

The Official Rule Book of USA BMX Racing



2012  THE AMERICAN BIKE ASSOCIATION
RULE BOOK

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I. Foreword

USA BMX and BMX Canada hereafter referred to as “the Sanction” or “Sanction” were formed to provide organized racing and give national prominence to the sport of BMX. Under the Sanction’s rules, riders may accumulate district points at any sanctioned track. Additionally, a national level points program is offered for an increased interest of competition.

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

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

II. Membership

1. Every rider practicing or competing on any sanctioned track must obtain a membership (BMX License) prior to riding on the track. Memberships can be purchased at the track. There are four types of memberships available, which are as follows:
 - a. **One-day free membership** - For the new rider to have a chance to experience the sport prior to joining with one of the memberships below. This membership is for one day of use **only** and is not transferable or reusable. This membership allows riders to participate in practice and single-points races only. No points are earned.
 - b. **Temporary 30 Day** - For the new rider to the sport.
 - Valid at any sanctioned track.
 - For practice and single-points races only.
 - No points will be awarded.
 - Convertable within a 30-day period to a full (annual) member, with the conversion fee of \$25.00.
 - c. **Strider (annual)** - For the young toddler rider
 - Official membership card
 - Strider style bikes.
 - No points will be awarded.
 - d. **Full (annual)**- Valid at any sanctioned event.
 - Official membership card
 - Subscription to PULL magazine.

- Annual tracking of points at all races
 - Official Rulebook, and New Rider Manual(can be picked up at local track
- e. **Gold Card (upgrade from Full)**- Valid at any sanctioned event.
- Official membership card
 - First-class subscription to PULL magazine.
 - Annual tracking of points at all races
 - “Gold Card member only” line at all national events.
 - Two (2) “free” Open class entries at any national after racing ten (10) nationals.
 - One (1) “free” Open entry at any national after racing twenty (20) single point local races.
 - Discount coupon for USA BMX Racewear (after racing 20 single point races).
 - A monthly race history report sent to the rider.
2. All members receive a secondary sports accident insurance benefit with a cash deductible.
 3. No membership under any circumstance is transferable or refundable.
 4. All members must submit valid Proof of Date of Birth within 30 days of membership purchase. Acceptable forms of proof of Date of Birth would be a photocopy of a government issued Birth Certificate or a photocopy of a Government Travel Passport document recognized by the U.S. Government for International Travel. The document must not be expired and contain the Date of Birth and member’s name as part of the document. Members renewing an existing valid membership, or one that has expired in the past 90 days, do not need to provide proof of date of birth as part of their renewal process, if they have provided proof of Date of Birth to the Sanction in the past. **The Sanction reserves the right to request proof of date of birth for any member.**
 5. **Important:** Every rider **MUST** show proof of membership at race sign-up. Proof constitutes a current license or a renewal receipt. The Sanction makes every attempt to issue a renewal notice to riders prior to their membership expiration. It is ultimately the rider and parent’s responsibility to keep memberships current. Any points earned on an expired license may be forfeited, as there is no grace period. **Memberships must be current through the end of the point season (December 15th) to earn year-end rankings and awards.**

III. Amateur Classifications / State-Provincial Age Groups /

Proficiency Advancement

A rider will race the age and proficiency they are the day of an actual race. The only exception being the Presidents Cup/ Race of Champions where a rider may race the age/proficiency they were on the day of their respective state/provincial final.

These are the current classes offered for amateurs by the Sanction for competition purposes:

BOYS

5 & Under Novice	5 & Under Inter	5 & Under Expert
6 Novice	6 Inter	6 Expert
7 Novice	7 Inter	7 Expert
8 Novice	8 Inter	8 Expert
9 Novice	9 Inter	9 Expert
10 Novice	10 Inter	10 Expert
11 Novice	11 Inter	11 Expert
12 Novice	12 Inter	12 Expert
13 Novice	13 Inter	13 Expert
14 Novice	14 Inter	14 Expert
15 Novice	15 Inter	15 Expert
16 Novice	16 Inter	16 Expert
17-18 Novice	17-18 Inter	17-18 Expert
19-27 Novice	19-27 Inter	19-27 Expert
28-35 Novice	28-35 Inter	28-35 Expert
36-40 Novice	36-40 Inter	36-40 Expert
41 & Over Novice	41 & Over Inter	41 & Over Expert

GIRLS

5 & Under Girls	6 Girls	7 Girls
8 Girls	9 Girls	10 Girls
11 Girls	12 Girls	13 Girls
14 Girls	15 Girls	16 Girls
17-27 Girls	28 & Over Girls	

CRUISER

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

GIRLS CRUISER

10 & Under Girl Cruiser	11-12 Girls Cruiser	13-14 Girl Cruiser
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15-16 Girl Cruiser
26-30 Girl Cruiser
41-45 Girl Cruiser

17-20 Girl Cruiser
31-35 Girl Cruiser
46-50 Girl Cruiser

21-25 Girl Cruiser
36-40 Girl Cruiser
51 & Over Girl Cruiser

Redline/State/Provincial Series Age Groups

These are the current age groups for amateurs in which rider will be ranked by the Sanction for Redline and State/Provincial Series competition purposes:

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

Girl Cruiser - 10 & Under, 11-12, 13-14 15-16, 17-20, 21-25, 26-30, 31-35, 36-40, 41-45, 46-50, 51 & Over.

Girls - 5 & Under, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17-27, 28 & Over.

Boys - 5 & Under, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17-18, 19-27, 28-35, 36-40, 41 & Over.

Proficiency Advancement

1. After attaining **eight (8)** class wins (of any type of race) or a total of **five (5)** national, Redline Cup Final or President's Cup Race of Champions wins, a male Novice will be advanced to Intermediate, a female Novice will be advanced to the Girl class. They can no longer compete as a Novice.
2. Upon a total of **twenty-five (25)** class wins (any type of race) or a total of **five (5)** national, Redline Cup Final or Race of Champions wins, an intermediate will be advanced to Expert.
3. **It is the rider's responsibility to advance in proficiency when they reach the required number of wins for advancement. Riding out of class will result in the forfeiture of points and possible suspension. Do not wait until you receive your new card, it will follow within a few weeks.**
4. A rider may advance to the next higher proficiency voluntarily without acquiring the total amount of wins by racing in a higher proficiency. No Sanction approval is required for this action; the right to reclassify is forfeited for one (1) full year.
5. Open and cruiser wins do not count for advancement.
6. **Sandbagging is prohibited.** Any Novice or Intermediate rider having been judged to have intentionally avoided getting a win towards proficiency advancement will be disqualified and moved to last place. Last place points will be issued and the applicable award (if any) will be forfeited. Additionally, a move-up credit towards advancement will be

issued.

7. A track operator may request the Sanction to advance a rider in proficiency based on that rider's ability and/or actions.
8. The Sanction reserves the right to advance any rider's proficiency at its discretion.
9. Any rider competing with another organization must compete in the equivalent proficiency at all sanctioned events. If a rider's proficiency status changes in another organization, that rider's proficiency must immediately be changed to be comparable.
10. Any rider having exited the sport for a period of time and reapplying for membership, will be classified with the same number of wins when they exited.
Exceptions are explained per **Section VI, Reclassification - Amateur/Pro.**
11. Any current Cruiser rider earning a NAG (#1-10), Redline Cup or ROC plate, with a 20" license, will be classified as NO LESS than an Intermediate rider.

IV. Amateur Class Creation / Move-up Procedures

1. Three (3) or more amateur riders are required to form a **legal class**. This applies to all events.
2. All riders must maintain a current license in order to compete.

Class Creation Procedures

The following describes class requirements as well as explains the procedures for combining classes when necessary.

A. Girls (Novice, Girl)

1. **All new female members have the option to be classified as a Novice and will compete in the Novice class (male and female) at all events. Girls will follow the move-up procedures as outlined in Section IV, B. Boys, pertaining to Novice class formation.**
2. Any female Novice that voluntarily competes in a Girl class at a National or any other race will be considered a Girl in proficiency and from that moment on will be required to race in the Girls class at all events.
3. Classes will be created according to the following process:
 - The move-up procedure will always begin with the class of the youngest age available. Once a class is formed, the process picks up the next available class (youngest

age dictating the order) and proceeds from there.

- Class creation will start at 5 & Under Girls looking to form a legal class (defined as three or more riders)
- Girl riders will only check up through the Girl spectrum within a three-year age barrier. If a rider is unable to move into a legal class, then she will be moved into the Intermediate class of her respective age (**Ex:** a 9-year-old Girl can move only as high as 12 Girl).
- Any rider in the 5 & Under class will be determined a 5 year old regardless of actual age and any rider in the 28 & over class will be determined a 28 year old regardless of actual age for the purpose of class creation.
- If the oldest Girl rider(s) of the day cannot form a legal class, that oldest rider(s) may then move down no more than 3 age groups checking for a legal class. (The three-year age barrier cannot be compromised.) There can be occasions, when the oldest Girl rider moves down, another rider of different age may follow that move down to the next legal class.

(Ex 1: Three 15 Girls (a legal class), one 16 Girl and one 17 Girl (oldest rider of the day). The 16 Girl checks 17 Girl, which contains a single rider, looking for a legal class. She would become a 17 Girl for the purpose of class creation. Both riders would then check down to 15 Girls and form a class of five riders.)

(Ex 2: Two 13 Girls, one 14 Girl, one 15 Girl and one 17 Girl. The two 13 Girls would check 14 Girl to form a legal class. The 15 Girl would check 17 Girl but no legal class is formed. The 15 Girl would become a 17 Girl for the purpose of class creation and both would check down a maximum of 3 age groups looking for a class. It would appear that a combination at the 14 Girls class is legal but as there are 13-year-old riders in the class, the 3-year age barrier is violated ($17 - 13 = 4$). The 2 oldest Girls would be required to move into the boys Inter class of their respective age. The 15 Girl cannot move back on her own merit, as she is not the oldest rider registered that day.)

- If a Girl rider cannot move into a legal class, then they will move into the boys' Intermediate class of their respective age. (Any riders in 28 & Over Girl will move to the Inter class of their **ACTUAL** age.)
4. When a class is formed, that class is labeled with the title of the group in which it was formed. (**Ex:** The 13 Girl class moves up to the 14 Girls forming a legal class, the class will be labeled as 14 Girls.)

5. All Girls and female Novices may race open classes at any local or national race.
6. All Girls and female Novices must race in their correct age class. Riding out of class will result in a forfeiture of points and possible suspension.

B. Boys (Novice, Intermediate, Expert)

1. Classes will be created according to the following process:
 - The move-up procedure will always begin with the youngest age and lowest proficiency available. Once a class is formed, the process picks up the next available group (youngest age dictating the order) and proceeds from there.
 - Class creation will start at 5 & Under Boy.
 - In an effort to facilitate Novice class formation, Novice groups may check as many as two (2) Novice age groups above their own, in an effort to form a legal class (defined as three or more riders) before attempting to check the Intermediate and Expert classes.
 - If a legal class cannot be formed, the Novice will return to their respective class. (**Ex 1:** 6 Novice will check 7 Novice class looking to create a legal class. If that minimum were not met, then the 6 Novice would check 8 Novice class looking for a legal class.) (**Ex 2:** If there is a 7 Novice rider available, both the 6 & 7 Novice riders would combine, checking the 8 Novice class looking for a legal class. If a legal class cannot be formed, the 6 & 7 Novice riders will return to their respective classes.)
 - A Novices following move will be to the next proficiency of the same age. (**Ex:** The 6 Novice rider will check the 6 Inter group looking to form a legal class.) If no legal class is formed, that rider will remain with this Inter group for move up purposes.
 - An Intermediate class (in this case with the Novice rider attached) will check the next age group of the same proficiency. (**Ex:** The 6 Inter group checks the 7 Inter group looking to make a legal class.) If no legal class is formed, the Inter group will return to its home group (6 Inter).
 - An Intermediate class' subsequent check is the Expert group of the same age, looking to form a legal class of 3 riders. (**Ex:** The 6 Inter group will check the 6 Expert group.) If no legal class is formed, the Inter group will remain with the Expert group for move up purposes.
 - An Expert class will check the next older age group of the same classification looking to form a legal class. (**Ex:**

The 6 Expert group will check the 7 Expert group.) If no legal class is formed, the Expert group will return to its home age group (6 Expert).

- At this point, the Expert group will move to the Intermediate group of the next age level and remain there for move up purposes. However, any Novice rider attached will move down to the Novice class with the corresponding age of that Inter class: (**Ex:** The 6 Expert group will move to the 7 Inter group, however the 6 Novice rider will move into and become a 7 Novice.)
 - The process starts again with the youngest age and lowest proficiency (the 7 Novice class).
 - When a class is formed, the class is labeled with the title of the group in which it was formed. It is possible that no riders belonging to that particular class are involved. (**Ex:** 11 Inter class containing 2 - 11 Novices and a 10 Expert, all riders will receive expert points.)
2. If the oldest rider(s) of the day cannot not form a legal class, at the top of the age spectrum, they will then check through the groups in reverse until a legal class is found, according to the following process:
- The 41 & Over Novice will check one (1) Novice age group below looking for a legal class. (**Ex:** 41 & Over Novices will check the 36-40 Novice class looking for a legal class.) If no legal class is available, the subsequent check is 41 & Over Inter group looking to form a legal class.
 - If 41 & Over Inter does not form a legal class, they will check the 36-40 Inter group looking for a legal class. If no legal class is available, the rider's subsequent check is to the 41 & Over Expert looking to for a legal class. If no legal class is available, the group will then return to the Inter group for class building purposes.
 - If 41 & Over Expert does not form a legal class, their first check will be to check down one age group in the same proficiency. If no legal class is available, they will return to the 41 & Over age group and then check the Intermediate group for a legal class of 3 or more riders. If no legal class is available, the rider(s) will check the 36-40 Expert group and this pattern will repeat itself until a legal class is found.
3. **All riders must ride in their correct classes, no arbitrary class changing is allowed. Example:** no Intermediate may move up to a class above his own to avoid getting a first or turning Expert. No Expert may move up to the next Intermediate class for easier competition. Riding out of class

will result in a forfeiture of points and possible suspension.

C. Girls Cruiser

1. Classes will be created according to the following process:
 - Class creation will start at 10 & Under and build up in an effort to form legal classes (defined as three or more riders); the move up process will stop at the 26-30 group. Any 26-30 riders without a legal class will be put in a hold. (Classes 31 and above are considered to be protected from younger riders moving up, **except any remaining cruiser riders will move up into an older, protected class.**)
 - At this point, starting at the 51 & Over Girl Cruiser group, begin checking riders **DOWN** with the purpose of creating legal classes. Continue combining groups working down to 21-25 Cruiser. **If younger riders remain without a legal class, they will move up in age to the last legal group that formed.**
2. When a class is formed, that class is labeled with the title of the group in which it was formed.
3. A Girl Cruiser rider will only move into the male Cruiser class of their corresponding age if there are not enough riders to form a legal class within the entire Girl Cruiser spectrum.
4. All Girl Cruiser riders must compete in their correct age class. Racing out of class will result in forfeiture of points and possible suspension.

D. Cruiser

1. Classes will be created according to the following process:
 - Class creation will start at 8 & Under and build up in an effort to form legal classes (defined as three or more riders); the move up process will stop at the 26-30 group. Any 26-30 riders without a legal class will be put in a hold. (Classes 31 and above are considered to be protected from younger riders moving up, **except any remaining cruiser riders will move up into an older, protected class.**)
 - At this point, starting at the 61 & Over Cruiser group, begin checking riders **DOWN** with the purpose of creating legal classes. Continue combining groups working down to 21-25 Cruiser. **If younger riders remain without a legal class, they will move up in age to the last legal group that formed.**
5. When a class is formed, that class is labeled with the title of

the group in which it was formed.

6. All Cruiser riders must compete in their correct age class. Riding out of class will result in forfeiture of points and possible suspension.

E. Opens

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

V. Pro Class

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

A. 2012 Pro Age Requirements / UCI Age Matrix

2012 Pro / UCI Age Matrix

January through July 2012

<u>Men</u>	<u>Year of Birth</u>
Jr. Men	1994 -1995

AA Pro /Elite Men 1993 or earlier

Women

Jr. Women 1994-1995

Elite Women 1993 or earlier

August through December 2012

Men

Year of Birth

Jr. Men 1995 -1996

AA Pro/Elite Men 1994 or earlier

Women

Jr. Women 1995-1996

Elite Women 1994 or earlier

B. A Pro

1. A rider must be 17 years old the day of the race.
2. A rider earning \$4000 in one season in either A Pro or through the Elite/AA Pro race series will be advanced to AA Pro.
3. Any rider born in 1994 must wait until Aug 1st, 2012 in order to advance to AA Pro

C. AA Pro

1. To be eligible from Jan through Jul 2012, a rider must have been born in 1993 or earlier.
2. To be eligible from Aug 1st- Dec 31st, 2012, a rider must have been born in 1994 or earlier.
3. If an Amateur rider participates in an Elite Men class (with the exception of UCI Supercross or International events) that rider will be automatically reclassified as an A Pro in January of the following year, and any monies earned while an amateur will be credited towards the \$4,000 required to advance to AA Pro/Elite Men.

D. Women Pro

1. To be eligible from Jan through Jul 2012, a rider must have been born in 1994 or earlier.
2. To be eligible from Aug 1st- Dec 31st, 2012, a rider must have been born in 1995 or earlier.
3. If an Amateur rider participates in Elite Women (with the exception of UCI Supercross or International events) that rider will be automatically reclassified as an Elite Women in January of the following year.

E. Vet Pro

1. To be eligible for Vet Pro
 - a) A rider must hold a valid Pro license and be a minimum age of thirty-three (33) in order to compete.
 - b) Any rider currently a AA Pro cannot re-class if currently holding a Top Ten ranking from the previous season or having earned money in the past twelve months.
2. If no class is offered, a rider may register to compete in the A Pro class.
3. Vet Pro riders can win unlimited A Pro money, as they will be exempt from moving into AA Pro.

F. Pro Competitive Structure

1. All Pro/UCI events require five (5) riders to make a legal class. Any other event, including the Canadian National series require four (4) riders to make a legal class.
2. All riders must maintain a current Pro license in order to compete.
3. Pro riders are prohibited from racing in an amateur class with the exception of a Pro-Am Open.
4. Any rider that competes in another sanction as a Pro or equivalent class is required to race Pro.
5. Pros compete for cash awards at all district and national events.
6. If a local Pro class cannot form, the track operator may, at their discretion, form a Pro-Am Open according to guidelines in Section IV, E, Rule 8.
7. All Pro purse monies must be 100% paid back as the award. (Ex. A local track guarantees a \$500 purse and collects \$600 in Pro entry fees. The purse must pay out to \$600, as that is 100% of the fees.)

G. Pro Title Series Criteria

1. National points will be awarded only at designated Pro Series events. Points will be scored according to Section VIII. Pro Points.
2. The ten (10) best Pro Series national finishes will be counted. The Grand Nationals are double national points.
3. To be eligible for Top Ten year-end Pro number plates, a rider must compete in a minimum of any ten (10) Pro Series races in the following classes:
 - AA Pro
 - Vet Pro
 - Women Pro

4. Year-end national numbers 1-100 will be reserved for AA Pro.
5. An A Pro rider will count their ten (10) best national scores and year-end national numbers will begin at 101.
6. When an A Pro advances to the AA Pro class, no National points will be carried forward.

H. Pro Transfer System

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

- a) Each rider races the predetermined number of motos and is given the number of points that corresponds with his finish: 1st place=1 point, 2nd place=2 points, etc. The rider with the lowest total of points is the winner.
- b) Point ties are broken by determining which rider finished best in the last moto.
- c) Each rider must cross the finish line to be scored.
- d) Any rider not starting in a moto will be scored with a last place score plus 1 point.
- e) Any rider disqualified in a race will be scored in the last place position.
- f) In a class of two groups, the eight riders with the lowest points total will transfer to make an eight-man main.
- g) In a class of three or more groups, the motos are run and, at that time, the Sanction's qualifying system rules will apply for any quarter and semi mains to transfer riders to the main event.

VI. Reclassification - Amateur/Pro

A. Amateur

1. **There will be no reclassification to the Novice skill level.** (Novice class is reserved for brand new riders to the sport.)
2. If a rider feels they have advanced in classification too rapidly, they may apply for reclassification at their local track. A reclassification form must be obtained from the track operator, filled out completely and submitted to the Competition Committee for review. That rider will be notified by mail if his request is approved or denied.
3. Any Expert rider removed from competitive BMX racing (including cruiser racing) for a period of time corresponding with the following table may return to the Sanction as an Intermediate with the respective number of wins already

credited towards advancement:

- No less than 2 years = 20 wins
 - No less than 3 years = 15 wins
 - No less than 4 years = 10 wins
 - No less than 5 years = 5 wins
4. Any Intermediate rider removed from competitive BMX racing (including cruiser racing) will return to the Sanction as an Intermediate with a win count based on the following table:
- Less than 2 years = actual win total.
 - No less than 2 years = 15 wins or actual win total*
 - No less than 3 years = 10 wins or actual win total*
 - No less than 4 years = 5 wins or actual win total*
 - No less than 5 years = 0 wins *[or whichever is less]

B. Pro

1. Any Pro rider may be reclassified to amateur by meeting one of the following criteria:
 - a) Earned no money in the past 10 months and must obtain three signatures from riders holding a top 25 national ranking in the current points for the class he will be moving into (**Ex:** 19-27 expert or 21-25 cruiser). Forms for this procedure must be requested from the Sanction.*
 - b) Having been removed from competitive BMX racing for a period of more than 5 years, that rider may return to the Sanction at no less than an expert without going through the reclassification process.
2. AA Pro riders may be eligible to request reclassification to A Pro after 7 consecutive national races of participation with no Pro payout (including non-qualifying dollars) or one full year's absence from any competition.*
3. ***The Sanction will make all final determinations on Pro reclassification approvals. Pro to amateur reclassification forms may be requested from the national scorer.**

VII. Amateur Points

A. Points

1. The district points racing season will run from January 1 through December 15 of each year.
2. The national season begins January 1 of each year and concludes at the Grand Nationals.
3. The State/Provincial and Redline Cup season begins January 1 of each year and concludes at the finals for the respec-

tive series.

4. District points are tabulated using the total accumulated points method. A rider earning the highest points will be the #1 rider in the following categories:
 - Boys
 - Girls
 - Cruiser
 - Girl Cruiser
5. Member will receive points immediately following each race. New riders shall run an assigned temporary number on their number plate, which will be assigned to them by the track until an official number is received from the Sanction by mail.
6. Members can earn points in the following categories: District, State, Redline Cup, Divisional and National.
7. **At all races, riders earn points for their finish in the main, plus points for each rider in their class.** For multi-point tabulating, the overall points earned including rider points, are multiplied corresponding to the event (i.e. double, triple or quadruple).
8. There are no points earned for Open Class.
9. Any rider combined in a class with rider(s) of a higher skill level will receive the corresponding points from the higher skill level, except girls. ***This applies to any type of points being awarded (District, Redline, State / Provincial, National)*** and these points will apply to the riders home district or age group whichever may apply.
10. A Girl rider combined into a boy Inter class will receive points from the corresponding Girl class, ***VII. Amateur Points / Points Tables.*** (Ex: The Girl rider will compete for Girl points while Intermediates will compete for Intermediate points.) Female Novices will receive points corresponding to the Novice points table.
11. A rider may race in any district. Points will accumulate in the riders home district.
12. The location of predominant residence and/or where a rider attends school will determine that rider's home district.
13. Any rider that changes residence must notify the Sanction in writing within 30 days. Any rider misrepresenting his/her residence may be suspended and possible forfeiture of points.
14. No rider may transfer into a district and assume the #1 position in points. The transferring rider will be positioned in the #2 placement forfeiting as many points as necessary to show 1 point less than the current #1 rider.
15. The deadline for district transfers is August 1st of each season. After this date, riders will remain in their respective district even if geographic move has been made.

16. **The overall year-end district standings will be published on-line. The number that precedes each rider's name will be that rider's earned district number for the year.**
17. In the event of a tie between two or more members in final district points, the following will be used to break the ties.
- Most first place finishes*
 - Most second place finishes*
 - Most third place finishes*
 - Most fourth place finishes*
 - Most fifth place finishes*
 - Lowest rider number of last season
 - Earliest membership date
- * Only finishes within the bike type count, for example cruiser wins only count for cruiser points.

C. Amateur Points Tables

District Points Table*

Novice		Intermediate		Expert/Girl/Cruiser	
1st	25 points	1st	50 points	1st	100 points
2nd	20 points	2nd	40 points	2nd	80 points
3rd	15 points	3rd	30 points	3rd	60 points
4th	12 points	4th	25 points	4th	50 points
5th	10 points	5th	20 points	5th	40 points
6th	7 points	6th	15 points	6th	30 points
7th	5 points	7th	10 points	7th	20 points
8th	3 points	8th	5 points	8th	10 points

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

Bonus District Points

At national events, riders who transfer out of their motos will receive bonus district points. Riders will receive bonus points equaling one point for every rider in his/her eighth main, quarter main or semi main. These points will be tripled and added to any district points earned at that event.

Ex: An expert rider has 12 groups or 90 riders in his class at a national. Upon transferring to his quarter mains of 36 total riders, he earns 36 bonus points. If he does not advance further he earns $36 \times 3 = 108$ bonus points. If he transfers to the semi mains of 15 riders, he earns an additional $15 \times 3 = 45$ bonus points added to the 108 equaling 153 total bonus points. If the rider goes on to transfer to the main event and place 3rd, his points would be as follows: 153 bonus points + 270 rider points (90×3)

+ 180 finish points (60x3) = 603 total district points earned. Only the initial class rider points will be **automatically** added to any rider's district standing. **All bonus points and main event finish points shall go automatically into a Bonus Points file for each rider and will be distributed when certain criteria have been met by that rider.** As each rider competes at any single point race, 10% of that year's bonus points will be added to the respective rider's district standing file. When a rider has competed in 10 single point races, 100% of the year's bonus points already earned or to be earned, will be added automatically.

Redline Cup / State / Provincial Points Table*

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

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

National Amateur Points Table*

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

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

VIII. Pro Points

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

National Pro Points

A Pro		AA Pro/Pro CRUISER/ Women Pro/VET Pro	
1st	120 points	1st	240 points
2nd	100 points	2nd	200 points
3rd	80 points	3rd	160 points
4th	60 points	4th	120 points
5th	40 points	5th	80 points
6th	20 points	6th	40 points
7th	15 points	7th	30 points
8th	10 points	8th	20 points
Semi	5 points	Semi	10 points
Quarter	3 points	Quarter	6 points

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

IX. Rider Identification

- All riders must present a current and valid license or membership receipt at all tracks to participate in any sanctioned race, practice or other activity.**
- All riders will be issued an eight-digit serial number. That number must be shown at registration and must appear on the day's moto sheets or no points may be issued for that race.
- In the case of new members, a track operator should use "**NFM**" (new full member) in place of the serial number in the Race Management Software. This temporary number will be used until the rider receives his/her license from the Sanction. For any rider holding temporary membership status, the word "**TEMP**" should be used in place of the serial number in the Race Management Software.
- All number plates shall have legible numbers at least 3" in height. The number shall be unobstructed by other decals so as to be read clearly.
- All numbers must be placed on the number plate so that they do not overlap.
- The number plate must be attached securely to the front of the bicycle handlebars.
- A rider's current earned or Sanction issued number must appear on that rider's number plate during all competition.** This identification can appear in the following forms only:
 - All numbers must be a minimum 3" tall.
 - a) District number—solid black number on a white background.
 - b) National Age Group (NAG) number—solid black number,

#1-10 on a light gray background.

- c) Overall National number—solid white number, #1-99 on a black background.
- d) Elite Men/Women, A Pro, Vet Pro number—solid black number on a white background.
- e) Junior Men, Women number—solid white number on a black background.
- f) Redline Cup number—solid black #1 - 3 on a yellow background.
- g) Race of Champions number—solid white #1 on a red background.
- h) NBL National Number - solid white number on a medium blue background
- i) NBL Regional Number - solid black number on a white background
- j) UCI World #1 - #8 - solid black number on a white background with sm “w” on plate next to number.
- k) if a rider has none of the earned numbers listed above, they must use their Sanction issued number, as it appears on their Membership card. This is generally the last three digits of their serial number. The Sanction does not automatically issue new membership cards for riders earning a number. It is the responsibility of the rider to change to their new number when issued.

***Any rider not using his/her earned number may not be scored for that race. This is not an option, riders may risk not being scored for incorrect numbers.**

8. If a rider has one or more earned numbers, they must use one of their earned numbers for all events. It is the responsibility of the rider to make sure to inform the track registration person(s) that the number on their plate matches what is being registered for the rider.
9. New Riders and Temporary Members (designated NFM or TEMP on the moto sheets) may be assigned a number above 99 to run on their number plate until they receive their Membership Card showing a issued or earned number.
10. Pro career numbers can be applied for in the following classes
 - AA Pro
 - Women Pro
 - Vet Pro

Career numbers are subject to UCI approval. All Pro riders will have the option to use their UCI career number or their earned number from the previous years ranking.

•It is preferred that Pro Champions from the previous year use the Pro # 1 plate at Sanctioned Pro events.

11. In classes where riders have the same number, a letter may be required to be displayed on the number plate for identification purposes. This letter will be supplied in staging and must remain on that rider's number plate for the duration of the day's race or until told otherwise. Riders to receive a letter will be determined at the track's discretion.
12. The Sanction has the right to reject any number plate that it deems illegible.

X. Apparel and Equipment (Bicycle)

A. Apparel

1. **All riders must wear helmets with a permanent strap attached; snaps are not allowed.** Helmets must have sufficient padding and be of good quality. The Sanction highly recommends a full-face helmet or a helmet that covers the ears.
2. All riders must wear enclosed shoes, which cover all toes, and are sufficient to protect the rider's feet.
3. It is recommended that riders wear long pants. Loose fitting short pants made of tear-resistant material are permitted and used in combination with a one-piece knee and shin guard with a rigid surface. There must be no exposed skin above the knee or below the shin guard extending to above the ankle. The short pants fabric must have a minimum of 3 inches of doubled up excess material, without stretching the fabric. This shall be measured by pinching the fabric between the index finger and thumb. All combinations of shorts with knee and shin guards are subject to the approval of the Sanction and/or Track Operator.
4. It is recommended that riders wear long sleeved shirts. Short sleeved shirts and sufficient elbow protection is allowable subject to the approval of the Sanction and/or Track Operator.

B. Equipment (Bicycle)

1. Bicycles for competition in the **Boy/Girl/Pro classes** can have no larger than a 20" wheel diameter. 12", 16" & 18" bicycles are acceptable for competition.
2. Bicycles for competition in the **Cruiser/Girl Cruiser** can have no smaller than a 24" wheel diameter. 26" or larger bicycles are acceptable for competition.

3. Multi-speed MTB style bicycles are acceptable for competition based on the wheel diameter of the bicycle. Bicycles with 20" or less diameter tires shall compete in the Boy/Girl/Pro class as appropriate, and those with 24" or larger shall compete in the Cruiser classes.
4. The diameter of a bicycle wheel shall be determined by the tire diameter size, indicated in inches, by the tire manufacturer on the sidewall of the tire mounted on the wheel. If a bicycle has multiple sizes of wheels mounted on the bicycle, the bicycle shall be classified using the largest diameter installed on the bicycle.
5. All bicycles must have an operating braking system—hand and/or coaster (foot) brake.
6. Handlebars may not exceed 30" in width and grips are required and must cover/enclose the entire opening on the handlebar ends.
7. Padding securely fastened to the bike on the top frame tube, stem and handlebar crossbar is recommended.
8. The bicycle must be in structurally sound condition with no broken weld or jagged exposures.
9. All kickstands, chain guards, fenders and reflector brackets must be removed.
10. All wheels, seats and bars must be securely tightened.
11. Axle ends may not exceed 1/4" beyond the axle nut or must be cut down to within 1/4" beyond the axle nut. After cutting, all sharp edges shall be rounded off and all burrs must be removed.
12. Bicycles equipped with freestyle type pegs will not be allowed on the track at any time.
13. All equipment is subject to the approval of the Sanction and/or Track Operator.

XI. Track Regulations

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

motos. They have complete charge of the staging area and starting hill area.

6. The starter will start and oversee all starts for each race. The starter's commencement of each race shall be official and can only be changed by the head official.
7. There shall be a head scorer located at the finish line along with enough assistant scorers necessary to accurately call race finishes. All of the head scorer's decisions regarding finishes and scoring are final.
8. Each track's moto sheets and membership applications **MUST** be postmarked or received within 48 hours after each event or risk the possibility of sanctions being levied by the Sanction.
9. One set of points per day will be counted from any one track. **Sanctioned tracks are restricted to one complete race per day.** A postponed race, as per **Section XII, rule 3**, may be made up on a regular race day prior to the day's actual event.
10. All sanctioned tracks should have a starting gate wide enough to maintain 8 riders. The gate must be run in a safe manner and placed to be fair to all riders.
11. Every sanctioned track must offer awards of some type; certificate, trophies, ribbons, plaques or Saver Stamps are recommended.
12. **The discounting of entry fees for points is not allowed. Any track running an event for points only may have its sanction suspended.**
13. All single and double point races must offer a **minimum** award distribution of:
 - a) Total points class of 3 riders = 1 award (the Sanction recommends no more than 2 awards)
 - b) 4 riders in a class (3 in main) = 2 awards
 - c) 5 or more riders in a class = 3 awards
14. Each track is allowed specific multi-point events and has the ability to earn additional events to be run within each year. A description of each allowed event is as follows:
 - Race For Life (RFL) - a district points charity race to benefit the Leukemia & Lymphoma Society (LLS).
 - Bob Warnicke Scholarship Race - a district points race to benefit the Bob Warnicke Scholarship Fund
 - State / Provincial Championship Race (SCR/PCR) - double or triple-district points race also offering state provincial championship points towards the state / provincial championship title.

Additional multipoint events that can be earned by the track

- Earned double - double-district point race.

- Redline Cup Race - triple-district points also offering Redline Cup points towards the Redline Cup Final of a riders respective region.
 - State Final Pre-race - double-district point race.
 - State / Provincial Championship Final (SCF/PCF)- triple district points race, which concludes the State / Provincial Championship series in each respective state / province.
15. Redline Cup Race events must offer awards 1st-4th per class (opens excluded).
 16. State / Provincial Championship Final events must offer awards 1st-8th per class (opens excluded).
 17. Novice, Intermediate and Expert awards must be of the same kind and size.
 18. Any increase in race fees for multi-point events must be accompanied by a comparable increase in trophy size or worth of other awards.
 19. All tracks are issued an authorization card for all multi-point events to be posted in a conspicuous place. This authorization card or a copy of the authorization card shall be posted at the moto board prior to the start of the event, or in a location that is easily seen by any and all persons registering for the event. Riders: If you do not see this card, ask to see it as earned points will not be issued for an unapproved multipoint race.
 20. No event may be moved or transferred from one facility to another without WRITTEN APPROVAL from the Sanction.
 21. **The Sanction recommends that first aid personnel be available at every event and strongly recommends every track have a first aid kit on the premises.**

XII. Racing Rules

1. The track operator may modify a rule to meet local track conditions but only to make the event safer. Any modifications must be fair for all riders. These modifications must be made known to all participants prior to any event through P.A. announcements or printed materials.
2. **It is the riders' responsibility to check the moto sheets and ensure they are in the correct class. If, after racing has started, it is discovered that a rider is in the incorrect class, the rider may be disqualified and forfeit all points.**
3. Once a race has begun, meaning the first gate of the first round of motos has dropped, the track operator, due to

- inclement weather or other extreme circumstances, may postpone that race.
4. Moto sheets of a postponed race **may not be altered**. Under no circumstances will sign-ups be added nor any refunds given.
 5. The use of any drugs, stimulants or intoxicants is prohibited unless prescribed by a licensed physician.
 6. No betting or soliciting bets is permitted at any sanctioned race.
 7. Only riders who are officially registered for the day's competition or practice having provided proper membership proof, may ride on the track.
 8. Any rider not responding to the call of his/her name or number in staging has one minute to get to the staging area. The starter is never required to hold a gate for a missing rider.
 9. **It is the responsibility of each rider and that rider's pit crew, (Ex: parents, guardian or sponsor), to be in the staging area when necessary and be prepared to race.**
 10. Riders must take the lane assigned to them in each race. Any rider that is found in the wrong lane upon another rider's protest, prior to that moto/main commencing, may be disqualified and removed from the gate for that race.
 11. Any rider in the gate having difficulties, not ready to race or questioning another rider's lane position or safety equipment can only put that race on hold by ***placing their front wheel over the gate***. This action must take place ***before*** the starting cadence begins.
 12. The only riders that may be assisted at the starting gate are those 5 years old and younger. This assistance shall only include the rear wheel being placed between the assistant's legs. No hands may be used to prop the rider up and any pushing off will result in the rider's disqualification.
 13. Parents of any rider 6 years of age and older may accompany their rider through the staging area. However, these parents are ***NOT ALLOWED*** to assist their rider at or on the starting gate.
 14. All riders must have their wheel against the gate when the starter begins the starting cadence.
 15. A rider's wheel may not break the plane of the gate until the gate is released. Doing so will constitute a "gate jump" and that rider may be disqualified from that moto or main.
 16. A moto or main may not be rerun if upon release of the gate, a rider is not fully prepared to race.
 17. A rider determined by an official to have intentionally impeded (blocked) the progress of another rider during the first 30

feet of the race may be disqualified. To facilitate this rule, it is recommended that a clearly visible line extend across the width of the track, placed at a point 30 feet from the starting gate. (**Moving over is not a foul in of itself.** Intentionally moving over and impeding another rider is the foul.)

18. **Three riders falling down before the crest of the first obstacle will constitute a restart. The “crest” shall be defined as the top of the front most part of any jump.**
19. During the course of a race, should a rider leave the track as a direct result of contact with another rider, that rider must re-enter the track at the nearest point that is safe to all riders, without improving his/her position. (Riders re-entering the track in an improved position must delay themselves to the original position and then continue racing from there.)
20. Any rider determined by an official as maliciously forcing another rider off the track may be disqualified.
21. Should a rider leave the track purely on his/her own accord, that rider must make sure **NO** obstacles have been missed before returning to the track in a safe manner otherwise the rider may be disqualified
22. **Any chalk line, cone, haybale or other type of designation signifying the inside of a turn ARE considered obstacles.**
23. **Any chalk line, cone, or other type of designation on a straightaway (including the finish line area) are NOT considered an obstacle.** These are understood to be guidelines only.
24. On tracks with a decision-maker split straightaway, once a rider commits to a straightaway, they must complete it in its entirety, transferring to the adjacent straightaway will result in a disqualification.
25. The lead rider can take any line available on the track (This relates to any rider ahead of any other-2nd place ahead of 3rd, 5th ahead of 6th, etc.). However, if the lead rider intentionally moves over and makes malicious contact with another rider, then that rider may be disqualified.
26. When on the final straight, a rider determined by an official to have intentionally impeded the progress of another rider may be disqualified. (**Moving over is not a foul in of itself.** Intentionally moving over and impeding another rider is the foul.)
27. Any rider, the victim of an officially recognized foul, will NOT be given the placement he was in when the foul occurred. Exception, if the infraction took place on the final straight between the last obstacle and the finish line, that rider would then be awarded the placement they were in before the

infraction.

28. **A rider must finish any individual moto or main on the same bicycle that he/she started on.**
29. A rider may push or pull his bicycle across the finish line to be scored. That rider must be in contact with their bicycle in order to be scored.
30. Any rider whose bicycle becomes entangled with another bicycle must separate the bicycles before continuing the race.
31. Any rider lodging a protest about a particular race must present his/her case to the head official within 10 motos after the race in question.
32. **Officials have the authority to call fouls and levee disqualifications regardless of whether a protest has been lodged.**
33. Officials look for the intent of any circumstance on the track. Situations deemed under malicious intent may result in disqualification.
34. If a track official directly interferes with a race, the race may be rerun only at the discretion of the head official.
35. A moto or main may not be rerun due to poor surface conditions.

XIII. Scoring

1. The plate number being used on each rider's bike must appear on the moto sheet or that rider may not be scored and points may be withheld.
2. A rider **MUST** participate in at least one (1) moto of competition to receive rider points for that particular event.
3. Overall finish points are awarded to all riders in any main event [or legally formed total points class at every sanctioned race]. (For races utilizing the Total Point system of scoring, all last place finishers in classes of four (4) or more riders will receive rider points only).
4. For any qualifier or main, a rider will be scored and receive a finish placement respective to how they crossed the finish line provided that Section XII, rules **27 & 29** are satisfied.
5. A rider disqualified from a qualifying moto will be put to last in that respective moto. That rider may still be eligible, however, to compete in remaining qualifying motos, if any, for that particular race.
6. Any rider that has qualified to a main event will receive main event finish points respective to his/her actual finish position within that main event.
7. The following situations will result in a rider receiving no less

than a last place main event finish with respective points
(Ex: A six (6) rider main - last place is 6th):

- a) Not racing in their main event for any reason
 - b) Starting the main but not crossing the finish line for any reason.
 - c) Any type of disqualification within that main event.
8. **Transfer System** motos shall be scored in the following manner:
- a) A rider will transfer (qualify) out of his/her respective moto by attaining an appropriate finish position.
 - b) Qualifying finish positions will be predetermined on the moto sheet.
9. **Total point** motos shall be scored in the following manner:
- a) Finish positions shall be tallied for each of three motos
 - one point for 1st
 - two points for 2nd
 - three points for 3rd., etc.
 - A rider that misses a moto or receives a disqualification from a moto will receive one point more than the total number of riders in the moto.
 - b) The total of these three motos will determine order of transfer or finish with lowest points getting 1st place and so on.
 - c) If a tie exists after the three motos, the best finish in the third moto between tied participants will determine the winner.
10. A rider may miss any qualifying moto in a **Transfer System race** at their discretion without a penalty.
11. A rider that misses a qualifying moto in a **Total Points Race** will receive one point more than the total number of riders in that moto.
12. Riders may verify their qualifier or main event finishes during that day's race with the scorekeeper at the finish line. This must be done within 10 motos.

XIV. Video Scoring Assistance

1. Throughout the national series, including the Redline Cup Finals and Race of Champions, the Sanction may set up and utilize a video system to aid in the accuracy of scoring. This system is considered a backup for the official scoring crew of the day.
2. If any technical problem occurs with the video system during any given race(s) resulting in the loss of review capabilities, decisions on finishes will be made using the scoring sheets.

These decisions will be final.

3. Riders have 10 motos to protest a finish for video review if video is available.
4. The official has the right to view any video at anytime for scoring purposes.

XV. Rules of Conduct

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.

1. The use of radio assistance for any rider on the track is strictly prohibited.
2. A rider may be disqualified or suspended for his/her actions or the actions of his/her parent(s), or accompanying party.
3. A parent/guardian or accompanying party may have their event attendance privilege revoked for their own actions or actions of their rider(s).
4. A rider may be disqualified for team riding—letting another rider of same team or other affiliation pass so as to affect the overall outcome of any race.
5. A rider may be disqualified if any parent, team member, pit crew or other person physically assists that rider in any situation on the track during any qualifier or main.
6. **Track crew members or any other person allowed on any areas of the track that are not open to all spectators, may not assist any rider physically, with verbal or non-verbal signals, or instructions that afford any rider an advantage over other riders on the track. A disqualification may result**
7. A rider may be suspended up to one year for damaging, stealing or destroying public or private property. (Parents, it is your responsibility to control a minor's actions.)
8. A rider found intentionally misrepresenting his/her age may be suspended for up to one full year.
9. A rider competing in place of another rider shall receive a one-year suspension along with the rider he/she has replaced.
11. A rider misrepresenting his/her presence at any race ("ghost rider") will not be scored for that event and may face suspension. Additionally, any class that is illegally formed with a "ghost rider" will forfeit all points. Adding ghost riders to moto sheets is an illegal practice and will not be tolerated.

12. A rider participating in a “ghost riding” situation may be suspended.
13. A rider knowingly racing out of class shall receive no less than a 3-month suspension.

XVI. Transfer System

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

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

1. A rider will transfer (qualify) out of his/her respective motos by attaining an appropriate finish. Qualifying finish spots will be predetermined on the moto sheet.
2. **Once a rider qualifies for a semi or a main event, he will not race again until that time. Doing so may result in disqualification.**
3. Only a class of nine riders shall have its final round of qualifying motos combined.
4. Track operators have the option of running either a 2-moto or 3-moto qualifying system at their discretion.
5. It is recommended that tracks run the transfer system for all multipoint events
6. At all National, Redline Cup Final & Race of Champion events, the Sanction will limit qualifying to a total of 2 rounds.

The following are examples of how the qualifying works. Examples are based on an eight-rider gate: (When riders are referred

to as **qualified**, it means they have transferred out of their moto and into the next applicable race. These riders will not race the remaining qualifying motos, if any remain.)

Under the 3-moto-transfer system:

Class of three or fewer riders-1 group:

First round-total points

Second round-total points

Third round Olympic-total points

No main event.

(The third round can be run in the third round of qualifying motos or included with the main events.)

Class of 4 riders-1 group:

First round-first place rider qualifies.

Second round-first place rider qualifies.

Third round-first place rider qualifies.

One rider does not qualify, and a three-rider main event is run.

Class of 5 riders-1 group:

First round-first place rider qualifies.

Second round-first place rider qualifies.

Third round-first and second place riders qualify.

One rider does not qualify, and a four-rider main event is run.

Class of 6 riders-1 group:

First round-first place rider qualifies.

Second round-first and second place riders qualify.

Third round-first and second place riders qualify.

One rider does not qualify, and a five-rider main event is run.

Class of 7 riders-1 group:

First round-first and second place riders qualify.

Second round-first and second place riders qualify.

Third round-first and second place riders qualify.

One rider does not qualify, and a six-rider main event is run.

Class of 8 riders-1 group:

First round-first and second place riders qualify.

Second round-first and second place riders qualify.

Third round-first, second and third place riders qualify.

One rider does not qualify, and a seven-rider main event is run.

Class of 9 riders-2 groups:

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

First round-qualify first place rider out of each group.

Second round-qualify first place rider out of each group.

Third round-combine remaining 5 riders and qualify the first 4 riders.

One rider does not qualify, and an eight-rider main event is run.

Class of 10-14 riders-2 groups:

Two even groups will be formed unless there are an odd number of riders. The odd rider will always be placed into the top group.

First round-qualify first place rider out of each group.

Second round-qualify first place rider out of each group.

Third round-qualify 1st & 2nd place riders out of each group.

Two riders do not qualify, and an eight-rider main event is run.

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

First round-qualify first place rider out of each group.

Second round-qualify first place rider out of each group.

Third round-qualify first and second place riders out of each group.

Total of 12 riders are qualified, making up 2 semi-mains containing 6 riders each.

Semi-main-qualify the first four riders out of each semi to main event.

Eight-rider main event.

Under the 2-moto-transfer system:

Class of three or fewer riders -1 group:

Same as three-moto system—total points.

Class of 4 riders -1 group:

First round-first place rider qualifies

Second round-first and second place riders qualify

A three-rider main is run.

Class of 5 riders – 1 group:

First round-first and second place riders qualify

Second round-first and second place riders qualify

A four-rider main is run.

Class of 6 riders – 1 group:

First round-first and second place riders qualify

Second round-first, second and third place riders qualify

A five-rider main is run.

Class of 7 riders – 1 group:

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

Class of 8 riders – 1 group:

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

Class of 9 riders – 2 groups:

First group will contain 5 riders while the second group will
have 4
First round-first and second place riders will qualify from
each group
Second round-combine remaining five riders and qualify the
first 4 riders
An eight-rider main is run.

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

First round-first and second place will qualify
Second round-first and second place will qualify
Riders will continue to qualify through any quarters and
semis to an eight-rider main.

XVII. National Team Rules

1. Team competition consists of three categories:
 - a) Trophy - a non-rostered team, competing for trophy of the day
 - b) Bike Shop - any rostered team that calls itself a Bike Shop Team, competing for a cash award.
 - c) Factory - any rostered team where a sponsor manufactures any component for bicycles or calls itself a Factory Team, competing for a cash award.
2. A Factory Team cannot roster Novice or Intermediate riders.
3. All Bike Shop or Factory team riders MUST wear their respective team jersey during all competition or risk losing team points for their finish of the day.
4. Team jersey requirements:
 - a) All Factory teams are required to include the word "Factory" on their jerseys.
 - b) All Bike Shop Teams are required to have the team name as the predominant logo on the jersey. Any other sponsor name recognition can only be 50% of the size of the bike shop name.

5. Factory and Bike Shop teams must submit and maintain a roster of team members, in writing, with the Sanction office. **A new roster must be submitted each year.** This roster shall be published in both the official PULL magazine and the web site.
6. The Sanction reserves the right to determine the classification of any team.
7. **Teams adding to their roster must do so prior to close of registration for that days race.** This must be submitted on a roster addition form, which shall be available at registration. The rider/parent must sign the add rider form in order to be eligible.
8. Any rider dropped or removing themselves from a team, the following criteria apply:
 - a) Factory Team riders shall be ineligible for team competition **for a period of 120 days**
 - b) Bike Shop Team riders shall be ineligible for team competition **for a period of 45 days****The above period commencing on the date that Sanction receives notification** by either the rider and/or parent (if a minor). Notification must be in writing submitted in person at the trailer or fax to the attention of the national scorer. **(Rider & parents: If you are released from a team, notify the Sanction ASAP in writing to ensure that rider is removed from a roster.)**
9. Any Pro rider re-classed to amateur shall be ineligible for team competition **for a period of 365 days** from date of re-class approval.
10. The final trade date for the season is **August 1**. After this date, a rider moving from one team roster to another team will not be eligible for team competition for the remainder of the current national racing season.
11. After **August 1**, teams may add only eligible riders, being those not currently on a Factory or Bike Shop roster.
12. A Factory, Bike Shop or Trophy Team may enter up to two team sheets per race. Only the best of the two scores will be counted. (In case of miscalculation, it is recommended to turn in both team sheets from that race.)
13. Team entry fees (limit of 2 per day) consist of the following:
 - \$10 per Trophy Team sheet
 - \$25 per Bike Shop Team sheet
 - \$50 per Factory Team sheet
14. Each national team sheet includes an optional fifth and sixth rider slot. The fifth slot may only be used for a Girl rider and the sixth slot may only be used for a Pro rider. The best 4 scores, regardless of the number of riders on the team sheet,

- are counted toward the final team tally.
15. A rider may not be used more than once on any single team sheet.
 16. A team may use the same rider on both team sheets provided that rider is in a different class on each sheet (Ex: Class and Open).
 17. Any rider that races in a class combined with a rider of a higher proficiency will be scored with team points from the table of the higher proficiency.
 18. Team sheet entries must be turned in **before close of registration for that days race.**
 19. Factory Team standings will be determined from the best 12 National scores plus the Grand Nationals.
 20. Bike Shop Team standings will be determined from the best 8 National scores plus the Grand Nationals.
 21. Trophy team standing will be determined from the best 6 National scores plus the Grand Nationals.
 22. Unofficial results will be announced at the conclusion of each event. Official results will be determined after validating each team sheet's rider eligibility, finishes and point total with the Sanction's office.
 23. Results will be published under team results on the Sanction's web site.
 24. Payouts will be made by check from the Sanction following team sheet verifications.
 25. Cash awards at each national will be as follows:

Team Prize Money (per event)

<u>Factory</u>		<u>Bike Shop</u>	
1st	\$500	1st	\$300
2nd	\$300	2nd	\$200
3rd	\$200	3rd	\$150
4th	\$100	4th	\$100

Team Points Table (Main finishes only)

	Novice	Inter	Expert/Girl/Cruiser/Pro/Open Jr Devo
1st	24	32	40
2nd	21	28	35
3rd	18	24	30
4th	15	20	25
5th	12	16	20
6th	9	12	15
7th	6	8	10
8th	3	4	5

Additionally riders will get 4 points for each group (moto) in their class

XVIII. Local Team Rules

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

XIX. State & Provincial Championship Series

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

A. Eligibility Requirements

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

1. **Race in the predetermined number of SCR/PCR, (hereinafter referred to as "SCR"), events within his/her respective home state** as per the following table:

<u>Number of tracks in State / Province</u>	<u>Number of SCR events required</u>
4 or more	3
3	2
2	1
1	1

**A rider may race as many SCR events as they wish. Only that rider's best finishes of the required number of races within that rider's respective State will be counted going into the finals.

2. **Race in the State Championship Final event of his/her respective home state.**
3. Any rider racing out of class at any SCR or SCF will forfeit all State and district points for that event. However, they will still receive a participation credit towards State award eligibility.
4. Riders from a state or province without an active sanctioned track may participate in a State Championship Series for another state providing they declare their intention (in writing) to the Sanction before their first State Championship Race

in that state or province. **Failing to notify the Sanction will result in a rider's state points being declared for the first state in which they race an SCR.**

5. A rider can compete in any state SCR or SCF races for points and award of the day.
6. **A rider may only earn a state title or ranking in their respective home state if that state hosts a State Series or Cup series.**

B. Award structure:

Number plates will be offered per age group within each State Championship Series.

1. Number plates will be awarded with the following ratio and specifics:
 - a. 50% of the total number of riders in each age group with State / Provincial championship points (regardless of eligibility status), according to the points listing presented for the state final event, not to exceed 10 plates per age group.
 - b. Riders must have fulfilled all eligibility requirements. (Ex: 30 riders in an age group-50% would make 15 riders eligible, but plates will not exceed 10. If only 7 of those eligible riders have met the requirements, only 7 plates will be awarded. Odd numbers will be rounded up to the next even number in determining the 50% ratio.)
2. Each age group Champion will receive a State number plate and a custom award.
3. The State number plate will feature the rider's District number in black on a white background and the rider's rank in the State shall be a 1" white number on a royal blue background in the upper left corner.
4. **State number plates can be used at any sanctioned event.** These plates can be displayed until the conclusion of the following year's State Championship Final event.

C. Competition structure:

1. Every track in each state shall hold a State Championship Race (SCR) offering State Championship points as well as double district points.
2. All SCR events shall be run between January 1 and a date as designated by the Sanction.

3. Each state shall have a State Championship Final (SCF) that will be a triple-district point event. An additional double-district point event will accompany the SCF event.
4. The SCF in each State shall be awarded by the Sanction via a statewide track contest.
5. All SCF events shall be scheduled with the Sanction within a specific time frame outlined by the Sanction.
6. No SCR event may be moved or transferred to another facility without **WRITTEN APPROVAL** from the Sanction.
7. Riders shall be competing for the class championship title in their respective age group as described in **Sec. III. Amateur Classifications/ Proficiency Advancement**.
8. In the boy classes, all Novice, Intermediate, and Expert points of the same age will be tabulated together. In the Girl classes, all Novice, and Girl points of the same age will be tabulated together.
9. Each rider's final State points total will be listed within the age group that corresponds with his/her actual age as of the respective SCF date.
10. To determine a State champion in each class, the point system will be used as represented in section V, Points table, C. State points table.
11. Any track listed in the official PULL magazine as of the **May** issue will count as a valid track for state championship eligibility.
12. As California is split into Northern and Southern regions, California riders may attain state points as required in either region. A rider **must** compete at the State Championship Final event of their home state to be awarded a championship title.
13. The Northern California state series region will include the following districts: 04, 06, 08, 10, 11, 12, 15, and 18.
14. The Southern California state series region will include the following districts: 01, 02, 03, 07, 16, 17, 22, 23, 24, 27, and 28.
15. In the event of a tie in final points in any age group, the tie will be broken as follows:
 - a) Higher proficiency (applies to 20" Class only).
 - b) Best finish at the State final event.
 - c) Total number of riders in class.
 - d) Order of transfer from the motos. (If a total points race, the finish order shall be used as the transfer order for that rider.)
 - e) Most number of single point races competed in.
 - f) If there is still a tie at this point. It will be declared a tie, and co-champions will be awarded.

- Riders from other states may compete at any SCR or SCF for district points. The out of-state rider cannot receive that State's championship points and any position that rider earns will be omitted from the points standings for that race:

Example: Arizona State Race 8 Expert main results:

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

- August 1** is the deadline for any rider to change State eligibility. After this date, any transferring rider will be required to participate in the State Championship series of their previous state of residence.
- The Sanction reserves the right to review and make determinations in all aspects involving the State / Provincial Series.

XX. Redline Cup Championship Series

A. Eligibility Requirements

- Race in a Redline Cup Race (RCQ) in any region and race both Saturday and Sunday of the Redline Cup Championship Final (RCF) in the rider's respective region.
- As an alternative, race in an Open or Mixed Open both Saturday and Sunday at the Redline Cup Championship Final (RCF) in the rider's respective region.

B. Award Structure

- The **top three riders** in each class as well as in Open will be **awarded 1st, 2nd, and 3rd number plates** based on their overall finishes in the series.
- The overall winners will be awarded a Redline Cup jacket as well as the #1 Redline Cup number plate.
- The Redline Cup number plate shall be a yellow background with black numbers.
- Redline Cup plates can be used at any sanctioned event.** These plates can be displayed until the conclusion of the following year's Redline Cup Championship Final event.

C. Competition Structure

- All Redline Cup Qualifier (RCQ) events shall be run between January 1 and a date as designated by the Sanction.

2. Each RCQ shall award Redline Cup points as represented in **Section VII. Amateur Points / Scoring** (as well as triple-district points).
3. There will be a Redline Cup Championship Finals in each of three regions to be announced by the Sanction (see the Sanction's Redline Cup calendar for dates).
4. Each Redline Cup Final weekend shall award the following points as represented in **Section VII. Amateur Points / Scoring** table:
 - Friday - double-district points only
 - Saturday - Redline Cup points & quadruple-district points
 - Sunday - Redline Cup points & quadruple-district points
5. **A maximum of three (3) class or cruiser scores will be counted, one will be the rider's best RCQ finish, the other two (2) being the Saturday and Sunday finishes at the Redline Cup Final.**
6. **Alternately, the scores from the Final Saturday and Sunday Open or Mixed class finishes will be counted for a separate award in Opens.**
6. Riders shall compete for the Redline Cup title in their respective classes as described in **Section III. Amateur Classifications / State Age Groups / Proficiency Advancement**.
7. In the Boy classes, all Novice, Intermediate and Expert will be pointed and plated by proficiency as well as in Open and Mixed Open (i.e. plates will go to 1st, 2nd, and 3rd overall for the Series).
8. Redline points will be calculated with a rider's actual age as of the respective Redline Cup Final Sunday race.
9. In the event of a tie in final points, the best finish at the Redline Cup Championship Sunday race will break the tie.
10. **August 1** is the deadline for any rider to change Redline Cup region eligibility. After this date, any transferring rider will be required to participate in the Redline Cup Championship series of his last state of residence.
11. A foreign amateur rider holding a current license and having met the eligibility per the Redline Cup Championship series will be eligible to earn a Redline Cup plate and benefits.
12. Any rider racing out of class at a Redline Cup event will forfeit all Redline Cup and district point awards for that respective event. However, the rider will still receive a participation credit towards Redline Cup eligibility.
13. The Sanction reserves the right to review and make determinations in all aspects involving the Redline Cup Championship Series.

XXI. Eastern / Western Divisional Championship Series

A. Eligibility Requirements

1. For amateurs, only their best six (6) regular class or cruiser national finishes plus their combined total from all three (3) days finishes of the Divisional Championship Final weekend will count towards the title.
2. A rider has the option to compete in either the Eastern or the Western Final event.

B. Award structure

1. A custom jersey will be awarded to the top rider per age group and proficiency within each division.

C. Competition Structure

1. All national races run between January 1 and a cut-off date as designated by the Sanction.
2. Each national race shall award national points as represented in **Section VII. Amateur Points / Scoring** (as well as triple-district points).
3. There will be a Divisional Championship Final weekend in the East and in the West to be announced by the Sanction (see the Sanction's national calendar for dates).
4. Each Divisional Championship Final weekend shall award the following points as represented in **Section VII. Amateur Points / Scoring** table:
 - Friday - national points & triple-district points
 - Saturday - national points & triple-district points
 - Sunday - national points & triple-district points
5. **A maximum of nine (9) national scores will be counted, six (6) of which will be the rider's best national finishes, the other three (3) being the Friday, Saturday and Sunday finishes at the Divisional Final.**
6. Riders shall compete for the Divisional title in their respective classes as described in **Section III. Amateur Classifications / State Age Groups / Proficiency Advancement.**
7. Eastern / Western Divisional points will be calculated with a rider's actual age as of the respective Divisional Championship Final Sunday race.
8. In the event of a tie in final points, the best finish at the Divisional Championship Sunday race will break the tie.

9. The Sanction reserves the right to review and make determinations in all aspects involving the Divisional Championship Series.

XXII. President's Cup Race of Champions (ROC)-Grand National Pre-race

A. Eligibility Requirements

1. The top 10 riders in each age and skill level from each State / Provincial Championship series and Sate Cup Series will be eligible to race the President's Cup ROC: **The top 10 novices, intermediates, experts, girls, and cruisers of each age class.**
2. Female novices will be eligible under the novice skill level.
3. A rider has the option to compete at the President's Cup ROC in the class and skill level that he competed in at his respective State /Provincial Championship or State Cup Final event.
4. If a state or province has no State / Provincial Championship Final event, the top 5 riders in each age group from the district point standings as of August 31, as published in the October issue of the official PULL magazine, shall become eligible to race the President's Cup ROC. Additionally, each rider will have the ability to compete in the age and skill level that they were as of August 31st.
5. Foreign amateur riders are not required to qualify to race the President's Cup ROC and can only race for the award of the day. (Canadian riders are not considered foreign.) All titles and included benefits will go to the next available qualified rider in the respective main event.
6. A foreign amateur rider holding a current member license and having met the eligibility per the State / Provincial Championship series will be eligible to earn the President's Cup ROC title and benefits.

B. Award structure

1. President's Cup ROC number plates will be awarded to the 1st Place eligible rider per age group and proficiency within each region.
2. The President's Cup ROC number plate shall be a red background with solid white #1.
3. President's Cup ROC number plates can be used at all sanctioned events. These plates can be displayed until

the conclusion of the following year's President's Cup ROC event.

C. Competition Structure

1. Any rider riding out of class at any State / Provincial Championship event will not be eligible to participate in the President's Cup ROC.
2. Any rider qualifying for the President's Cup ROC in either class or cruiser, may race all classes (class, cruiser and open).
3. The President's Cup ROC is a triple-district point event.
4. The Sanction reserves the right to review and make determinations in all aspects involving rider qualification and classification for the President's Cup ROC event.

XXIII. National Series

A. Nationals

All riders must maintain a current membership license in order to participate in ANY national event. Riders can compete in as many national events as desired towards a U.S. national standing. U.S. national events offer triple-district points in addition to national points. All national event weekends will operate under the following guidelines:

- Friday will offer registration, track practice for all riders and a double point pre-race.
- Saturday will offer additional registration, practice for all riders, and a national event.
- Sunday will offer the second national of the weekend.
- NO registration or practice on Sunday.

B. Grand National

Any member may participate in the Grand National, the Greatest Race On Earth. The Grand National is the finale of a year's worth of national competition, and provides double national points on top of a rider's six (6) best scores toward a national year-end ranking. This race also offers quadruple-district points and bonus points. The 4-day Grand National structure of events will operate under the following guidelines:

- Thursday will offer weekend race registration and all-day practice for all riders.
- The Friday pre-Grands event will be the President's Cup ROC. There will be NO practice for riders.
- Friday will also offer an additional registration opportunity for the Grand National.
- Saturday is the start of the Grands. Only two rounds of motos will be run.
- Sunday brings the third round as well as quarters, semis and mains.

C. National Points Tabulation

National

1. Any rider may attend any national event, at any time of the year or location and have the ability to earn national points.
2. National points are awarded only at national events (see **Section VII. Amateur Points Table**).
3. All national events will be set up and organized by the Sanction.
4. For amateurs, only his six (6) best regular national finishes plus the Grand Nationals finish will count towards an amateur overall national ranking.
5. See Section **V. Pro Class** for Pro Classifications.
6. There will be a National Overall point category and respective title for the following:
 - a) Amateur Boys—all ages and proficiencies combined.
 - b) Amateur Boys Cruiser—all ages combined.
 - c) Amateur Girls—all ages combined.
 - d) Amateur Girls Cruiser—all ages combined.
 - e) Vet Pro
 - f) Women Pro
 - g) AA Pro
7. Ties in the National points will be broken at the Grand National as follows:
 - a) Most 1sts, if tied, then 2nds, if tied, then 3rds.. etc.
 - b) Most riders in class
 - c) Best finish in each rider's open class
8. Any rider with a point discrepancy may submit to the Sanction a detailed list of races and finishes earned. That list will be verified and returned to the rider. A rider must submit a list within 30 days after the point standings are published in the official PULL magazine. Only the points for the past month will be checked. **After thirty days of publication, points**

become final.

National Age Group (NAG)

1. Year-end National Age Group numbers 1-10 will be awarded to each individual amateur age group based on a rider's 6 best national main event finishes plus the Grand National main event finish. Only the top ten riders may display a NAG ranking on their number plate, at any sanctioned event.
2. ABA will provide NAG plates to all NAG Top 10. If the given plate is not used, another plate may be substituted as long as it follows the correct color scheme of plate & numbers(s).
3. All riders of each respective age group may accumulate NAG points.
4. From the start of the new race season, a rider's NAG points will be shown in the age group of that rider's respective age as of the Grand National.

XXIV. Canadian National Series

A. Canadian Nationals

All riders must maintain a current membership license in order to participate in ANY Canadian national events. Riders can compete in as many Canadian national events as desired. Canadian national points are only available through the Canadian national series. Only Canadian riders will retain Canadian national points toward Canadian national rankings. A Canadian rider's six (6) best main event finishes plus the Canadian Grand National main event finish will count towards a Canadian national standing. Canadian regular national events will offer U.S. national points as well as triple district points to ALL riders. All Canadian national event weekends will operate under the following guidelines:

- Friday will offer race registration, track practice for all riders and a double point pre-race.
- Saturday will offer additional race registration, practice for all riders and a national event.
- Sunday will offer the second national of the weekend.
- NO registration or practice on Sunday.

Canadian riders participating in Canadian national events will receive Canadian national points and will earn U.S. national points as well. Canadian riders participating in Canadian

national series events will receive U.S. national points once they have participated in a U.S. national event(s). For each U.S. national, one national score earned at a Canadian national event will be applied toward a Canadian rider's U.S. national standing. Ex: A Canadian rider who participates only in Canadian national series events will be awarded only Canadian National Points. A Canadian rider who participates in two Canadian national events and two U.S. national events, will be awarded points for all four events toward his U.S. national standing.

B. Canadian Grand National

Any member may participate in the Canadian Grand National, the finest Canadian event of the year. The Grand National is the finale of a year's worth of national competition and a rider can earn Canadian double-national points on top of their six (6) best Canadian national scores toward a national year-end ranking. **U.S. single national points will also be awarded for U.S. Riders only.**

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

- Friday will offer race registration, track practice for all riders, and a double-point pre-race.
- Saturday will offer additional race registration, practice for all riders, and a national event.
- Sunday will offer the Canadian Grand Nationals as a one-day event.
- NO registration or practice.

C. Canadian National Points Tabulation

Canadian riders earning national points at a Canadian national event apply toward a Canadian NAG or National standing.

National overall

1. Canadian amateurs: The six (6) best national finishes plus the Canadian Grand National finish will count toward an overall national ranking.
2. Canadian Pros: The six (6) best overall finishes plus their Canadian Grand National finish will count toward an overall

- national ranking.
3. There will be a Canadian National Overall point category and a respective title for the following:
 - Amateur Boys-all ages and proficiencies combined.
 - Amateur Boys Cruiser-all ages combined.
 - Amateur Girls-all ages combined
 - Amateur Girls Cruiser-all ages combined
 - Pro
 - Women Pro
 4. National Number Plates will be awarded to the top 10% (maximum of 50) for each category for amateurs and 1-10 or Pro Class.
 5. All other Sanction rules pertaining to national points tabulations apply (see U.S. National points tabulation).

National Age Group (NAG)

1. Year-end National Age Group numbers will be awarded to each category per the following guidelines:
 - Boys regular class-1-5
 - Boys cruiser-1-3
 - Girls regular class-1-3
 - Girls cruiser-1-3

**These are the only NAG numbers that are eligible to be used.
2. All riders of each respective age group may accumulate NAG points.
3. From the start of the new season, a rider's NAG points will be shown in the age group of that rider's respective age as of the Canadian Grand nationals.

Canadian National Team Competition

1. National Team Competition is available at all Canadian national events to include the following three-team distinctions: trophy, bike shop and factory.
2. Canadian National Team Competition will follow the same rules as outlined under National Team Rules.
3. The Sanction will award Canadian National Champion titles in each of the three Canadian Team Categories by totaling each team's best five team scores plus the Canadian Grand Nationals.
4. Only teams consisting of all Canadian riders can earn Canadian Team titles.
5. All team payout for Canadian National Series races will be in Canadian funds and require seven team sheets per category

per day for full payout. When there are less than seven team sheets the payout will be half.

6. U.S. teams may enter team sheets at Canadian National Series races and those scores will also apply toward U.S. National Series team standings.

XXV. District Year-End Awards

1. Year-end awards will be issued to riders of each district on a 1-10 ratio making the awards equal across the nation. (Ex: A district has 320 riders with points at the end of the season. The Sanction will issue 10% of these riders (or 32) awards.)
2. Up to the top 10 riders in each district (if applicable) will receive a custom award directly from the Sanction. (If there are only 90 riders in a district, 10% (or 9) will receive awards but as they are all among the top 10, those 9 will all receive a custom award.)
3. There will be a maximum of 50 awards issued per district in each of the following categories:
 - Boy
 - Girl
 - Cruiser
 - Girl Cruiser
4. Any rider earning a USA National Age Group (NAG) ranking will be ineligible for district year-end ranking and any district year-end award (Canadian NAG series is exempt). Any subsequent riders in the district point standings will move up in the district year-end point standings to fill the open positions.
5. Riders earning over 20,000 district points in a season will be recognized for their accomplishment with a custom award as a year-end award and be listed in the 20,000 Points Club on the web site. NAG riders are eligible for the 20,000 Points club and other promotional programs.

XXVII. Foreign Participants

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

1. All foreign riders who are not current members of the Sanction will be classified as expert for the purpose of competition. However the Sanction reserves the right to determine if a rider may compete at a lower proficiency.
2. Foreign amateur riders are not required to purchase an ama-

- teur license yet are required to sign a membership waiver. That rider will be able to compete for the award of the day.
3. Any foreign rider holding a current Elite or Junior level license with any foreign BMX organization shall be required to compete in the appropriate class.
 4. Canadian riders are not considered foreign and therefore must follow and abide by the rules as set forth.

XXVI. Medical Controls

USA BMX recognizes the United States Anti-Doping Agency (USADA) protocol for Olympic Movement testing (USADA protocol). Information on, or a copy of, the USADA protocol ,can be obtained from USADA at (800) 233-0393 or the USADA website www.usantidoping.org.

- As a supporter of both national and international BMX competition, the USA BMX reserves the right to uphold suspensions handed down by USADA for violations of the USADA protocol.



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XXVIII. Glossary

A Pro - preparatory Pro level.

AA Pro - highest level of Professional competition.

Amateur - any non-Pro rider. An amateur rider may not compete for a cash award.

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

Bonus points - district points available at national events from quarter, semi and main events.

Classification - skill level at which a rider competes.

Cruiser - any bicycle with no less than a 24" wheel diameter.

Disqualify - to officially move a rider to last as a result of any rule infraction.

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

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

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

DNS - designation on a moto sheet that a rider "did not start" in any particular moto or main.

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

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

Expert - highest skill level of amateur male competition.

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

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

Girl - highest skill level of amateur female competition.

Girl Cruiser - girl racers competing on cruiser bicycles.

Ghost rider - any rider fraudulently signed up to satisfy requirements in forming classes.

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

Helmet - important item necessary for head protection.

Intermediate - mid skill level of amateur male competition.

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

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

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

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

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

Moto number - number corresponding with any specific race (moto).

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

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

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

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

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

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

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

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

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

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

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

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

Pro purse - Pro prize money for the day.

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

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

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

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

Reclassification - moving a rider back in classification.

Sandbagging - any novice or intermediate rider judged to have intentionally avoided getting a win towards advancement.

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