimum number of 5 banners on the infield of the race site. It is the organizer's responsibility to ensure that the banners are not stolen whilst at the race site. In case of robbery, the cost of the banners shall be reimbursed by the organizer to CCA.
5. Race Organizers Package – For clubs hosting the Canadian Championships and any Canada Cup event, the CCA shall supply a list of items and guidelines that must be followed in order to provide consistency to the series events.

- C. Sanctioning by CCA of an Canada Cup or Canadian Championships BMX event ensures:
1. That, as far as the Canada Cup or Canadian Championships are concerned, no CCA member organization, other than the host organization, may conduct or permit to be conducted under its sanction a Provincial or any high-profile event which takes place on, or less than seven days prior to, the dates of a Canadian Championship event.  
That, as far as a UCI BMX World Cup race is concerned, no UCI member organization may conduct or permit to be conducted under its sanction a national or international BMX event which takes place on the same dates as the BMX World Cup event concerned. The host organization however, is allowed to organize a national or international BMX event either on the day before or after the BMX World Cup race.
  2. That any member not following the instructions in C.1. will not be given a CCA sanctioned BMX meeting for 12 months from the date of the offence.
  3. That the CCA will publicize the meeting per medium of the national calendar and the newsletter of the CCA BMX Commission.

IV  
Section CLASSES – DISTRICT

1. Classic District Classes

a. BOYS CLASSES – 26

Novice	Intermediate	Expert
	5 & under Challenge	
6 Novice	6 Intermediate	6 Expert
7 Novice	7 Intermediate	7 Expert
8 Novice	8 Intermediate	8 Expert
9 Novice	9 Intermediate	9 Expert
10 Novice	10 Intermediate	10 Expert
11 Novice	11 Intermediate	11 Expert
12 Novice	12 Intermediate	12 Expert
13 Novice	13 Intermediate	13 Expert
14 Novice	14 Intermediate	14 Expert
15 Novice	15 Intermediate	15 Expert
16 Novice	16 Intermediate	16 Expert
	17 & Over Challenge	17-18 Expert
		19 & Over Expert

b. GIRLS CLASSES - Novice and Expert

Class	Class	Class
5 & Under	9 Girls	13 Girls
6 girls	10 Girls	14-15 Girls
7 girls	11 Girls	16 & Over girls
8 girls	12 Girls	

c. CRUISER CLASSES – 10 classes

Class	Class	Class	Class
12 & Under	17-29	40-44	18 & Under Female
13-14	30-34	45 & Over	19 & Over Female
15-16	35-39		

d. MONEY CLASSES – 4 classes

Class
SUPERGIRLS 20" – 16 & Over
PRO OPEN 20" – 16 & Over
PRO CRUISER – 16 & Over

e. OPEN CLASSES

Class	Class
7 & Under	12-13
8-9	14-15
10-11	16 & Over

2. Timed Proficiency Racing – This system builds classes based on a riders time and not by classification. Each rider is timed around the track to record how fast they complete the course. Riders are then placed into any number of groups based on their times. This style of racing provides for closer competition and can result in increased rider development. After an event of this TPR racing, the top (1) or (2) riders can be moved up or down based on their performance. This will help close the gaps in groups even further. District points are not awarded but levies are still charged per rider.

V

## Section POINTS TABLES - DISTRICT

<u>NOVICE</u>		<u>INTERMEDIATE</u>		<u>EXPERT/GIRLS</u>	
1st	50 points	1st	100 points	1st	150 points
2nd	40 points	2nd	80 points	2nd	130 points
3rd	35 points	3rd	70 points	3rd	110 points
4th	30 points	4th	60 points	4th	90 points
5th	25 points	5th	50 points	5th	70 points
6th	20 points	6th	40 points	6th	60 points
7th	15 points	7th	30 points	7th	50 points
8th	10 points	8th	20 points	8th	40 points

VI

## Section CLASSES – NATIONAL/CANADIAN CHAMPIONSHIPS

The following classes are designed for National use. They are also recommended for Provincial racing to provide more competition.

## a. BOYS CLASSES – NATIONAL

Challenge Classes	Championship Classes
5 & Under Challenge	
6 Challenge	6 & Under Expert
7 Challenge	7 Expert
8 Challenge	8 Expert
9 Challenge	9 Expert
10 Challenge	10 Expert
11 Challenge	11 Expert
12 Challenge	12 Expert
13 Challenge	13 Expert
14 Challenge	14 Expert
15 Challenge	15 Expert
16 Challenge	16 Expert

17 & Over Challenge	17–20 Expert
	21 & Over Expert

The race director may add provisional novice classes but no points will be awarded. They are as follows: 6 & Under, 7-8, 9-10, 11-12, 13-14, 15-16.

**b. GIRLS CLASSES - NATIONAL**

Class	Class
6 & Under	12 girls
7-8 girls	13 girls
9-10 girls	14-15 girls
11 girls	16 & Over girls

**c. CRUISER CLASSES - NATIONAL**

Class	Class	Class	Class
12 & Under	17-29	40-44	18 & Under Female
13-14	30-34	45 & Over	19 & Over Female
15-16	35-39		

**d. MONEY CLASSES – NATIONAL**

Class
SUPERGIRLS 20" – 16 & Over
SUPERCLASS MEN 20" – 16 & Over
PRO MEN 20" – 17 & Over
PRO CRUISER – 16 & Over

**e. OPEN CLASSES**

Class	Class
7 & Under	12-13
8-9	14-15
10-11	16 & Over

**f. CANADIAN CHAMPIONSHIP CLASSES**

Cruiser Classes	Girls Classes	Championship Classes
12 & under	5 & under Girls	5 & Under
13-14 Cruiser	6 Girls	6 Expert
15-16 Cruiser	7 Girls	7 Expert
17-29 Cruiser	8 Girls	8 Expert
30-34 Cruiser	9 Girls	9 Expert
35-39 Cruiser	10 Girls	10 Expert
40-44 Cruiser	11 Girls	11 Expert
45 & Over Cruiser	12 Girls	12 Expert
	13 Girls	13 Expert
Money Classes	14 Girls	14 Expert
Pro Men	15 Girls	15 Expert
Superclass	16 & Over	16 Expert
Supergirls		17–20 Expert

Pro Cruiser		21 & Over Expert
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1. It shall take four (4) riders to make a class at the Canadian Championships in all classes.
2. Any rider who races Elite in other associations must race Pro at the Canadian Championships.
3. Any rider who races Junior in other associations may compete in either Superclass their age amateur class. If they wish to race Pro, they will be required to submit a letter to the Chief Commissaire in writing no later than 7 days before the event the reasons moving up to Pro.

## VII

## Section POINTS AND TABLES – NATIONAL SERIES (PROVINCIAL Optional)

	<u>CHALLENGE (Nov, Int)</u>		<u>EXPERT / GIRLS</u>		<u>MONEY CLASSES</u>		
	Moto	Main	Moto	Main	Moto	Main	Semi
1st	50	20	60	20	3	22	
2nd	45	18	55	18	2	18	
3rd	40	16	50	16	1	16	
4th	35	14	45	14		14	
5th	30	12	40	12		13	8
6th	25	10	35	10		12	7
7th		8		8		11	6
8th		6		6		10	5

## VIII

## Section MONEY CLASSES

These classes are designed to further encourage riders who wish to continue their racing careers at the highest level of racing in Canada. Pro racing can be lucrative and it is recommended that a rider has obtained Expert ranking in Amateur to move up into these classes.

## 1. Classes

- a. SUPERCLASS MEN (standard bicycles – 20")  
Intermediate money class for Men – 75% payback  
Age availability: 16 & Over
- b. PRO MEN (standard bicycles – 20")  
Highest money class for men - 100% Payback  
Age availability; Men - 17 & over

c. SUPERGIRLS (standard bicycles – 20")  
 Highest money class for women - 100% Payback  
 Age availability; 16 & Over

d. PRO CRUISER (cruiser bicycles – 24")  
 Highest money class for men and women combined - 100% Payback  
 Age availability: 16 & Over

2. A rider must be a UCI affiliated member to compete in any money class at any CCA event.
3. As examples for future riders you are required to conduct yourself in a professional manner at all times. Knowing that the riders will look up to you, good sportsmanship and proper conduct is necessary at all times.
4. Male riders who decide to move up to money classes will first be classified as a Superclass rider. Any rider who feels that they would like to move directly into Pro Men must apply to the CCA for reclassification. (See Advancement rules)
5. Superclass riders will move up to pro men by two different methods
  - a. By earning enough transfer points to qualify into Pro where they can either move up immediately or at the start of the next race season. (See Canada Cup Formats for number of Superclass-to-Pro move-up points)
  - b. By requesting a move-up a minimum of 1 hour before the close of registration at the event that they wish to compete in.
6. All money class numberplates are yellow background with contrasting numbers.
7. Payout Schedule

	8	7	6	5	4	3
<b>P</b>	1 35 %	1 35 %	1 35 %	1 42 %	1 45 %	1 50 %
<b>L</b>	2 22 %	2 22 %	2 23 %	2 24 %	2 25 %	2 30 %
<b>A</b>	3 12 %	3 13 %	3 15 %	3 15 %	3 18 %	3 20 %
<b>C</b>	4 9 %	4 9 %	4 10 %	4 10 %	4 12 %	
<b>I</b>	5 7 %	5 8 %	5 9 %	5 9 %		
<b>N</b>	6 6 %	6 7 %	6 8 %			
<b>G</b>	7 5 %	7 6 %				
	8 4 %					

8. At all events where there are 8 or less riders, last place will not receive any payout. Ie. 7 riders in the class – 6 get payouts.
9. When there are 9 or more pro riders – 3rd place payout in Pro must be more than 1st place in Superclass men for class consistency and fairness.

#### 10. Points Table

MOTO POINTS	
1st	3
2nd	2
3rd	1

RIDERS NOT TRANSFERRING TO THE MAIN	
5th	8
6th	7
7th	6
8th	5

MAINS POINTS	
1st	22
2nd	18
3rd	16
4th	14

	5th	13
	6th	12
7th	11	
8th	10	

## IX Section

### ADVANCEMENT AND RECLASSIFICATION

Any rider who feels they are in a class that is above or below their skill level may apply for a reclassification to either advance up to the more skilled class or advance down to a lesser skilled class.

#### A. ADVANCEMENT

1. A Novice boy or girl will advance to Intermediate after he has received eight (8) firsts at district or provincials, or 4 wins at CANADA Cup events in his racing career (In Novice or Challenge). He will advance from Intermediate to Expert when he receives a further fifteen (15) firsts in his racing career at district and provincial races or an additional 4 wins at CANADA Cup events (In Novice or Challenge). It will therefore take a Novice rider 23 first place wins at district or provincial races or 10 firsts at CANADA CUP Series events (In Novice or Challenge) to move through the classes to Expert class. It is the rider's responsibility to keep track of their first place wins and to inform their Track Operator that they must be moved up in classification.
2. When a rider receives their 8th first in Novice and 15th first as an Intermediate, it is their obligation to move themselves up to the next grade level. They are to advise the Track Operator and their PSO's office in order to receive an new licence.
3. If a rider feels they have advanced too quickly, or feels they may be more competitive in a higher class or age they may ask for reclassification.
4. Superclass riders advance to the Pro class based on points earned at Provincials and Canada Cups over the season (see Pro point's table). Riders begin each race season with zero (0) points. A Superclass rider will advance to Pro based on criteria set out for the season each year. Consult the racing programs for the Canada Cup and Provincial series accordingly. When a Superclass rider has accumulated enough points to move up to Pro, he may do so at the next event or at the first race of the following season. A rider who moves to Pro either voluntarily or through their accumulated points does NOT have their Superclass points transferred with advancement to Pro class. Contact your Provincial Association to determine their method of advancement for Provincial Series.

#### B. RECLASSIFICATION

## 1. Moving Up

1. Amateur boys: A rider may advance to the next highest amateur classification level (Int, Exp) voluntarily, but they must notify their PSO in writing 14 days in advance before doing so. They must fill out a 'Reclassification application' and submit it to their PSO 14 days in advance for review.
2. An Expert male rider or female class rider may also move up in age classification but may only move up one (1) age. To do so, the rider requests a reclassification form from their Track Operator, this form must be filled out completely and submitted to the CCA Rules and Appeals Committee for review. The rider will be notified by mail if their request is approved or not. A fee of \$10.00 is to be forwarded with the reclassification request.
3. Any rider who moves up in classification MUST remain in that classification for the entire year.
4. Any amateur riders who wish to move up to a money class have the following options:
  - a. If they choose to move up to Superclass, they can do so at any race but they will be required to keep Superclass status from that race forward.
  - b. Riders who want to move directly from Amateur to Pro fill out a Reclassification form and submit to the CCA directly.
5. Any Superclass rider who accumulates the specified number of Provincial and/or Canada Cup Points in the season will automatically qualify up to Pro. They may choose to remain in the class for the duration of the season, or move up immediately. If they choose to move up immediately, they do not carry any points with them.

## 2. Moving Down

1. A rider who feels they have advanced in competition level to quickly may move down a level. To do so they request a reclassification form from their Track Operator. This form must be filled out completely and submitted to their PSO. The rider will be notified by mail if their request is approved or not. A fee of \$10.00 is to be forwarded with the reclassification request.
2. Pro Men or Pro Cruiser riders who wish to reclassify to Superclass must do so by completing the 'Request to Reclassify' and submitting them to CCA directly. A rider who has not competed at any Provincial or Canada Cup race in more than 1 year may apply to be reclassified back to Amateur.

X  
Section

COMPETITION EQUIPMENT

A. INSPECTION

1. Before official practice or before and/or during any competition or event, the rider, his bicycle, helmet and clothing may be subject to inspection by inspectors in order to ascertain whether or not this equipment conforms to these rules. The CCA makes no representation and/or statement of opinion as to the track worthiness of any bicycle, clothing, safety equipment or other gear which may be examined during the course of this inspection.
2. Any rider whose equipment is unsafe in the opinion of the inspectors or race commissaires, whether or not it fails to comply with a specific provision of these rules, shall not be permitted to ride on the track.
3. Any rider who does not comply with all instructions given to him by the inspector or race commissaires with respect to his equipment shall not be permitted to compete in any event.

B. CLOTHING AND SAFETY EQUIPMENT

1. Riders must wear the following gear whenever they are riding a bicycle on the track:
  - a. Full face helmets are mandatory at all events on BMX Tracks with (8) or (6) lane gates. 4X/BMX Tracks must have full face or open face helmets. Mouth protection is mandatory.
  - b. Long-sleeved shirts whose sleeves extend down to the rider's wrists.
  - c. Long pants whose legs must be tight fitting at the ankles. Short pants are not permitted.
  - d. Gloves whose fingers completely cover the rider's finger tips.
  - e. Elbow pads or "sliders" at any track whose riding surface consists of either wood or concrete. Riders shall be made aware of the necessity for using this gear prior to the date of any event which requires it.
2. It is recommended that riders wear the following gear whenever they are riding a bicycle on the track:
  - a. Pants made of denim or other tear and abrasion resistant fabric.
  - b. Footwear with soft, flexible soles.

C. THE BICYCLE

1. General - All bicycles used for competition must meet the following general specifications:
  - a. The wheels of bicycles competing in the standard class shall be nominally 20" in diameter. The wheel size of bicycles in the cruiser class shall measure at least 57 cm (22 1/2") in diameter and may not be larger than nominally 26" in diameter.
  - b. Bicycles with 20" wheels may be raced only in standard classes. Cruisers may be raced only in cruiser classes.
  - c. The bicycle's frame must be of sufficient strength to withstand the rigors of BMX racing and be devoid of any cracked or bent frame members or welds which are cracked or otherwise deficient.
  - d. Chain guards, side stands, mud guards, sheet metal accessories such as simulated fuel tanks, butterfly nuts, any superfluous welded or mechanically fastened fittings such as chain guard

- lugs, frame mounted reflectors and any other sharp protruding objects are not permitted.
- e. Wheel axles may not protrude more than 5 mm beyond the hub nuts.
  - f. All components, accessories and other parts must be firmly attached to the bicycle.
2. Handlebars
    - a. Maximum width of handlebars on both standard bicycles and cruisers shall be 74 cm (29"). The maximum rise of handlebars on both standard bicycles and cruisers shall be 30 cm (12").
    - b. Handlebar grips are mandatory and must completely cover the ends of the handlebars. Handlebars that are cracked or bent are not permitted.
  3. Steering Head
    - a. The forks must turn smoothly in the headset bearing without binding or excessive play.
    - b. The stem may not protrude above the headset lock-nut by an amount that exceeds the manufacturer's recommendation or by more than 5 cm if no maximum height mark is inscribed on the stem.
  4. Wheels
    - a. With the exception set forth in paragraph 4b. below, all bicycles used in the standard 20" class must be equipped with matching wheels that are nominally 20" in diameter. Cruisers must be equipped with matching wheels no smaller than 57 cm (22 1/2") in actual diameter and no larger than 26" in nominal diameter.
    - b. The bicycles of riders aged 6 and under may be equipped with wheels smaller than 20".
    - c. Wheels must be laced with the full complement of spokes for which the hubs and rims are intended. Spokes must be properly tensioned and hub bearings must be adjusted to eliminate noticeable play.
    - d. Tires must be of one-piece construction and have tread sufficient to provide adequate grip on the particular surface that the track presents.
    - e. Tires must be inflated to a pressure sufficient to assure safe riding under race conditions.
    - f. Quick release axles are not recommended but may be used if the release levers are taped or wired in the locked position.
  5. Brakes.
    - a. All bicycles entered in competition must be equipped with an effective rear brake, which may be operated either by foot (coaster brake) or hand (calliper brake).
    - b. The reaction arm of a coaster brake must be securely anchored to the frame by means of a mechanically fastened clip that completely surrounds and firmly grips the chain stay. Attachment of this arm to a lug brazed or welded to the stay is not permitted.
    - c. The rear brake cable must be secured to the frame.
    - d. A front brake may be fitted, but is not required.

- e. The free end of the handbrake lever must be smoothly rounded or covered in such a manner as to prevent it from presenting a hazard.
  - f. All exposed cable ends must be capped, soldered or covered to prevent fraying.
6. The Seat.
- a. The seat base must be constructed of material that is sufficiently strong to resist penetration by the seat post.
  - b. The seat post must be secured to the seat tube by means of a seat post clamp. This clamp's fixing bolt may protrude from the body of the clamp by no more than 5 mm.
7. The Cranks, Pedals and Transmissions.
- a. Cranks of either one-piece, two-piece or three-piece construction are permitted. Crank arms may be of any length so long as they do not compromise the bicycle's ground clearance.
  - b. The bottom bracket bearings must be adjusted so as to allow the cranks to spin smoothly and without noticeable play.
  - c. Pedals must be securely attached to the crank arms and adjusted so as to eliminate lateral motion of the pedal body along the pedal axle. Pedal axles must be of sufficient strength to withstand the rigors of competition. The teeth on pedal cages must be sufficiently pointed and prominent to offer effective grip on a rider's shoes without being so sharp as to pose a safety hazard. Toe clips and straps are not permitted. Interlocking pedal-cleat systems however are allowed.
  - d. Multiple speed gear systems are permitted.
8. Safety Pads.
- a. The following safety pads, each having a minimum thickness of 1 cm are required:
    - b. A pad that surrounds the crossbar of the handlebars.
    - c. A pad that surrounds the top tube of the frame.
    - d. A pad that covers the stem connecting the handlebars to the fork.
9. Number Plates.
- a. Each bicycle entered into competition must have a number plate attached to the front of the handlebars. The upper edge of this number plate may not extend above the crossbar safety pad on any handlebars having a crossbar.
  - b. Number plates must be made of plastic or other similar flexible material. A number plate shall have a height of 7" and a width of 9.75" and a minimum width of 9.75" to a maximum of 12".
  - c. Riders must use the plate and number colour combinations specified for the class in which they are racing as follows:

Canadian Championship plates	Red plate, white numbers
Canada Cup 20" / 24" amateur	White plate, black numbers
District Amateur 20" / 24"	White plate, black numbers
Superclass	Yellow plate, black numbers
Pro Men and Supergirls	Yellow plate, black numbers
Pro Cruiser	Yellow plate, black numbers

- d. At all Canada Cup and Canadian Championship events, riders must use their earned numbers from the season prior or the last three digits of their BMXcode or CodeUCI. The order of number precedence is as follows:
  - i. World Championship ranking (1-8)
  - ii. Canadian Championship (1-8)
  - iii. National Age Group (1-10)
  - iv. Provincial and District numbers are not recognized at Canada Cup and Canadian Championship events
- e. 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.
- f. All numbers must be a minimum of 3" tall.

XI  
Section

RIDER IDENTIFICATION

1. New riders may race on a day-waiver or purchase a short-term 30-Day licence to 'test' out the sport before purchasing a full licence. This may not be offered in some provinces or territories.
2. All riders, in all levels, will be issued a license number. This licence must be presented at all CCA sanctioned events.
3. The Track Operator will forward new and renewal applications to their respective PSO who will in turn process and mail all licenses within (10) working days after they are received at the office.
4. At Canada Cup and Canadian Championship events, a rider must use their earned number from one of the following in order of precedence; World, Canadian Championship, National Age Group. The following additional rules apply to numberplates:
  - a. All National Age Group plates will be followed by the letter A for amateurs, pros, supergirls and superclass.
  - b. All World plates numbers will be followed by a 'W' after the number unless they are the official awarded plate from UCI.
  - c. Any rider without an earned number from (4.) above must use a 3-digit number from either their BMXcode or codeUCI from their licence.
  - d. All plates in the money classes must have a yellow background with contrasting letters.
5. The fees for CCA BMX licenses are available through each individual PSO.
6. All riders must present a current CCA license in order to race.
7. Any rider joining CCA from another recognized sanctioning body must be given the same classification as they had when they obtain a CCA membership.

XII  
Section

GENERAL COMPETITION RULES

A. LICENCES, AFFILIATIONS AND GENERAL CONDUCT

1. A rider must be at least 4 years of age to compete in a CCA sanctioned BMX event. The minimum age of 4 refers to the real calendar age on the day of race commencement and deviates from the age determination as described in paragraph B.1. underneath.

2. For safety reasons, the 5 & under class will not receive a skill proficiency status. Expert status may be achieved starting at age 6.
3. A rider must hold a current recognized licence from a UCI member organization. No rider whose licence has been suspended by any member organization shall be permitted to compete at a UCI sanctioned event during the term of his suspension. No rider may participate in activities organized by a member organization that has been suspended, save in application of article 18.2. of the UCI Constitution.
4. The definition of the country a rider shall ride for at CCA sanctioned BMX events is subject to the following rules:
  - a. A rider may be selected solely by the federation of his nationality to ride in World BMX Championship/Challenge events, BMX World Cup events, Continental BMX Championship/ Challenge events and international BMX competitions, regardless of the federation that issued his licence. The rider shall be subject to the regulations and the discipline of the member organization of his nationality in all matters concerning his selection for the national team and shall be represented by this national federation's team manager.
  - b. A rider holding multiple nationality shall be required to choose between them on the occasion of first applying for a licence. This choice of nationality shall be final for the rider's entire career, unless he loses that nationality for any reason, without prejudice to the application of item c. below.

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

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

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

**B. PRACTICE AND RIDERS' MEETING**

1. No rider will be permitted to ride on the track until his bicycle and safety equipment have been inspected by an appropriate official. No bicycle will be permitted on the track unless it bears an official mark indicating that it has passed inspection.
2. At least one official practice session must precede the racing at any event. Separate practice times shall be allocated to each age class. 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.
3. After practice has concluded, the chief commissaire may call a team managers' meeting. The purpose of this meeting shall be to inform team managers of any supplemental regulations that may be in force during the race and to give further instructions regarding the general conduct of the race.

**C. RACE SCHEDULE, TRANSFERS AND SCORING**

1. The competition schedule and race order shall be posted on the information board. Moto sheets posted on the information board must indicate:
  - a. Each rider's name and plate number;
  - b. The race number;
  - c. The qualifying round to which riders will transfer;
  - d. The starting positions for each moto.
2. Scoring
  - a. A rider must compete in all motos in order to be eligible for the next stage of competition.
  - b. A rider who does not start in a qualifying race will be recorded as "Did Not Start" (DNS) and will not be eligible to transfer to the next stage.
  - c. 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.
  - d. The riders bike must cross the finish line to receive a finish score. If the rider is unable to do so, a parent, guardian or track official may do so.
  - e. If two or more riders in a class complete the motos with equal scores, then they will be ranked according to their respective finishes in the last moto.

**D. STAGING AND STARTING POSITIONS**

1. The gate starting positions for motos shall be determined by random ball drop system or when available, and with consistency, a computer generated allocation.
2. The starting position for all rounds of racing following the motos shall be determined by random ball-drop or computer generated allocation.
3. All riders must start in their designated gate positions. The penalty for starting from any other gate position is disqualification.
4. It is each rider's responsibility to be in the staging area and on the gate at the appropriate times.

**E. THE START**

1. A BMX race shall be started using one of the following procedures:

- call will be:
- a. Where an electronically controlled starting gate is used, the starter's
    - 1) "Riders ready".
    - 2) "Watch the lights" or "Watch the gate" (optional) - at this call, the starter activates the starting controller.
  - b. For a manually operated gate the call will be:
    - 1)"Riders ready".
    - 2)"Pedals ready".
    - 3)"Go" - the gate will drop on the word "go".
2. The voice box starting system is a facility that replaces the starter's voice.
    - a. Where an electronically controlled starting gate in combination with a voice box supported starting system is used, the recorded commands of the voice box shall be as follows:
      - 1) "Attention" or "Set them up" (optional).
      - 2) "Riders ready".
      - 3)"Watch the lights" or "Watch the gate" (optional).
    - b. The basic requirements for a voice box starting system shall be as follows:
      - 1) The recorded commands must be clear and audible to all competitors on the gate.
      - 2) The voice box starting system must be entirely integrated with the lights and the gate controls.
      - 3) The cut off point for manual control of the voice box starting system shall be at the conclusion of the "Riders ready" command.
      - 4) The auto command of "Watch the lights" or "Watch the gate" (optional) sets the system into irretrievable motion and cannot be stopped.
      - 5) At the moment of the word "lights" or "gate" (optional), the voice box starting system shall auto engage the running of the light system and subsequently the gate drop procedure.
  3. When a gate start is used, each rider's front wheel must be placed against the gate, be grounded and remain stationary during the starter's call.
  4. A rider will be penalized for leaving his lane whereby causing interference with the progress of another rider during the first 10 metres of the race. A penalty for this infringement shall be imposed by the chief commissaire, following the guidelines as described in Section XIV Penalties.

#### F. CONDUCT ON THE TRACK

1. Riders who have registered for a competition are the only riders allowed to ride or practice on any part of the track on the days of the competition.
2. The chief commissaire is the final authority at any competition and has the right to impose a penalty on any competitor, parent, spectator or team manager in the interests of safety or for violation of these rules, following the guidelines as described in Section XIV Penalties.
3. If a race is stopped by officials before its conclusion, the riders in the race must return to the starting line immediately and await instructions.
4. A restart should be signalled by the blowing of a horn or other audible device. A re-run of a moto, qualifying round or final will take place only if, in the opinion of the chief commissaire, the running of the race has been adversely affected by interference on the part of a spectator, animal or other outside agency.

5. If a rider falls or is forced to stop due to a bicycle malfunction during a race, his first responsibility shall be to remove himself and his bicycle from the course in order to give the least obstruction to other riders. If a rider cannot or does not get up after a fall, he may be moved only by first aid attendants or with the permission of a licensed physician.
6. Any rider who leaves the course during a race must, regardless of the circumstances, re-enter the course at the nearest safe point. He shall not interfere with the progress of any other rider or cut the course in order to gain an advantage. Any rider who cuts the course and gains an advantage will be penalized for this infringement by the chief commissaire, following the guidelines as described in Section XIV Penalties.
7. A rider shall not cause any part of his person or bicycle to come into contact with another rider's person or bicycle during a race with the intention of impeding that rider's progress so as to overtake him or cause him to be overtaken by another rider. A penalty for this infringement shall be imposed by the chief commissaire, following the guidelines as described in Section XIV Penalties.
8. The lead rider shall have the right to choose his line on the track and through the corners. When on the final straight, however, the lead rider shall not deliberately obstruct another rider from passing. A penalty for this infringement shall be imposed by the chief commissaire, following the guidelines as described in Section XII, paragraph A.
9. Team riding or helping other competitors to gain a higher finishing position is prohibited. A penalty for this infringement shall be imposed by the chief commissaire, following the guidelines as described in Section XIV Penalties.
10. Team managers, parents, and others in the company of a rider shall not interfere with a race on behalf of a team or a rider. A penalty for this infringement shall be imposed by the chief commissaire, following the guidelines as described in Section XIV Penalties.
11. After crossing the finish line in a race, each rider shall proceed to the area where the finish poles assigned to the race are located and stand beside the pole whose number corresponds with his finish position. Each rider shall remain in that location until he is dismissed by a race official. This rule does not apply when finish line video camera equipment is in use at the finish line.

G. THE FINISH - 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.

H. TRANSFER SYSTEM – ALL CLASSES

1. The maximum number of riders permitted in any first round qualification moto shall be six (6).
2. All motos with 9 or more riders will be 'scrambled'. This is where the moto is mixed up differently three times. Each moto may contain a different combination of riders.
3. For any motos with 6 or less riders, they will run 3 motos to decide the winner.
4. For motos with 7 & 8 riders, they will be split into two groups and run as follows:
  - a. Each group will run 3 motos
  - b. All riders will be grouped together for the last moto that acts as a main event.

5. Nine (9) Riders 3 moto's are run and the seven (7) riders with the highest point totals combine to make a 7 RIDER MAIN.
6. 10 - 12 riders (Two groups), 3 motos are run and the eight (8) riders with the highest point totals combine to make an 8 RIDER MAIN.  
If there are more than 2 groups the following applies.
7. 13 - 18 riders (Three Groups) - the twelve (12) riders with the highest point totals advance to the semi (12 riders). Each semi is composed of six(6) riders the top four (4) riders from each semi advance to an 8 RIDER MAIN.
8. 19 - 24 riders (Four Groups) the sixteen (16) riders with the highest point totals advance to the semi (16 riders). Each semi is composed of eight (8) riders, the top four (4) riders from the two semi's advance to an 8 RIDER MAIN.
9. 25 – 30 (Five Groups) - the eighteen (18) riders with the highest point totals advance to a 1/4 main (18 riders). Three groups of six (6) riders are run with the top four (4) riders in each group going into two (2) six (6) rider semi mains. The top 4 from the two groups of semis advance to an 8 RIDER MAIN.
10. 31 or more (Six or more groups) – the twenty-four (24) riders with the highest point totals advance to four (4) six (6) rider 1/4 mains. The top four (4) riders from each group are combined into two (2) 6 main Semi with the top four (4) going to an 8 RIDER MAIN.

I. OPTIONAL PRO TRANSFER SYSTEM – MONEY CLASSES

1. This rule may used but must stay the same for the full series:
  - a. 10 - 12 riders (Two groups), 3 motos are run and the six (6) riders with the highest point totals qualify to the MAIN automatically. The remaining number of riders are combined into a 'Last Chance' moto with the top two (2) qualifying to make up the 8 RIDER MAIN.

XIII  
Section

PROTESTS AND APPEALS

A. GENERAL RULES ON PROTESTS

1. In any CCA sanctioned BMX event a protest may be filed by a rider through the chief commissaire for any of the following:
  - a. The configuration of a bicycle;
  - b. The classification of a rider;
  - c. The scoring of a rider:
2. How to protest - 1.a. and 1.b.  
A rider wishing to make a protest arising under items 1.a. or 1.b. above, may do so only in writing. The protest must be submitted to the chief commissaire within 15 minutes of the conclusion of the race that has given rise to the protest. The chief commissaire will conduct an investigation and render a decision on the protest prior to the commencement of that rider's next round of racing.

How to protest - 1.c)

A rider wishing to make a protest on his scoring position (see item 1.c)

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

3. The chief commissaire shall have the power to impose a penalty up to and including disqualification of the rider as a result of any protest arising under item 1.a. or 1.b. The chief commissaire may also bring any matter involving a protest before the CCA BMX Commission and recommend the suspension of a rider if he considers the offence warrants this action.
4. Except as provided by the 'moving up in age' or combination rules, no rider is permitted to compete outside of his age or gender group.

#### XIV

##### Section

##### A.

#### PENALTIES

The chief commissaire may invoke any of the following censures against a rider who commits an infraction of these rules:

1. An official warning - A rider may receive an official warning for certain misconduct. The first warning issued to a rider at an event carries no specific penalty other than the advice of the warning, however the issuance of a subsequent warning for the same, or any other offence, on the same day will result in the rider's disqualification from the event.
2. Reversal of finishing positions - Two riders may be scored as if their actual finish positions were reversed. The only exception for this kind of penalty will be at BMX World Cup events, to which the rules set forth in Appendix 4, paragraph B. shall apply.
3. A rider to be placed last in moto - A rider may be scored in last place regardless of his actual finish in a race. The only exception for this kind of penalty will be at BMX World Cup events, to which the rules set forth in Appendix 4, paragraph B. shall apply.
4. Disqualification of a rider - A rider may be disqualified and thereby barred from further participation in either the competition class in which the infringement occurred or the entire event.
5. Removal of an offender from the competition venue - The chief commissaire shall have the discretion to remove an offender from the competition venue for an offence against any of the provisions set down in this rule book

##### B.

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

1. Competing under a false name.
2. Use of false information relating to age, class, or other subject at the time of race registration in order to gain an unfair advantage.
3. Conspiring with one or more other riders to pre-determine the outcome of any race.
4. Offering, giving or receiving either directly or indirectly any bribe or other incentive intended to influence the outcome of a race either to or from any

other person, including without limitation, riders, commissaires, officials and spectators at a BMX competition.

5. Wilfully entering or riding a bicycle that does not conform to the rules of competition.
6. Altering the specification of any bicycle after inspection that results in an infringement of the rules of competition.
7. Engaging in any unfair practice, misbehaviour or action detrimental to the sport of BMX, whether or not related to a specific event.
8. Using any drug prohibited by the International Cycling Union (Union Cycliste Internationale).

- C. Riders will be held accountable for the actions of their parents, team managers and any other persons in their company at a BMX competition or event. Any misconduct on the part of any of these persons may, at the discretion of a race commissaire or race director, result in the disqualification or suspension of the rider and the removal of the offending persons from the track area.

XV  
Section

### **CANADIAN CHAMPIONSHIPS**

Each year the CCA hosts a Canadian Championship to decide the overall National Champions for all of Canada. The event alternates in location from Western to Eastern Canada each year unless otherwise specified by the CCA BMX Committee. A title earned at this event is the highest ranking 'National' Title a rider can possess. The series also serves as the primary level of selecting riders for the Canadian World Championship Team. Further details regarding this race will be posted on the CCA website and printed sources.

XVI  
Section

### **CANADA CUP NATIONAL SERIES**

Each year the CCA hosts a series of Canada Cup National events to decide the Eastern and Western age group champions (NAG). There is one series in the East and a parallel series in the West. These series are also part of the criteria for the Canadian World Championship Team. Further details regarding this race will be posted on the CCA website and printed sources.

XVII  
Section

### **PROVINCIAL SERIES**

Each year the CCA hosts a series of Canada Cup National events to decide the Eastern and Western

XVIII  
Section

### **TEAM RACING**

#### **APPLICABLE TO:**

- PROVINCIAL TEAMS
- FACTORY (TRADE) and TROPHY
- PRO CHAMPIONSHIP

### **TEAM RACING**

Team competition will be offered at Canada Cups and Canadian Championships in three categories: Provincial, Factory(Trade), and Trophy Team. The race

director may also offer Pro Championship racing at Canada Cups and the Canadian Championships. All team competition will be in accordance with the rules set forth in this section.

- A. CLASSES OF COMPETITION** - There shall be four categories of team competition. They are as follows:
1. **Provincial Team** – A team selected by the Provincial Team Manager with riders from the same province. All amateur male riders must have Expert ranking.
  2. **Factory (Trade) Team** – Any teams with corporate sponsorships such as bike companies, other companies and businesses, and where the riders at minimum wear the same jersey to identify their team.
  3. **Trophy Team** – Any team of riders who want to race on a team for fun. A Trophy Team may have riders who are also chosen to ride on their respective provincial team. Matching jerseys are recommended for identification and recognition.
  4. **Pro Championship** – A team of riders made from the Pro 20", Supergirls or Superclass classes only. May include International Teams racing against Provincial or National Pro teams.
- B. RIDER ELIGIBILITY AND OBLIGATIONS** - A rider may compete only on a provincial team of his home province and for either a Factory(Trade) or Trophy Team but not both. No rider may compete for more than one National or Provincial team in Canada.
1. A rider who is listed on a team sheet with a Factory or Trophy team may be listed on a second team sheet of the same team in a different class. (i.e. Team sheet #1 in 20", team sheet #2 in Cruiser).
  2. Open classes are not eligible for Team racing in any category.
  3. A rider may not compete on a Factory Team and Trophy team at the same time. They will be disqualified from competition if they are registered on a Factory and Trophy team.
  4. Each rider on a Factory(Trade) team must wear a team uniform matching the uniform of his teammates whenever he is engaged in competition on the track. Each rider on a Trophy team should wear a team uniform matching the uniform of his teammates whenever he is engaged in competition on the track. There should be unity in the design of the corporate sponsor's logo and name on the jersey. A team uniform shall consist of at the minimum, a jersey. The only variations allowed will be pants, footwear, helmet, gloves and accessories.
  5. In the case of the obligation to wear a national or provincial BMX jersey, each rider on the National or Provincial Team must wear the respective jersey matching the jerseys of his teammates. The only variations on the uniform allowed will be pants, footwear, helmet, gloves, accessories and advertising on the jersey. A rider who fails to wear the proper uniform may not be allowed team points.

6. A rider on a Pro Championship Team may compete on a Provincial Team and either a Factory(Trade) or Trophy team but not both.

**C. TEAM COMPOSITION**

1. **FACTORY(Trade)** – Each team shall be made up of five (5) eligible riders who have been appointed by their team manager and who have agreed to be part of the team. The team manager must be at least eighteen years of age. The following rules also apply:
  - a. Each team must have a minimum of 1 rider from the girl's classes.
  - b. Teams shall be made up of riders for any classes with a minimum of one rider from the girl's classes and no more than 2 riders from any cruiser class.
  - c. The team manager shall be the only person authorized to communicate with competition commissaires and officials regarding any matters concerning team registration and team competition.
2. **TROPHY TEAM** – Each team shall be made up of five (5) eligible riders whom their team manager has appointed and who have agreed to be part of the team. The team manager must be at least eighteen years of age. The following rules also apply:
  - a. Teams shall be made up of any riders from any classes except Opens.
  - b. The team manager shall be the only person authorized to communicate with competition commissaires and officials regarding any matters concerning team registration and team competition.
3. **PROVINCIAL** – A provincial or territorial team shall be made up of five (5) eligible riders who have been appointed by the Provincial Team Manager. The Team Manager must be at least eighteen years of age. The following additional rules apply:
  - a. All male 20" riders on provincial teams must have Expert ranking.
  - b. Teams shall be made up of riders for any classes with a minimum of (1) one rider from the girl's classes and no more than (2) two riders from any cruiser or girls classes.
  - c. The team manager shall be the only person authorized to communicate with competition commissaires and officials regarding any matters concerning team registration and team competition. Both provincial team managers and factory team managers shall have the same accredited rights.
4. **CHAMPIONSHIP PRO** - Each team must be of riders from the same province and may comprise the following but the combination must match all other provinces. In some cases, an International team may be entered to compete against Canadian teams. In situations where there are an odd number of Pro Championship Teams, the two-person format will be used. When there are even numbers of teams the 4-person team format will be used. If there are not enough riders in any category for any given

team, the chief commissaire will decide on the final combination of team composition.

- a. Even number of teams
  - i. (2) Pro Men – for two person team
  - ii. (1) Supergirl - for two person team
  - iii. (1) Superclass Man
- b. Odd number of teams
  - i. (1) Pro Men – for two person team
  - ii. (1) Supergirl or Superclass Men – two person team
- c. The following additional information applies according to the number of teams registered:
  - i. (2) Pro Championship Teams - One ‘one-off’ event with 4-person teams. If a 4-person team is not available for any province, a two-person team will be used.
  - ii. (3) Pro Championship Teams - The 2-person team format will be used.
  - iii. (4) Pro Championship Teams - The 4-person format will be used and two “one-off” transfer races will decide the final two teams. If any province is unable to provide a full 4-person team, the 2-person team format will be used with one “one-off” race to decide the winner.
  - iv. (5+) Pro Championship Teams - The 4-person format will be used. Four motos of 5 riders will be made up at random and will run once. The 2 teams with the best combined scores will race a ‘one-off’ final to decide the winner. . If any province is unable to provide a full 4-person team, the 2-person team format will be used with two motos; one of Superclass men and one of Pro Men. The top 4 teams with combined scores will advance to the “one-off” final.

#### **D. REGISTRATION**

1. All Factory(Trade) teams who wish to compete at Canada Cup and Canadian Championships must complete and submit a ‘Team Registration and Roster’ form to the CCA a minimum of (14) days prior to the first event they wish to compete in. The forms will include but are not limited to: team names, a rider roster, manager’s name, and sponsors.
2. Trophy teams can register their teams on race-day during regular registration times.
3. Any changes to Factory team roster after initial registration must be made a minimum of (7) days prior to the event they wish to compete in.
4. Trophy, Provincial and Pro Championship teams are not required to submit their rosters in advance. They are required to submit a ‘Final Team Roster’ before the end of registration on the day of the race.

5. Each Factory(Trade), Trophy Team and provincial organization with sufficient riders registered to compete in an event offering team competition may enter teams into team competition according to the following restrictions:
  - a. One provincial team per provincial organization in the provincial competition;
  - b. Up to two Factory(Trade) teams and two Trophy teams per name may register for competition.
6. Each Championship Pro team with sufficient riders registered to compete in an event may enter only one team per province. The Provincial team manager in accordance with composition and rules for the class will register the team. Each team must match the same composition as all other teams entered.
7. Each team manager must submit to the event registration office prior to the close of registration the name of each team member that he wants to enter into team competition. Each entry shall be accompanied by a team entry fee according to the 'schedule and fees' for each race. Each team manager must submit to the chief administration commissaire at the event, on the day on which the competition begins and one hour before scheduled race time, a final and fully completed team sheet for each team entered, identifying each of the (5) five riders and the classes in which they shall be scored.

## E. SCORING

1. Provincial, Factory(Trade) and Trophy Team scoring system is as follows:
  - a. Each team rider shall earn team points based on his finish positions in the motos, semis, 1/4's and the final.
  - b. A bonus will be added to the latter based on the number of qualifying rounds in the rider's class. 1 point for one moto, 2 points for 2 etc.
  - c. Points Chart:

Main(Expert,Girls) Cruiser, Money)		Main (Challenge) Intermediate/Novice		Dropping out of semi-final		points in motos 1/8 and 1/4 finals	
1.	22 points	1.	18 points	5.	8 points	1.	3 points
2.	18 points	2.	14 points	6.	7 points	2.	2 points
3.	15 points	3.	11 points	7.	6 points	3.	1 point
4.	13 points	4.	9 points	8.	5 points	4.	1 point
5.	12 points	5.	8 points				
6.	11 points	6.	7 points				
7.	10 points	7.	6 points				
8.	9 points	8.	5 points				

2. Team scoring system for Championship Pro: The team with the lowest combined scores in the final race. See team composition for how the motos are made.
3. Each Provincial, Factory(Trade), and Trophy team's score shall be equal to the sum of the points earned by the top 4 riders scores. If a Factory(Trade) or Trophy team has entered more than one team, their FINAL score shall be equal to the highest team score

earned by any of the teams it has entered into that particular class.

4. Each team manager must submit to the chief administration commissaire for verification of scores, within twenty minutes of the end of the last final, a complete tabulation of the points earned by each of his teams. Team sheets turned in late could mean forfeiture of any protest that may result in relation to team scores.

#### **F. FINISHES AND AWARDS**

1. Both provincial, Factory(Trade) and Trophy teams will be ranked with other teams in their same class according to their team scores with first-place ranking in each class going to the team with the highest score. Ties in scoring shall be resolved as follows:
  - a. First in favour of the team whose riders have earned the greater number of first-place finishes in their finals;
  - b. Then, if a tie still remains, in favour of the team which has earned the greater number of team points in the finals;
  - c. Then, if a tie still remains, in favour of the team which has earned the greater number of team points in the motos;
  - d. Then, if a tie still remains, team places will be decided by one toss of a coin.
2. Awards, to be provided by the organizer, will be awarded, at a minimum, to the top team in each class of team racing. The first-place and subsequent placing teams in each class of racing may win additional awards according to the prizing formats for the Canada Cup and Canadian Championship events.

#### **G. ADDITIONAL RACING RULES AND REGULATIONS**

1. If there are 2 or fewer teams registered in the Factory(Trade) team category, they will be combined with Trophy teams for awards of the day but will still receive Factory(Trade) series points.
2. If there are 2 or less Trophy Team teams registered in the Trophy team category, they will be combined with National teams for awards of the day but they will still receive Trophy Team series points.
3. There must be 3 or more teams competing for year-end awards in each category. If there is less, the Factory(Trade) and Trophy Team categories will be grouped together for year-end awards but they will still receive independent recognition as "Top Factory Team" and "Top Trophy Team".
4. A rider on a Factory team may ride in non-compliance of Section XVIII rule B#3 for one weekend will acceptable written notice. The team manager must supply the CCA with the reason and date(s) of the non-compliance. (examples include but are not limited to: stolen equipment, availability of equipment, weather conditions)

#### **H. DUTIES OF TEAM MANAGERS**

1. At the first Canada Cup race, all the registered Team Managers will have a pre race meeting and will vote for a Team Representative and Alternate Team Representative. Team Managers currently registered with the CCA may only fill these

positions, and they will be held until the first race of the next season. If no representative is chosen, the CCA Technical director will act as Team Representative.

2. The Team Representative may accept rule changes and suggestions throughout the year and they will be submitted to the CCA for consideration at the discretion of the CCA BMX Committee.
3. The Factory Team Manager must submit a roster of their team members to the CCA office 14 days prior to the first Canada Cup or Provincial they will be participating in as a team. The CCA office must receive any changes to the rosters at least 7 days prior to an event.
4. Team managers may enter up to 2 teams at Canada Cup series events, each team will have its own I.D. and each team will be scored, but only the team recording the highest number of points will count towards the overall standings. Each team must consist of 5 different riders; you may not use the same rider twice on any team sheets.
5. Team entries must be turned in prior to the close of registration. Team managers are not allowed to look at other teams sign-up sheets prior to submitting their entry. No changes are allowed after team sheets are submitted.
6. The Team Manager must turn in the completed team form within 20 minutes from the conclusion of the race.

XIX  
Section

**FOREIGN RIDER POLICY**

1. All foreign riders must hold a BMX licence from a recognized UCI affiliate organization.
2. All amateur foreign riders with a recognized UCI licence must race in the class designated on their licence.
3. All pro and superclass foreign riders will be required to race in the CCA Pro class.
4. All events are open to foreign riders EXCEPT the Canadian Championships.
5. Foreign riders are eligible to earn awards-of-the-day and year-end awards at all Canada Cup Events.
6. Any rider who holds a recognized UCI licence should make sure that their insurance policy covers them in Canada. It will be the rider and or parent or guardian's responsibility to make sure the rider has enough insurance to cover them while racing in Canada.