

# PART 6 BMX RULE BOOK

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(version on 2.11.09)

# PART 6 BMX RULE BOOK

*(part entirely reviewed on 1.01.08).*

## Chapter **GENERAL RULES**

### **§ 1 Categories and participation**

#### **6.1.001 Age of Participants**

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.

The category a rider is eligible to ride is determined by his age which shall be calculated by deducting the year of birth from the current year.

#### **Categories**

#### **6.1.002** BMX events can be distinguished in two competing levels, the championship level, comprising elite and junior categories and the challenge level.

The single categories are laid down in article 6.1.003 and the following.

#### **6.1.003 Categories Championship level**

The BMX competition categories recognized by the UCI are as follows:

- a. STANDARD BICYCLES
  - Championship level
  - Elite Men - 19 & over;
  - Elite Women - 19 & over;
  - Junior Men - 17 & 18;
  - Junior Women - 17 & 18;
  - (4 categories).
  
- b. CRUISER:
  - Championship level
  - Elite Cruiser - 19 & over;
  - Elite Women Cruiser - 19 & over;
  - Junior Cruiser - 17 & 18;
  - Junior Women Cruiser - 17 & 18;
  - (4 categories).

## **6.1.004 Categories Challenge level**

The BMX competition categories recognized by the UCI are as follows:

a. **STANDARD BICYCLES:**

Boys - 5 & 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 & over;  
(3 categories).

Women – 17 & Over  
(1 category)

b. **CRUISERS:**

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

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

TOTAL: 43 categories

## **6.1.005 Categories Masters level**

Men: 30 and over  
(1 category)

## **6.1.006** A rider aged 17 years or over may choose to compete at either Championship or Challenge level at the beginning of the season namely in the appropriate age and gender group in standard bicycle categories (20")and/or cruiser categories (24").

The calendar season starts on August 1 and continues until July 31 of the following year.

A rider cannot ride in both Championship and Challenge levels at the same event.

### **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 this rules, this category shall not be run.

If the adequate numbers of five riders are registered, the category will be run even if less riders show up.

If five or more riders register for a category and are present on race day, the category will not be combined in those cases where injury or illness prevents the requisite number from actually engaging in competition.

No competing category at championship level can be combined with a competing category at challenge level and vice versa.

Except as provided by the combination rules, no rider is permitted to compete outside of his age or gender group.

All categories will eventually transfer to a final, which shall determine the final result.

**§ 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
- *world championships (class 1 event)*  
No other international BMX event may be organized on the same dates as the world championships. No class 3 event may be organized on the weekend prior to the world championships.
- *BMX supercross world cup (class 2 event)*  
No other international BMX event may be organized on the same dates as the BMX supercross world cup.
- *continental race (class 3 event)*  
No other class 4 or class 5 event on the same ranking continent may be organized on same dates as a continental race.
- *national championships (class 4 event)*  
No other class 5 event on the same ranking continent may be organized on the same dates as the national championships.
- *International race (class 5 event)*

**6.1.009** Every entity organising a BMX event shall conduct the event in strict accordance with the UCI constitution and its regulations.

**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 a national championship 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 technical aspects of the events.
2. Be the liaison between the UCI headquarters and the UCI (BMX commission).
3. Make an advance inspection of the site, meet with the organisers and immediately make a site inspection report to the UCI (BMX commission) and provide a copy of this report to the organiser.
4. Oversee and follow up with the organiser in the lead up to the event to ensure the recommendations from the site inspection report have been implemented as appropriate.
5. Be on site prior to the first official training session and carry out an inspection of the venue and the track in conjunction with the chief commissaire and the organiser; the final determination for the course and any changes will have to be approved by the technical delegate.
6. Make a general event report to the UCI; 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.

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

*For world championships and supercross world cup events, the technical delegate is proposed by the UCI BMX Commission and appointed by the UCI management committee.*

**§ 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 styles of bicycles are recognized: standard and cruiser, as laid down in article 6.1.064.

**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.

**Practice**

**6.1.015** No rider will be permitted on the track on competition day until he has been officially registered 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.

After practice has concluded, the commissaire may call a team managers' meeting. 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.

### **Race schedule**

**6.1.016** The schedule of races shall be established according to the procedures set forth in Appendix 3.

The race schedule and order shall be posted on the information board on so-called moto sheets. Moto sheets posted on the information board must indicate:

- a. Each rider's name, UCI Code, country and plate number
- b. The race number;
- c. The qualifying round to which riders will transfer;
- d. 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 than last place points for his first DNS. Last place points are equal to number of riders listed on the moto sheet.

The rider will be ineligible to transfer if he fails to start more than one moto. To determine the first DNS and for scoring purposes it will be recorded as CR meaning the rider was given a credit for the finish of last plus two points.

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 trials results or staged lap.

**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 Appendix 3.

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.

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

**In the finals, DNF will be ranked before relegated (REL) riders and the latter before DNS riders.**

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

- 1. Position in previous heat (semifinal);**
- 2. Lap time in last run of previous heat (semifinal);**
- 3. Time trials results.**

*(article modified on 30.01.09).*

### **Scoring systems**

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

1. Photo finish  
Photo finish is determined by an equipment able to take min 1000 frames per second.
2. Scoring with timing transponders  
When is utilised:  
The staging officials shall check each rider's bike to confirm that the provided transponder has been attached correctly. However, the rider is solely responsible for the correct attachment of the transponder during the race.  
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 chief commissaire 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 chief administration commissaire 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 the rule set forth in Appendix 2 and shall be indicated on the moto sheets. The gate starting positions shall be determined by one of the following:

- A. By seeding determined by lap time from the previous round or time trials (fastest rider have first choice on gate).
- B. By random by the computer for all rounds of racing, where a UCI authorized computer race program is utilized.
- C. By drawing lots for all rounds of racing.

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.

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

*(article modified on 30.01.09).*

## **6.1.022 Start**

A BMX race shall be started using a voice box. The voice box starting system is a facility that replaces the starter's voice.

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 starter will hold Stage 1 of the call until satisfied that the start is safe to proceed and will only then activate the voice box starting system. The recorded commands of the voice box shall be as follows:
  - b) Stage 2: «Riders ready».
  - c) «Watch the gate».

Only in Stage 1 can the start be held by the starter. The starter will recommence with stage 1 of the call.

The requirements for a voice box and an electronic starting system shall be as described in Appendix 5.

## **6.1.023 Conduct on the track**

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.

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 officials 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 chief commissaire or his designated. 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 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 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.

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

### **6.1.024 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.

In BMX competitions, different scoring systems are utilized, according to Art. 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 Art. 6.1.019
  
- B. For qualification rounds and Finals
  1. Photo finish or light beams (photo cells)
  2. Timing transponders, as laid down in Art. 6.1.019
  3. Video Camera
  4. Finish line commissaires
  
- C. For gate selection
  1. Transponders, as laid down in Art. 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.

### **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 round will be declared the final results.**

*(article modified on 30.01.09).*

### **§ 5 Competition field**

#### **Track flags**

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

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

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

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

#### **6.1.027 BMX track**

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 course.

#### **6.1.028 Starting hill**

The starting hill must accommodate a track width of at least 10 metres and be at an elevation at least 1.5 metres above the grade of the first straight.

The initial incline extending from the starting gate to level grade must be at least 12 metres in length.

#### **6.1.029 Starting gate**

The starting gate shall be a minimum of 8 metres in width and for all international events an electronically controlled system is mandatory.

The gate shall have a height of at least 50 cm, with no greater angle than 90 degrees with the slope of the ramp which supports the bicycles' wheels when they are in their starting position.

Starting positions 1 through 8 must be clearly marked on the gate.

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

A “voice box” system is mandatory at all UCI sanctioned events described in Appendix 5.

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.

### **6.1.030 Initial straight**

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.

### **6.1.031 First turn**

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.

### **6.1.032 Turns and obstacles**

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 course's main circuit.

### **6.1.033 Race track markings**

The boundaries of the race track including alternate sections track shall be clearly marked.

### **6.1.034 Fencing**

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

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.

### **6.1.035 Finish line**

The track must have a clearly marked finish line to indicate the point at which competitors will be scored. The finish line shall comprise a straight line of 4 cm in width, painted in black in the middle of a white strip 24 cm wide, thus leaving 10 cm of white on each side of the black line.

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.

### **6.1.037 Staging area**

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

### **6.1.038 Riders pit area**

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 Inspection/transponder area**

An area shall be established close to the staging area for the inspection of bicycles, installation of timing transponders and riders' equipment.

### **6.1.040 Announcing area**

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

### **6.1.041 Bulletin boards**

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.

**6.1.042 Administration and race offices**

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

**6.1.043 Public Address system**

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

**6.1.044 Parking and spectator facilities**

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;
- Continental BMX championship events: 5000 spectators;
- BMX supercross world cup events: 3000 spectators;
- BMX world championships: 7500 spectators;
- Olympic Games 5000 spectators.

Separate food service facilities shall be provided for competition commissaires and officials.

**6.1.045 Indoor events**

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

**§ 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 a 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.

**6.1.047 General**

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.

**6.1.048 Commissaires Panel**

The commissaires panel shall be designated according to article 1.2.116.

The assistant chief commissaire shall assist the chief commissaire in the completion of his duties and shall act as the chief commissaire's representative when the chief commissaire is not available.

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 these rules, following the guidelines as described in 6.1.092 and the following and part 1 of UCI regulations.

The chief commissaire shall operate from a position which permits him a clear view of the entire track.

### **6.1.049 Chief Administration Commissaire**

The chief administration commissaire shall be responsible for the registration and classification of all riders at the event, the processing and posting of the moto sheets, and the processing of all results (both intermediate and final results). The chief administration commissaire shall be assisted by a sufficient number of administrators, as described in 6.1.053.

### **6.1.050 Race Commissaires**

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.

### **6.1.051 Finish Line Commissaires**

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.

### **6.1.052 Race Director**

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

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

**6.1.053 Officials/Personnel**

The following officials and personnel are designated by the organizer, national federation or UCI:

1. **INSPECTORS** - Inspectors shall be responsible for inspecting rider's bicycle and safety equipment prior to practice to assure compliance with the UCI rules.
2. **START COMMISSAIRE** - 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 chief commissaire that a rider obstructing the starter from carrying out his duties be penalized.  
When a timing system is utilised, the starter must first confirm with the staging official any rider who fails to present himself at the start gate and then ensure that the operator of the timing system and his equipment is ready before he begins the starting procedure of a race.
3. **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 checking if riders' safety equipment is correct. Starting hill officials shall report to the chief commissaire any rider whose safety equipment does not conform to UCI regulations.
4. **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. An appropriate number of copies of the moto sheets shall be made available to the senior staging official.
5. **RACE COMMISSAIRES** - Race officials shall be responsible for monitoring the conduct of the riders on the track and for notifying other officials of conditions on the track which may warrant their attention. The chief commissaire shall determine the number of race officials necessary for an event. Race officials shall be stationed along the track. Race officials shall make notes of any rule infringements or incidents that they witness. These notes shall be made available upon request by the chief commissaire.
6. **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.
7. **ADMINISTRATORS**
  - a. Entry administrators shall be responsible for the following:
    - receiving and checking for conformance with entry regulations all riders' entry forms and/or permit applications;
    - establishing a list of entrants in each category of racing and sequentially ordering the categories.

- b. Moto sheet administrators (scorers) 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
8. **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.
9. **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.
10. **COURSE COMMENTATOR** - The course commentator shall provide a commentary of all races for the benefit of the spectators. He shall not comment on any matter which is opposed to the interests of the UCI or to the sport of BMX in general. Neither shall he pre-judge the results of any race or comment on possible rule infractions which he may observe.
11. **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.
12. **FIRST AID** - At least one ambulance and an adequate number of first aid staff including a licensed physician shall be in attendance during all practice and race sessions. Both the 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.

### § 8

## **Clothing and safety equipment**

### **6.1.054 Inspection**

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 inspectors in order to ascertain whether or not this equipment conforms to these rules. The UCI makes no representation and/or statement of opinion as to the track worthiness of any bicycle, clothing, safety equipment or other gear which may be examined during the course of this inspection.

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.

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.

### **6.1.055 Helmet**

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.

### **6.1.056 Jersey**

The jersey shall be a loose fitted Long-sleeved shirts whose sleeves extend down to the rider's wrists. Lycra material is not permitted.

The fabric of the jersey must be loose enough to have a minimum of 3 cm doubled up excess material, without stretching the fabric. This shall be measured by pinching the fabric between the index finger and thumb.

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

Each rider that have received a UCI permanent number (as outlined in § 10), 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.

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

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

All jersey's design must be approved by the UCI.

### **6.1.057 Pants**

The pants shall be loose fitting long pants made of tear-resistant material. Lycra is not permitted. Except for the ankles where the pants must be tight fitted, the pant fabric must have a minimum of 6 cm of doubled up excess material, without stretching the fabric. This shall be measured by pinching the fabric between the index finger and thumb.

Loose fitting short pants made of tear-resistant material are permitted if used together with knee and shin protection with a rigid surface. Lycra is not permitted unless for use under the pants and to cover knee-protection. The pant fabric must have a minimum of 6 cm of doubled up excess material, without stretching the fabric. This shall be measured by pinching the fabric between the index finger and thumb.

Pants must be of a single piece construction, separated from the jersey at the waist. One piece skin suits are not permitted.

All pants design must be approved by the UCI.

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

### **6.1.059 Gloves**

Gloves whose fingers completely cover the rider's finger tips.

**6.1.060** The national jersey is regulated in article 1.3.056 and the following.

**6.1.061** The jersey of the world champion is regulated in article 1.3.060 and the following.

## **§ 9**

### **Bicycle**

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

### **6.1.063 Frame**

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.

**6.1.064 Wheels**

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.

**6.1.065 Handlebars**

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.

**6.1.066 Steering head**

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.

**6.1.067 Brakes**

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).

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.

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.

### **6.1.068 Seat**

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.

### **6.1.069 Cranks, pedals and gears**

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.

Multiple speed gear systems are permitted.

### **6.1.070 Safety pads**

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

- i. A pad that surrounds the crossbar of the handlebars;
- i. A pad that surrounds the top tube of the frame;
- iii. A pad that covers the stem connecting the handlebars to the fork.

### **6.1.071 Number plates**

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:

Elite Men, Elite Women, Elite Cruiser Men, Elite Cruiser Women:  
white plate, black numbers.

Juniors Men, Juniors Women, Juniors Cruiser Men, Juniors Cruiser Women:  
black plate, white numbers.

Challenge level:

Men, Boys: 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.

### § 10

## International permanent race number system

**6.1.073** The international permanent race number system is for Elite Men & Elite Women 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.

### **6.1.074 Number Criteria's**

Any licensed rider in the category Elite Men and Elite Women 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 and Cruiser categories).

The number must be used in all categories (standard or cruiser), at all international BMX events. A chosen number will remain as long as the rider receives UCI points during the season, although the number will be assigned to the rider for 2 additional years (without points) before becoming available again.

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

**6.1.075** Number 1 – 8 are reserved and will be assigned to the top 8 finishers in the previous years BMX world championship, and can be used for the upcoming season. A rider who is eligible for number 1-8 must choose between his “career” number and his world championship number for the season. In the event that he chooses his world championship number, the career number will remain and not become available to anyone else.

### **6.1.076 Procedure**

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. In case of conflicting wishes, the following rules will be adopted:

Previous world champion (junior or elite champion) has the 1st right of choice.  
Thereafter, the rider with the most UCI points in the current standing will have the right of choice.  
Thereafter, the rider with the most national wins (in junior and elite), will have the 1st right of choice.

The UCI has the final authority to assign numbers based on the above criteria.

## **§ 11 Seeding**

### **6.1.077 General**

At all international competitions on a championship level, a seeding system shall be applied, according to the principle keeping the top ranked riders competing against each other until the final rounds.

The seeding shall be one of the following;  
A. Seeding by using UCI ranking (on applicable level) as determined in article 6.1.078;  
B. Seeding using time trial event as determined in article 6.1.079.

### **6.1.078 Seeding using UCI ranking**

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 6.1.081.

Start gate position in the motos shall be as described in appendix 2, whilst in the qualification rounds will be determined by random.

**6.1.079 Seeding using time trial event**

The seeding will be determined by a time trial event (over 1 or 2 runs) and 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 6.1.081.

Start gate positions in the 1st round shall be as described in appendix 2, whilst starting positions in the following motos and qualification rounds shall be determined by the riders' lap times in preceding round.

**6.1.080 Seeding by countries**

Seeding of the motos according to number of rider's per country.

The UCI will apply the moto seeding system for all challenge 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 appendix 3. But respecting the seeding system per the seeding chart in the motos.

Start gate position in all rounds will be determined by random.

**6.1.081 Example 64 Riders**

1	2	3	4	5	6	7	8
1	8	4	5	2	7	3	6
16	9	13	12	15	10	14	11
17	24	20	21	18	23	19	22
32	25	29	28	31	26	30	27
33	40	36	37	34	39	35	38
48	41	45	44	47	42	46	43
49	56	52	53	50	55	51	54
64	57	61	60	63	58	62	59

Example 32 Riders

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

Example 16 Riders

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

## **§ 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 officials 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 officials 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 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.

### **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 chief commissaire, 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 in the company of a rider 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, on the same day 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.

### **Rider to be placed last in moto**

- 6.1.094** A rider may be scored in last place regardless of his actual finish in a race **and will be scored "relegated" (REL)**.

*(article modified on 30.01.09).*

### **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.

### **Removal of an offender from the competition venue**

- 6.1.096** The commissaires' panel 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.

- 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** 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.

**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 chief commissaire for any of the following:
- a. The classification of a rider;
  - b. 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 chief commissaire in case of any incidents or irregularities occurring during the competition.

**How to protest**

- 6.1.100** A rider wishing to make a protest arising under article 6.1.099.b. above, may do so only in writing. The protest must be submitted by the rider's team manager to the chief commissaire within 15 minutes of the posting of the moto sheets 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.

- 6.1.101** If a rider disagrees with his finishing position as posted on the moto sheets, a written protest must be lodged with the chief commissaire. All finishes shall be posted within ten minutes of each race. The chief commissaire (or his assistant) and the chief scorer will view the 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 chief commissaire.

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 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.

- 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.

**Chapter INTERNATIONAL EVENTS****Registration of participants**

**6.2.001** Riders wishing to compete in an international BMX event may register only under the auspices and through the agency of the national federation.

Riders being part of a registered UCI official BMX trade team may be registered directly by their team. 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.

**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 of registration, by provision of the following information:

- 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.

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

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

**Event format**

**6.2.005** The schedule of races shall be established according to the procedures set forth in appendix 3 or appendix 4.

**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 6.1.004, 6.1.003, and 6.1.005

### **Prize money and trophies**

**6.2.008** To the top eight finishers in elite men and elite women categories a prize money shall be awarded. The total amount of the prize money shall be determined by the host organisation, but it shall respect the minimum amount laid down in the UCI financial obligations.

Trophies shall be presented to the finalists in each competing or combined challenge categories. In the case where a category has less than five riders entered, trophies will be presented to all finishers in each competing or combined non challenge categories.



## Chapter **BMX SUPERCROSS WORLD CUP EVENTS**

### **Allocation of BMX Supercross World Cup**

**6.3.001** The 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 BMX supercross world cup competition is open to any national federation or organization and should take place on or before 1st June of the year preceding the date of the event.

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

### **General race parameters**

**6.3.003** BMX supercross world cup events are open to all eligible riders in possession of a UCI licence.

**6.3.004** A number of 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** Riders wishing and eligible to compete in a UCI BMX supercross world cup competition may register only under the auspices and through the agency of the national federation or their UCI registered trade team. All competition entry dates must be adhered to. All race fees must be forwarded to the UCI.

Entry fees, due to the organizer of a BMX supercross world cup event, are as follows:

- CHF 150.00 per entered rider per category;

UCI BMX trade teams can register their riders according to article 6.8.019.

### **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

- Elite men/juniors men combined class
- Elite women/juniors women combined class

### **Time Trials Qualification**

**6.3.007** Each UCI BMX supercross world cup event will have a time trials qualification event. The time trials qualification will be **a maximum of** two single runs for each competitor where riders will be qualified for the main event based on their best lap time. Riders are transferred and seeded according to the position gained in the time trial qualification.

The number of entered riders per category determines how many riders qualify, according to the following table:

64+ Entries	Qualify the top 64 from the time trial to eight 8-rider eighth finals, featured over three rounds.
48-63 Entries	Qualify the top 48 from the time trial to eight 6-rider eighth finals, featured over three rounds.
32-47 Entries	Qualify the top 32 from the time trial to four 8-rider quarter-finals, featured over three rounds.
16-31 Entries	Qualify the top 16 from the time trial to two 8-rider semi-finals, featured over three rounds.
12-15 Entries	Qualify the top 12 from the time trial to two 6-rider semi-finals, featured over three rounds.

With less than 12 entries, the category will not be run.

(text modified on 19.06.09)

**6.3.008** A rider who fails to start on his designated start time in the first time trial run will be classified as a Did Not Start (DNS).

A rider who fails to start on his designated start time in the second time trial run will be classified as a Disqualified (DSQ) and will be ineligible to transfer.

### **Transfer system**

**6.3.009** The time trial qualification will be used to determine seeding and the category will be run per article 6.1.079 seeding and transfer rules.

The initial qualifier stage will be featured over 3 rounds, where the top 4 riders in each group with the lowest overall points shall transfer, as stated above.

The following qualifier stage will be featured over 1 round, where the top 4 riders in each group shall finally transfer to two 8-rider semi-finals.

The lap time in each run will determine the gate pick for the next run. Fastest lap time have the first gate pick.

### **Recognition and awards**

**6.3.010** Every year the UCI shall bestow upon the first-place overall finisher in each 20" competing category, the title of "UCI BMX supercross world cup champion".

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

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

# IV

## Chapter **UCI WORLD BMX 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, based on business/quality criteria and the recommendations from the UCI BMX commission.
- 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** Riders wishing to compete in the UCI world BMX challenge may register only under the auspices and through the agency of their national federation. All competition entry dates must be adhered to and no late entries will be accepted. All race fees and entry forms must be forwarded to the UCI office by the national federation.

Pre-registration for the world BMX challenge is subject to the following restrictions:  
 Each national federation shall be permitted to register up to 16 riders in each challenge 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 world BMX challenge event of the previous year. These riders can be added on top of the riders selected according to the above criteria.

- 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:

Number of attending riders	Number of permitted 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 bestow upon the first-place finisher in each competing category or age group raced the title of at UCI world BMX Challenge level the title of “UCI world BMX 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.

For the masters category, the UCI shall bestow 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.

**V****Chapter OLYMPIC GAMES****Competition Categories**

**6.5.001** The competition categories for the Olympic Games are:

Elite men: -19 & over

Elite women: -19 & over

**Event format**

**6.5.002** The Olympic Games events will be run in two phases, the time trials and the qualifiers phase with the final.

The time trials will be two single runs for each competitor where riders will be seeded for the main event based on their best lap time (out of two).

The time trial phase will be used to determine seeding in the main event according to the rules set forth in article 6.1.079.

For elite men, the qualifiers phase starts with the quarter finals. The quarter and the semi finals will be featured over three rounds, where the top four riders in each group with the lowest overall points shall transfer to the next finals. The final will be featured over one round.

For elite women, the qualifiers phase starts with the semifinals. The semifinals will be featured over three rounds, where the top four riders in each group with the lowest overall points shall transfer to the final. The final will be featured over one round.

The lap time in each run will determine the gate pick for the next run. The rider with the fastest lap time has the first gate pick.

# VI

## Chapter **TEAM COMPETITION**

### **General team rules**

- 6.6.001** This chapter is applicable to:
- National teams – challenge category
  - National teams – championship category
  - Trade teams – challenge category
  - Trade teams – championships category

Age categories are as described in articles 6.1.003 and 6.1.004

- 6.6.002** Team competition will be offered at world BMX championship and challenge events and continental BMX championship and challenge events for two categories of teams, each at two different levels; national teams and trade teams, in the applicable categories as described in article 6.6.001.

### **Team competition categories**

- 6.6.003** There shall be two categories of team competition: national teams and UCI BMX trade teams. Every nation having a sufficient number of riders registered at an event to field a team may compete against other national teams at that event in the appropriate national team class.

Any corporation or other business entity that chooses to sponsor a team, may compete against other corporate sponsored teams in the appropriate UCI BMX trade team class.

### **Rider eligibility and obligations**

- 6.6.004** A rider may compete only on a national team of his home country and for a single corporation or other business entity, whether or not he is also a member of a national team. No rider may compete for more than one corporation.

A rider competing for a corporation or other business entity may be entered for more than one trade team of one and the same corporation, in either standard bicycle, cruiser or both.

- 6.6.005** A rider may be entered for both standard bicycle and cruiser category for one and the same national team or trade team.

- 6.6.006** Each team uniform rider on a trade team must wear a team uniform matching the uniform of his team mates whenever he is engaged in competition on the track. A team uniform shall consist of at the minimum, a jersey. The only variations allowed will be pants, footwear, helmet, gloves and accessories.

In case of the obligation to wear a national BMX jersey, it is possible that team mates come from a different country and thus have to wear different national jersey's. In that case there shall be unity in the design of the corporate sponsor's logo and name on the jersey.

In the case of the obligation to wear a national BMX jersey, each rider on a national team must wear a national jersey matching the jerseys of his team mates. The only variations on the uniform allowed will be pants, footwear, helmet, gloves, accessories and advertising on the jersey.

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

### **Team Composition**

**6.6.007** Both national and UCI BMX trade teams shall be made up of four eligible riders who have been appointed by their team manager and who have agreed to be part of the team, and a team manager who is an individual of at least eighteen years of age. The team manager shall be the only person authorized to communicate with competition commissaires and officials regarding any matters concerning team registration and team competition. Both national team managers and UCI BMX trade team managers shall have the same accredited rights.

**6.6.008** The composition of both national teams and UCI BMX trade teams is further restricted as follows:

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

### **Registration of participants**

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

1. One national team per national federation in the challenge competition for national teams;
2. Up to three UCI BMX trade teams per corporate organization in the championship competition for trade teams.

**6.6.010** Each team manager must submit to the event registration office prior to the close of pre-registration the name of each team member that he wants to enter into team competition. Each pre-entry shall be accompanied by a team entry fee according to the UCI regulations.

Each team manager must submit to the chief administration commissaire at the event, on the day on which the competition begins and one hour before scheduled race time, a final and fully completed team sheet for each team entered, identifying each of the four riders and the classes in which shall be scored.

### **Scoring**

**6.6.011** Team scoring system at world and continental BMX championship/challenge events is as follows:

Each team rider shall earn team points based on his finish positions in the motos and the final. A bonus will be added to the latter based on the number of qualifying rounds in the rider's class. Points to be awarded are as follows:

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

**6.6.012** Each team's score shall be equal to the sum of the points earned by the four team riders. In case a corporate organization has entered more than one team for a trade team class, the score shall be equal to the highest team score earned by any of the teams it has entered into that particular class.

**6.6.013** 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.

### Finishes and awards

**6.6.014** Both national and trade teams will be ranked with other teams in their same class according to their team scores with first-place ranking in each class going to the team with the highest score.

Ties in scoring shall be resolved as follows:

- First in favour of the team whose riders have earned the greater number of first-place finishes in their finals;
- Then, if a tie still remains, in favour of the team which has earned the greater number of team points in the finals;
- Then, if a tie still remains, in favour of the team which has earned the greater number of team points in the motos;
- Then, if a tie still remains, team places will be decided by one toss of a coin.

Trophies, to be provided by the host organization, will be awarded to the top three finishing teams in each class of team racing. The first-place teams at the world BMX championship/ challenge and continental BMX championship/challenge events will also be awarded an official title at both championship and challenge level.

# VII

## Chapter Ranking

(chapter modified on 01.08.09)

### Categories

**6.7.001** The UCI is the exclusive owner of the UCI BMX classification.

The following 20" categories are eligible for ranking points:

Elite men (19 years & over)

Elite women (19 years & over)

Junior men (17-18 years old)

Junior women (17-18 years old)

### Classes

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

**Class 0:** Olympic Games

**Class 1:** *World championships*

**Class 2:** BMX supercross world cup

**Class 2 TT:** BMX supercross world cup time trials

**Class 3:** Continental Championships

**Class 4:** International "Classics" Competitions (maximum four per continent)  
Best three scores (of four races)

**Class 5:** International Competitions (unlimited number per continent)  
Best five scores

**Class 6:** National championships

**6.7.003 Points table**

See tables on the following pages

**UCI BMX Ranking Points scale - ELITE MEN**

Rank	OLYMPIC GAMES	WORLD CHAMP.	SUPERCROSS WORLD CUP		CONT. CHAMP.	INTERNATIONAL COMP.		NATIONAL CHAMP.
	Class 0	Class 1	Class 2	Class 2 TT*	Class 3	Classics	Int. Event	Class 6
1 <sup>st</sup> place in Final	350	300	200	50 (1)	90	65	20	30
2 <sup>nd</sup> place in Final	300	250	160	40 (2)	70	55	15	20
3 <sup>rd</sup> place in Final	250	200	140	30 (3)	60	45	12	15
4 <sup>th</sup> place in Final	200	180	125	25 (4)	50	35	10	12
5 <sup>th</sup> place in Final	180	160	110	22 (5)	40	30	9	10
6 <sup>th</sup> place in Final	160	140	95	19 (6)	35	25	8	9
7 <sup>th</sup> place in Final	140	130	90	18 (7)	30	22	7	8
8 <sup>th</sup> place in Final	130	120	85	17 (8)	27	19	6	7
5 <sup>th</sup> place in Semi	120	110	80	16 (9)	24	17	5	
6 <sup>th</sup> place in Semi	110	100	75	15 (10)	22	15	4	
7 <sup>th</sup> place in Semi	100	95	71	14 (11)	20	12	3	
8 <sup>th</sup> place in Semi	95	90	67	13 (12)	18	11	2	
5 <sup>th</sup> place in 1/4	90	85	63	12 (13)				
6 <sup>th</sup> place in 1/4	85	80	59	11 (14)				
7 <sup>th</sup> place in 1/4	80	78	55	10 (15)				
8 <sup>th</sup> place in 1/4	78	76	52	9 (16)				
5 <sup>th</sup> place in 1/8	76	74	49					
6 <sup>th</sup> place in 1/8	74	72	46					
7 <sup>th</sup> place in 1/8	72	70	43					
8 <sup>th</sup> place in 1/8	70	68	40					

\* Rank in order of result (Rank)

**UCI BMX Ranking Points scale - ELITE WOMEN**

Rank	OLYMPIC GAMES	WORLD CHAMP.	SUPERCROSS WORLD CUP		CONT. CHAMP.	INTERNATIONAL COMP.		NATIONAL CHAMP.
	Class 0	Class 1	Class 2	Class 2 TT*	Class 3	Class 4	Class 5	Class 6
1 <sup>st</sup> place in Final	350	300	200	50 (1)	90	65	20	30
2 <sup>nd</sup> place in Final	300	250	160	40 (2)	70	55	15	20
3 <sup>rd</sup> place in Final	250	200	140	30 (3)	60	45	12	15
4 <sup>th</sup> place in Final	200	180	125	25 (4)	50	35	10	12
5 <sup>th</sup> place in Final	180	160	110	22 (5)	40	30	9	10
6 <sup>th</sup> place in Final	160	140	95	19 (6)	35	25	8	9
7 <sup>th</sup> place in Final	140	130	90	18 (7)	30	22	7	8
8 <sup>th</sup> place in Final	130	120	85	17 (8)	27	19	6	7
5 <sup>th</sup> place in Semi	120	110	80		24	17	5	
6 <sup>th</sup> place in Semi	110	100	75		22	15	4	
7 <sup>th</sup> place in Semi	100	95	71		20	12	3	
8 <sup>th</sup> place in Semi	95	90	67		18	11	2	
5 <sup>th</sup> place in 1/4	90	85	63					
6 <sup>th</sup> place in 1/4	85	80	59					
7 <sup>th</sup> place in 1/4	80	78	55					
8 <sup>th</sup> place in 1/4	78	76	52					
5 <sup>th</sup> place in 1/8			49					
6 <sup>th</sup> place in 1/8			46					
7 <sup>th</sup> place in 1/8			43					
8 <sup>th</sup> place in 1/8			40					

\* Rank in order of result (Rank)

**UCI BMX Ranking Points scale - JUNIOR MEN**

Rank	WORLD CHAMP.	SUPERCROSS WORLD CUP		CONT. CHAMP.	INTERNATIONAL COMP.		NATIONAL CHAMP.	
	Class 1	Class 2	Class 2 TT*	Class 3	Classics	Class 4	Class 5	Class 6
1 <sup>st</sup> place in Final	200	200	50 (1)	60	50	50	15	15
2 <sup>nd</sup> place in Final	160	160	40 (2)	40	40	40	12	12
3 <sup>rd</sup> place in Final	140	140	30 (3)	30	35	35	10	10
4 <sup>th</sup> place in Final	125	125	25 (4)	25	30	30	9	9
5 <sup>th</sup> place in Final	110	110	22 (5)	20	27	27	8	8
6 <sup>th</sup> place in Final	95	95	19 (6)	18	24	24	7	7
7 <sup>th</sup> place in Final	90	90	18 (7)	16	22	22	6	6
8 <sup>th</sup> place in Final	85	85	17 (8)	14	20	20	5	5
5 <sup>th</sup> place in Semi	80	80	16 (9)	12	18	18	4	
6 <sup>th</sup> place in Semi	75	75	15 (10)	10	16	16	3	
7 <sup>th</sup> place in Semi	71	71	14 (11)	8	14	14	2	
8 <sup>th</sup> place in Semi	67	67	13 (12)	6	12	12	1	
5 <sup>th</sup> place in 1/4	63	63	12 (13)					
6 <sup>th</sup> place in 1/4	59	59	11 (14)					
7 <sup>th</sup> place in 1/4	55	55	10 (15)					
8 <sup>th</sup> place in 1/4	52	52	9 (16)					
5 <sup>th</sup> place in 1/8		49						
6 <sup>th</sup> place in 1/8		46						
7 <sup>th</sup> place in 1/8		43						
8 <sup>th</sup> place in 1/8		40						

\* Rank in order of result (Rank)

**UCI BMX Ranking Points scale - JUNIOR WOMEN**

Rank	WORLD CHAMP.	SUPERCROSS WORLD CUP		CONT. CHAMP.	INTERNATIONAL COMP.		NATIONAL CHAMP.
	Class 1	Class 2	Class 2 TT*	Class 3	Classics	Class 4	Class 5
1 <sup>st</sup> place in Final	200	200	50 (1)	60	50	15	15
2 <sup>nd</sup> place in Final	160	160	40 (2)	40	40	12	12
3 <sup>rd</sup> place in Final	140	140	30 (3)	30	35	10	10
4 <sup>th</sup> place in Final	125	125	25 (4)	25	30	9	9
5 <sup>th</sup> place in Final	110	110	22 (5)	20	27	8	8
6 <sup>th</sup> place in Final	95	95	19 (6)	18	24	7	7
7 <sup>th</sup> place in Final	90	90	18 (7)	16	22	6	6
8 <sup>th</sup> place in Final	85	85	17 (8)	14	20	5	5
5 <sup>th</sup> place in Semi	80	80		12	18	4	
6 <sup>th</sup> place in Semi	75	75		10	16	3	
7 <sup>th</sup> place in Semi	71	71		8	14	2	
8 <sup>th</sup> place in Semi	67	67		6	12	1	
5 <sup>th</sup> place in 1/4	63	63					
6 <sup>th</sup> place in 1/4	59	59					
7 <sup>th</sup> place in 1/4	55	55					
8 <sup>th</sup> place in 1/4	52	52					
5 <sup>th</sup> place in 1/8		49					
6 <sup>th</sup> place in 1/8		46					
7 <sup>th</sup> place in 1/8		43					
8 <sup>th</sup> place in 1/8		40					

\* Rank in order of result (Rank)

**World Ranking**

**6.7.004** A world ranking will be established for all classes mentioned in 6.7.002. The world ranking will be calculated on the total points of all category events, in the current season.

The rider's highest points (out of five continents) and a rider's two best results outside the continent count towards the world ranking.

**Tie breaker**

**6.7.005** In case of a tie in the final world ranking standings after the main finals of the BMX world championships, the tie will be resolved as follows:

- a) First in favour of the rider who earned most points at the BMX world championships.
- b) Then, if a tie still remains, in favour of the rider who earned most points at the BMX supercross world cup series.
- c) In the event that there is still a tie, the tie breaking rules laid down in article 6.7.009 shall apply.

**Continental Ranking**

**6.7.006** For BMX, five different continental rankings are established, according to the table hereunder:

Continental ranking	Countries	Code
European ranking	All European countries	EUR
North American ranking	North America, Canada and others	NOA
Latin American ranking	All Latin American countries	SUA
Oceanic ranking	All Oceanic, Asian and African countries	OAC
Asia ranking	All Asian countries	ASI

**6.7.007** Each ranking continent as indicated in 6.7.006 will have its own separate ranking made up of a Continental Championship, a maximum of four international "Classics" (class 4) events, an unlimited number of Class 5 events and one national championship event per nation.

A rider can compete and receive points on more than one ranking continent as in 6.7.006, but the rider can not transfer his points from one ranking continent to another.

**6.7.008** Elite & junior shall have individual rankings (on each ranking continent). If a category is combined with junior and elite riders (class 3, 4 and 5 events), junior riders shall receive junior points whilst elite will receive elite points based on finishing positions in the combined category.

**Tie breaker**

- 6.7.009** In case of a tie in the continental ranking standings after the main finals of the BMX world championships, the tie will be resolved as follows:
- a) First in favour of the rider who earned most first place finishes in the continental ranking series.
  - b) Then, if a tie still remains, in favour of the rider who earned most second place finishes in the continental ranking series.
  - c) In the event that there is still a tie, the highest-placed rider in the most recent race shall take precedence, whichever is his placing.

**National Championships**

- 6.7.010** Every nation will have a possibility to host a national championship, counting for continental ranking points. 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.

**International "Classics" event (class 4)**

- 6.7.011** Each continent is allowed to host a maximum of four International "Classics" events. In order to be classified as a "Classics" event, the following criteria must be fulfilled:
- > The event must be held at a well known permanent site or venue.
  - > The event must have been previously scheduled a minimum of three times during the last five years.
  - > The UCI has the final and sole authority to allocate a "Classic" classification.

**Nations Ranking**

- 6.7.012** A nation ranking is made up of each countries top 3 ranked riders in the world ranking points in the classes mentioned in article 6.7.002.
- 6.7.013** The nations ranking will be calculated throughout the periods:
- Points for UCI BMX world championships (class 1) and UCI BMX supercross world cup (class 2) will count for the period of three (ranking calendar) years (total qualification period from 01.08.2009 to 31.05.2012);
  - Points for other ranking events will count for a period of two years (during the qualification period from 01.08.2010 to 31.05.2012).

# VIII

## Chapter UCI BMX TRADE TEAM

### § 1

#### Identity

- 6.8.001** A UCI BMX trade team is an entity consisting of at least two elite and one junior riders, male or female, one team manager and one mechanic, who are sponsored by the same entity, for the purpose of participating in international BMX racing.
- 6.8.002** A UCI BMX trade team shall comprise all the riders taken in charge of by the same team responsible, the team responsible himself, the sponsors and all the other persons linked to the team for the functioning of the team (team manager, coach, soigneur, mechanic etc.). It shall be designated by a specific name and be registered with the UCI as provided in these regulations.
- 6.8.003** The sponsors are persons, firms or bodies who contribute to the funding of the UCI BMX trade team. Among the sponsors, a maximum of two are designated as the principal partners of the UCI BMX trade team. Should neither of the two principal partners be the team responsible then the responsible may be only a person or body corporate, whose sole commercial income is derived from advertising.
- 6.8.004** The name of the UCI BMX trade team shall be that of the company or brand name of the principal partner or that of one of both of the two principal partners.
- 6.8.005** No two UCI BMX trade teams, their principal partners or team responsables, may bear the same name. Should application for a new and identical name be simultaneously made by two or more teams, priority shall be given to the team which has used the name for the longer or longest time.
- 6.8.006** The nationality of the UCI BMX trade team shall be that of the country where the head office or the domicile of the team responsible is located. In its request to the UCI for registration, the UCI BMX trade team must include a letter of approval from the national federation of the country of which it has the nationality. Such a letter will recognise the UCI BMX trade team as being of that federation's nationality and support its registration with the UCI under the terms of these regulations.

### § 2

#### Legal and Financial Status

- 6.8.007** The responsible of a UCI BMX trade team shall be a physical person or corporate body.
- 6.8.008** The principal partners of the UCI BMX trade team, other than the employer, shall be held jointly and severally liable for the payment of expenses for the team members having been caused in connection with the activities of the team in the event of default by the employer.

**§ 3 Registration with the UCI**

- 6.8.009** Each year UCI BMX trade teams must register for the subsequent year with the UCI.
- 6.8.010** UCI BMX trade teams shall at the same time register their riders.
- 6.8.011** UCI BMX trade teams must submit the list of their staff and riders for checking and registration to the UCI no later than 15 February of the year in question.  
On the list for each UCI BMX trade team the following must be indicated:
1. the exact name of the team.
  2. address details (including telephone number, e-mail address and fax number) to which all communications to the UCI BMX trade team can be sent.
  3. the names and addresses of the principal partners, the employer, the team manager and the assistant team manager
  4. the surnames, first names, addresses, nationalities and dates of birth of the riders, the dates and numbers of their licences and the authority that issued them.
- 6.8.012** Article 6.8.011 shall also apply to any changes to the list for UCI BMX trade teams.  
Such changes shall immediately be submitted by the UCI BMX trade teams to the UCI.
- 6.8.013** Only UCI BMX trade teams on the list approved by the UCI may receive benefits such as those listed in article 6.8.017.
- 6.8.014** By their annual registration, UCI BMX trade teams and inter alia their responsables and sponsors shall undertake to respect the constitution and regulations of the UCI and their respective national federation and to participate in cycling events in a loyal and sporting manner. The team responsible and principal partners shall be held jointly and severally liable for all the financial commitments of the UCI BMX trade team to the UCI and the national federations, including any relevant fines.
- 6.8.015** The registration of the UCI BMX trade team with the UCI shall involve a registration fee that the team shall pay by 15 February of the current year. The amount shall be set annually by the UCI Management Committee and will be set forth in the UCI financial obligations.
- 6.8.016** On 31 December of the year preceding the year they are submitting their registration for, each UCI BMX trade team must submit a colour graphic design of their team jersey, complete with sponsor logos.
- 6.8.017** UCI BMX trade teams registered with the UCI will receive a series of benefits which include, but are not limited to:
1. Easy access to all UCI events, as laid down in article 6.8.018;
  2. Presentation of the UCI BMX trade team on the UCI website, as well as the indication of the team's name on all results in all ranking;
  3. Information services and publications in addition to the regular distributions, like TV statistics for instance;

4. Free entry at UCI BMX supercross world cup events for the first 3 riders on the individual UCI ranking, belonging to a UCI BMX trade team;
5. One free trade team entry for the team competition at BMX world championships;
6. Online registration of the riders of a UCI BMX trade team for any UCI BMX supercross world cup event;
7. Access to the UCI **arbitral board** for their riders, their responsible(s) and the UCI BMX trade team's principal partners.

*(text modified on 1.01.10).*

### **Team access**

- 6.8.018** UCI BMX trade teams receive supplementary accreditation for 1 team manager and 1 mechanic, with access to all team areas.

It will have free access to a trade team/technical area surface of min. 30 m<sup>2</sup>. Additional surface, supplies, such as water and electricity, remain chargeable to the UCI BMX trade team.

The UCI BMX trade team area will be located at a prominent spot and it will benefit from free parking of minimum 2 team vehicles.

### **Athlete registration in events**

- 6.8.019** Registered UCI BMX trade teams will receive necessary personalised data enabling registering its riders for any UCI BMX supercross world cup event via the website of the UCI.

### **Team equipment**

- 6.8.020** All riders of a UCI BMX trade team shall, when racing, wear matching long-sleeve jerseys, with color-coded pants – team jersey. Various clothing manufactures of the pants are allowed.
- 6.8.021** The team jerseys shall be sufficiently distinct from world champions and national jersey's to avoid confusion.
- 6.8.022** Each UCI BMX trade team may only have one unique set of apparel with identical colours and layout which may not be altered for the duration of the year.
- 6.8.023** The trade team apparel shall be worn at all UCI calendar events.
- 6.8.024** In events where national team clothing is required, UCI BMX trade team riders are allowed to wear trade team pants and the following advertising space on the national jersey:  
A rectangle of height 10 cm and width 30 cm on the front and rear of the jersey.  
A 9 cm wide side strip.  
A 5 cm wide shoulder strip

The clothing manufacturer's logo may appear once only on each jersey and must be of a maximum size of 25 cm<sup>2</sup> (5 cm x 5 cm).

**6.8.025** The wearing of the national team clothing shall be mandatory at world championships for riders belonging to a national selection.

### **§ 4** Dissolution of a team

**6.8.026** A team shall announce its dissolution or the cessation of its activity or its inability to respect its obligations, at the earliest opportunity. Once this announcement has been made, riders shall be fully entitled to contract with another team for the following season or for the period starting at the moment announced for the dissolution, the end of activities or the inability to perform.

### **§ 5** Penalties

**6.8.027** Should a team, as a whole, fail or cease to meet all the conditions of the relevant UCI regulations, it may no longer participate in cycling events.

**APPENDIX 1**

**TEAM ENTRY FORMS**

ENTRY FORM FOR:

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

WORLD AND CONTINENTAL BMX CHALLENGE EVENTS

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

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

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

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

Total Team Points: .....

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

Registration of Team  
Signature of Team Manager

Signature of Registration  
Official/UCI

.....  
(1 copy for Team Manager)

.....  
(1 copy for Registration)

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

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

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

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

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

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

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

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

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

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

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

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

## 20 - 32 RIDERS (4 MOTOS)

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

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

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

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

## 33 - 39 RIDERS (6 MOTOS)

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

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

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

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

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

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

## 40 - 64 RIDERS (8 MOTOS)

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

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

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

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

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

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

## 65 - 79 RIDERS (12 MOTOS)

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

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

## UCI CYCLING REGULATIONS

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

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

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

80 - 128 RIDERS (16 MOTOS)

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

# UCI CYCLING REGULATIONS

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

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

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

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

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

129 - 192 RIDERS (24 MOTOS)

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

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

# UCI CYCLING REGULATIONS

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

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

## UCI CYCLING REGULATIONS

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

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

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

# UCI CYCLING REGULATIONS

## 193 - 256 RIDERS (32 MOTOS)

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

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

# UCI CYCLING REGULATIONS

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

# UCI CYCLING REGULATIONS

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

## UCI CYCLING REGULATIONS

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

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

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

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

# UCI CYCLING REGULATIONS

## 257 - 320 RIDERS (40 MOTOS)

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

# UCI CYCLING REGULATIONS

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

# UCI CYCLING REGULATIONS

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

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

## UCI CYCLING REGULATIONS

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

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

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

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



# UCI CYCLING REGULATIONS

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

# UCI CYCLING REGULATIONS

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

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

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

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

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

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

**APPENDIX 4**

**SPECIAL SEEDING AND TRANSFER SYSTEMS**

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

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

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

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

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

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

**APPENDIX 5****UCI RANDOM START GATE TIMING CADENCE****A. 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 fourth, 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.

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.

7. 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
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.