



# BMX New Zealand

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## Rules

Version 08.15.G

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If a rider falls or is forced to stop due to a bicycle malfunction during a race, the rider's first and immediate responsibility shall be to remove themselves and their bicycle from the course, in order to give the least obstruction to other riders.

### **Green Flag**

The course is unobstructed and racing can proceed.

### **Yellow Flag**

The course is obstructed and racers should be held at the gate, OR

### **Yellow Flag Waved**

A request for first aid assistance.

### **Red Flag**

Riders should stop immediately and go to the points hut area to await further instruction.



## **Table of Contents**

BMX NZ Official Race Flags	2
Table of Contents	3
BMX NZ Officials	4
<b>Chapter One – General Rules</b>	
Competition Officials	5
General Conduct	10
Licences, Sanctioning, Classification	12
Meeting Classification & Sanctioning Matrix	15
BMX NZ Competition Rules	19
BMX NZ Classes	19
NQM	22
General BMX NZ Race Rules	23
<b>Chapter Two – UCI Terminologies</b>	
Competition Facilities	29
Competition Field	34
Clothing and Equipment	37
Bicycle	41
Number Plates	45
Infringements	48
Penalties	50
<b>Chapter Three – BMX NZ Variation Clauses</b>	
Finish Line Video	52
Protest	52
Bicycle Numbers	53
World Championship Qualification	55
<b>Chapter Four – Strider Bike</b>	
Classes	56
Bike Size	56
Clothing	56
Awards	56
Licencing	56
Number Plates	56
<b>Appendix I</b>	
UCI Random Start Gate Timing Cadence	57

## **BMX NZ Officials**

### **National Officiating Director**

Norm McCann

### **Officiating Panel**

Nev Blakemore	Andrew Fleming	Norm McCann
Doug McElhinney	Steve Murphy	Alex Nicholls
Chris Taylor	Tony Tumai	

### **Race Commissaires International**

Ian Mackie	Norm McCann	Tony Tumai
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### **Race Commissaires**

Nev Blakemore	David Browning	Andrew Fleming
Doug McElhinney	Steve Murphy	Alex Nicholls
Barry Petch	Greg Pryce	Graeme Schimanski
Chris Taylor	Blair Turrell	

## **Notes**

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

BMX NZ Executive.

Any reference made within the rules, to BMX NZ or the BMX NZ Executive, shall refer to elected BMX NZ National Council members.

National and Regional Officiating Directors and National Officiating Panel members shall provide continuing support to all race officials and be responsible for ensuring continued adherence to the BMX NZ racing rules and procedures. They shall at any time consult with and advise race meeting personnel and clubs regarding any rules related issues.

## **Chapter One – General Rules**

### **Competition Officials**

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

- 1.001** Every UCI and BMX NZ sanctioned BMX competition shall be staffed by appropriately qualified commissaires and officials to assume the responsibilities and perform all the duties of the various positions set forth in this section.

All officials shall adhere to the provisions in these rules at all times.

#### **1.002 Commissaires Panel**

The commissaires panel shall comprise an odd number of commissaires.

The Chief Commissaire shall be the President of the Panel.

The Assistant Chief Commissaire shall assist the Chief Commissaire in the completion of their duties and shall act as the Chief Commissaire's representative when the Chief Commissaire is not available.

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

The Chief Commissaire shall operate from a position which permits a clear view of the entire track.

### **1.003 Race Director**

The Race Director shall be responsible for the following:  
Establishing and maintaining a timetable of events.

Enlisting and organising of all commissaires, officials and administrative staff in numbers commensurate with the requirements of the event.

Arranging for the equipment necessary to conduct a race, acquiring, displaying and presenting trophies and other awards.  
The period of responsibility for any meeting shall be from the close of entries until the completion of prize giving.

For most NZ meetings the Chief Commissaire will also carry out the duties of the Race Director.

### **1.004 Race Commissaires**

The race commissaires shall be responsible for assuring the observance of all rules governing any event. All race commissaires should be made known to, or should wear some form of distinctive clothing so that they may be readily identified by, competitors and club team managers.

One commissaire shall be designated as the Chief Commissaire and shall rule on all disputes and protests involving riders, commissaires, officials and club team managers. The Chief Commissaire may be assisted by one or more Assistant Chief Commissaires.

### **1.005 Chief Administration Commissaire**

The Chief Administration Commissaire shall be responsible for the registration and classification of all riders at the event, the processing and posting of the moto sheets, and the processing of all results (both intermediate and final results). The Chief Administration Commissaire shall be assisted by a sufficient number of administrators.

### **1.006 Finish Line Commissaire**

The Finish Line Commissaire shall be responsible for determining the accurate finishing order of the race, in accordance with the prescribed method of scoring used. The official finish results shall be transmitted to the administrator(s) for notation on the score sheets.

## **1.007 Officials**

### **Inspectors or Scrutineers**

Responsible for inspecting every rider's bicycle and safety equipment prior to practice to assure compliance with these rules.

### **Starter**

Responsible for conducting the start of each race. The starter shall operate the starting gate, and perform such other actions as are necessary and appropriate to assure that each race has a safe and fair start.

The starter may recommend to the Chief Commissaire that a rider obstructing the starter from carrying out their duties be penalised. When a timing system is utilised, the starter must first confirm with the staging official any rider who fails to take their position at the start gate and then ensure that the operator of the timing system and equipment is ready before beginning the starting procedure of a race.

### **Race Officials (Marshals)**

Responsible for monitoring the conduct of the riders on the track and for notifying other officials of conditions on the track, which may warrant their attention. The Chief Commissaire shall determine the number of race officials necessary for an event. Race officials shall be stationed along the track as positioned by the chief commissaire. Race officials shall make written notes of any rule infringements or incidents that they witness. These notes shall be made available to the Chief Commissaire upon request.

### **Administrators**

Responsible for receiving and checking for conformance with entry regulations, all riders' entry forms and/or permit applications as well as establishing a list of entrants in each class of racing and sequentially ordering the classes.

Also, dividing the total number of entrants in each class into motos of not more than eight riders and for recording their names on the appropriate moto sheets.

### **Staging Officials**

Responsible for directing riders into the proper staging lanes. They shall announce each race number, age group, and the full names of every rider in each race. A copy of the moto sheets shall be made available to the senior staging official.

### **Start Hill Officials (Staging)**

Responsible for directing riders from the staging lanes to the starting gate during all rounds of racing. They shall position themselves at the rear of the starting hill and permit only those riders in the next scheduled moto to proceed up the hill to the gate. Start hill officials shall report to the Chief Commissaire, any rider whose safety equipment does not conform to regulations.

### **Points Hut Officials**

Responsible for recording rider placings after each moto.

Head of points hut records any DNS or DNF calls from the starter or track commissaires. Coordinates with finish line and camera regarding any reviews on finishing position. Coordinates the flow of points posted for rider review. Adjusts placings in regard to any change found by camera review.

### **Finish Line Area Control Officials**

Responsible for controlling the passage of riders and other persons into and out of the finish line area.

They shall be stationed at each point of access or exit to the finish area and prevent the entry of parents, team managers and spectators except where medical emergencies warrant their presence. Finish line area control officials shall also be responsible for maintaining order among the riders waiting at the finish positions following their races.

### **Appeals Commissaire**

An Appeals Commissaire will be stationed at the Finishline area and is responsible as the liaison between Club Team Managers and the Officials.

### **Track Announcer**

Responsible for making formal announcements concerning the competition and for informing riders, spectators, commissaires and officials of any changes to the race schedule.

### **Course Commentator**

Provide a commentary of all races for the benefit of the spectators. The commentators shall not comment on any matter that is opposed to the interests of the UCI, BMX NZ or to the sport of BMX in general. Commentators shall not pre-judge the official results of any race, comment or offer judgement on possible rule infractions or offer any prejudicial commentary to riders on the track.



**First Aid Officials**

At least one first aid unit and an adequate number of first aid staff shall be in attendance during all practice and race sessions. First aid personnel must be stationed in the infield and a clear exit route for the ambulance leading to a public thoroughfare must be provided and maintained throughout the progress of the event.

**Safety Marshals (Security)**

The host organisation shall provide a sufficient number of marshals to ensure the safety of the riders and spectators.

**Meeting Manager**

Responsible for the overall organisation and maintenance of the facilities and arrangements prior to handing over to BMX NZ or the race director on or before race day.

The Meeting Manager will often be the chairperson of the organising committee or the Region Co-ordinator, and should liaise closely with the Race Director and other key officials before the meeting to make sure everything is organised. The Meeting Manager serves as liaison between the host club and the meeting officials.

## **General Conduct**

### **1.008 General Conduct**

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

All riders and supporters must observe these rules and follow all instructions given them by any official at any time during the course of an event. Every rider shall at all times observe such conduct as reflects the ideals of good sportsmanship and avoid any conduct which may bring the sport of BMX, UCI, Cycling New Zealand, BMX NZ, their Club or themselves into disrepute.

Unacceptable and prohibited behaviour includes but is not limited to;

- Any abuse of race officials
- Use of foul or offensive language
- Abuse of other competitors or supporters
- Violence of any nature, whether on or off the track

Penalties for such behaviour will be determined by the Chief Commissaire, supported by the National Officiating Panel (for race meeting-related incidents).

The Executive and BMX NZ Regional bodies may take action as appropriate for other non-racing matters.

### **1.009 Gender Equality**

BMX NZ operates an environment of and supports gender equality at all levels of competition, officiating, coaching and administration.

Failure to comply with this policy may result in sanctions and should be reported to the National Officiating Director for further investigation.

### **1.010 Drugs and Alcohol**

The use of drug, stimulant, alcohol or intoxicant is prohibited unless prescribed by a doctor. Riders are required to adhere to the UCI and BMX NZ drug policy and submit to drug testing when requested.

Ignorance of the policy is not a valid defence.

The consumption of alcohol by riders or supporters, within the confines of the track and spectator areas, during race meetings, is prohibited.

### **1.011 Blood Protocol**

Any and all visible traces of blood shall be immediately removed from the track once the injured person has been treated by First Aid and prior to the commencement of the next race.

Any person who has a bleeding or open wound shall not be permitted on the track.

## Licences, Sanctioning and Classification

### 1.012 Licences

No person shall race at a BMX NZ sanctioned meeting unless they hold a current BMX NZ issued licence or an international licence recognised by BMX NZ, except as follows;

- Mums and Dads fun races
- Mountain bike invitation races
- Invited overseas riders
- Other novelty type races

Any person making application for a BMX NZ rider's licence, shall apply through, and as a financial member of, a BMX NZ affiliated member club. They shall provide;

- Full name
- Residential address
- Telephone number
- Email address
- Their chosen BMX NZ affiliated club
- Date of birth, (accompanied by a birth certificate or other suitable proof of age & citizenship)

The issue of a rider's licence shall be at the sole discretion of the Executive of BMX NZ. This licence shall be produced on demand.

Any licence issued by BMX NZ remains the exclusive property of BMX NZ. A licence may be withdrawn at anytime, upon notice from the BMX NZ Executive. Such notice shall be in writing.

The fee for a replacement licence card if lost or damaged shall be determined by BMX NZ Executive.

No rider whose licence has been suspended, or whose licence has expired, shall be permitted to compete at any BMX NZ sanctioned event during the term of suspension or until the licence has been renewed.

BMX NZ reserves all rights and discretion to refuse entry to any meeting, to any rider who has unpaid or outstanding licence or entry fees.

BMX NZ reserves all rights and discretion to refuse entry to any meeting, to any rider whose club has unpaid or outstanding affiliation or entry fees.

Any rider wishing to ride outside New Zealand should apply to BMX NZ to ensure they meet the licencing requirements of the country in question.

#### **1.013 Challenge Licence**

BMX NZ may issue a Challenge licence to riders for all Challenge 20" and Cruiser classes.

#### **1.014 Championship Licence**

BMX NZ may issue a Championship licence to riders who wish to compete in Championship classes of Juniors or Elite.

#### **1.015 Club Licence**

BMX NZ may issue a Club licence. Holders of a Club licence may participate in Category 9 (Club & Interclub) meetings, only at the BMX NZ affiliated club where they are members. (Refer Meeting Matrix, Note 6)

A Club licence can be upgraded to a Challenge or Championship licence by application through the holder's club and by paying the appropriate fee.

#### **1.016 Kiwi Sprocket Rocket Licence**

Riders aged up to and including UCI 7 are classified as Kiwi Sprocket Rocket. They participate in this modified form of BMX and take part in a skills based programme as per the Kiwi Sprocket Rocket guide book.

Kiwi Sprocket Rockets are permitted to enter all BMX NZ sanctioned meetings and they must participate as per the guide book in their appropriate age on day class.

Holders of a Kiwi Sprocket Rocket licence must wear their BMX NZ supplied sprocket number plate at all times and are not permitted to amend the plate in anyway other than to affix their club prefix.

Kiwi Sprocket Rockets are entitled to enter the World Championships, NZ National Championships and the North and South Island Titles but must participate at these events only, in their appropriate UCI age class.

Kiwi Sprocket Rockets are not permitted to use interlocking cleat pedals under any circumstances while they are riding under a Sprocket licence.

When a rider is eligible to ride UCI 8 years, they will apply for a Challenge or Club licence as at 1 January.

### **1.017 Licence Fees**

BMX NZ will set the licence fees for each category of licence annually prior to the renewal date.

### **1.018 Sanctioning**

No member club or sponsor of a race meeting shall use the terms:

- |                   |                               |
|-------------------|-------------------------------|
| i) New Zealand    | iv) North Island              |
| ii) International | v) South Island               |
| iii) National     | vi) province or district name |

in relation to any race meeting without the written authority of BMX NZ or in the case of vi) above without the written authority of all member clubs within the appropriate BMX NZ Region.

All BMX NZ calendared meetings shall be advertised and run in accordance with the provisions of the BMX NZ Meeting Classification and Sanctioning Matrix, Rules, Procedures and Class structures.

### **1.019 Age Classification**

The age class a rider is eligible to ride is determined by their age which shall be calculated by deducting the year of birth from the current year. For example, if a rider was born in 2000, subtract from 2015 = 15, therefore the rider races in 15-year age group.

The age on the day classes will be determined by the rider's actual age on the date specified, or if no date is specified then the date shall be the first day of the meeting.

Kiwi Sprocket riders are 'age on the day' in all cases except for the exceptions as stated in Rule 1.016.

### **1.020 Meeting Classification and Sanctioning**

The Matrix on page 16-17 is intended to give guidance on the requirements and classes to be offered for different meeting types.

It is intended to protect the integrity of the major meetings whilst giving flexibility to run different and novelty type meetings at club level.

A member club shall classify each race meeting which is included on the official BMX NZ racing calendar. Meetings should be advertised and run in accordance with the Matrix and published class structure.

Classes offered –

'All standard classes' refers to all BMX NZ standard championship, challenge 20" and cruiser age classes as offered at National Championships.

## **Meeting Classification and Sanctioning Matrix**

**Note 1** – Sanctioning. - All meetings remain under the sanction of BMX NZ. Meetings must be run in accordance with the BMX NZ rules and procedures. Rules and compliance issues (flyers, planning, officials selection, etc.) should be referred in the first instance to the sanctioning official listed commensurate with the category of the meeting.

**Note 2** – Superclass and test racing is regarded as 'novelty classes' and may be run at meetings as indicated. Class format and class numbers may vary according to individually published flyers.

**Note 3** – BMX NZ Category 6 meetings may, at BMX NZ discretion; run classes of 4 after normal amalgamation procedures have been completed.

**Note 4** – Category 7 meetings may run classes of 3 after normal amalgamation procedures have been completed.

**Note 5** – Novelty meetings refer to those meetings which a club may offer as a fun day and do not fit with the normal meeting/class structure. An NQM will not be run at a novelty meeting.

**Note 6** – Club licence holders may participate at Category 9 meetings only, when held at their licenced club.

**Note 7** – Cycling New Zealand International licences must also be held to compete at these events in a Championship class.

**Note 8** – Cycling New Zealand International licence must be held to compete in a C1 event outside of New Zealand.

**Note 9** - Strider Class is a novelty class.



## Meeting Classification and Sanctioning Matrix

Category of Event	Definition	Type of Event	Class Numbers Minimum	Sanction	Licence Type Permitted	Head Official
1 - International	International events and those including Challenge classes which are sanctioned internationally by the UCI Commission	<ul style="list-style-type: none"> <li>Olympic Games</li> <li>World Championships</li> </ul>	9	UCI Commission	Challenge or Championship Note 7	UCI International
2 - International		<ul style="list-style-type: none"> <li>Supercross World Cup</li> </ul>	12	UCI Commission	Championship Note 7	UCI International
3 - International		<ul style="list-style-type: none"> <li>UCI Category C1</li> </ul>	5	UCI Commission	Championship Note 8	UCI International
4 – International		<ul style="list-style-type: none"> <li>UCI – Category C/C –</li> <li>Continental Championships</li> </ul>	5	UCI Commission	Challenge or Championship Note 7	UCI International
5 - International	National Championships	<ul style="list-style-type: none"> <li>National Championships</li> </ul>	5 Note 3	BMX NZ  Note 1	Sprocket Challenge	NZ Level 4 or National Elite
		<ul style="list-style-type: none"> <li>UCI Category CN</li> <li>Elite National Champion</li> </ul>	5	UCI Commission	Championship	UCI International
6 - National	Island Titles	<ul style="list-style-type: none"> <li>North Island Titles</li> <li>South Island Titles</li> </ul> <p>All standard classes MUST be offered.</p> <p>The following classes are optional:</p> <ul style="list-style-type: none"> <li>Test racing</li> <li>Mighty 11</li> <li>Superclass</li> </ul> <ul style="list-style-type: none"> <li>Note 2</li> </ul>	5 5 Note 3	National Officiating Director  Note 1	Sprocket Challenge or Championship	UCI International or NZ Level 4

7 - Regional	Regional Events	<ul style="list-style-type: none"> <li>• Regional Championships</li> <li>• Area Championships</li> <li>• Dalliston &amp; Superclub Meetings</li> </ul> <p>All standard classes <b>MUST</b> be offered.</p> <p>May be offered in addition:</p> <ul style="list-style-type: none"> <li>• Superclass</li> <li>• Mixed open classes</li> <li>• Strider classes may be offered</li> </ul>	<p style="text-align: center;">4 4 4</p> <p style="text-align: center;">Note 4</p>	<p style="text-align: center;">BMX NZ Region Officiating Director</p> <p style="text-align: center;">Note 1</p>	<p style="text-align: center;">Sprocket Challenge or Championship</p>	<p style="text-align: center;">NZ Level 3</p>
8 - Club Race Meetings	Club Events	<ul style="list-style-type: none"> <li>• Club Open and Trophy Meets</li> <li>• Standard and/or mixed open classes</li> <li>• Strider classes may be offered</li> <li>• Superclass Meetings</li> <li>• Novelty Meetings</li> </ul> <p style="text-align: center;"><b>AGE ON THE DAY CLASSES MAY BE OFFERED</b></p>	<p style="text-align: center;">3</p> <p style="text-align: center;">3</p> <p style="text-align: center;">3</p>	<p style="text-align: center;">BMX NZ Region Officiating Director</p> <p style="text-align: center;">Note 1</p>	<p style="text-align: center;">Sprocket Challenge or Championship</p>	<p style="text-align: center;">NZ Level 2</p>
9 - Club and Interclub	Club Only Meetings and Interclub Events	<ul style="list-style-type: none"> <li>• Club Only Meetings (club night)</li> <li>• Interclub Meetings</li> <li>• Open classes may be offered.</li> <li>• Strider classes may be offered</li> </ul>	<p style="text-align: center;">3 3</p>	<p style="text-align: center;">Region Officiating Director</p> <p style="text-align: center;">Note 1</p>	<p style="text-align: center;">Sprocket Challenge or Championship Club</p> <p style="text-align: center;">Note 6</p>	<p style="text-align: center;">NZ Level 1</p>

## **BMX NZ Competition Rules**

### **1.021 General Competition Rules**

Riders registered to compete in an event will be classified according to their age, gender, bicycle style and licence type.

Two styles of bicycles are recognised: standard, with 20" nominal diameter wheels, and cruiser, with 24" or greater nominal diameter wheels.

Mountain bikes cannot be ridden in cruiser or 20" class events other than novelty events.

The only exception is that mountain bikes can be used only at club meetings and only then if advertised prior to the race meeting.

### **1.022 BMX NZ Classes**

Either standard and/or mixed open classes, as listed shall be offered at all meetings. Novelty classes may also be offered.

#### **Standard Classes**

##### *Championship Classes*

Men Elite	19+	Women Elite	19+
Men Juniors	17+18	Women Juniors	17+18

##### *Challenge Classes 20" bicycles*

Sprockets (Age on day) 5 & under, 6 boys, 6 girls, 7 boys, 7 girls  
Male 8, 9, 10, 11, 12, 13, 14, 15, 16, 17-24, 25-29, 30-39, 40-49, 50+

Female 8, 9, 10, 11, 12, 13, 14, 15, 16, 17-24, 25-29, 30-39, 40+

##### *Challenge Classes Cruiser bicycles:*

Mixed Cruiser 8-10, 11-12

Male Cruiser 13-14, 15-16, 17-24, 25-29, 30-34, 35-39, 40-44, 45-49, 50+

Female Cruiser 13-16, 17-24, 25-29, 30-39, 40+

## **Strider Bike Classes**

Age on day classes

2 years mixed

3 years mixed

4 years mixed

Separate guidelines operate for the Strider class.  
Refer to section 4.

## **Mixed Open Classes**

Non UCI classes may be offered at club meetings, either alone or in addition to the standard age classes.

Available Mixed Open classes;

Sprockets 5 & under, 6 mixed, 7 mixed.

Challenge 8/9, 10/11, 12/13, 14/15, 16 & over

A 17+ rider must choose when applying for a racing licence if they wish to enter either Championship or Challenge classes. This decision is made once and cannot be changed until the next licencing season.

The holder of a Championship licence may only enter the Juniors or Elite classes, the holder of a Challenge licence may only enter Challenge 20" and/or Cruiser classes.

No rider is permitted to ride both Championship and Challenge classes and the holder of a Championship licence is not permitted to ride in the Cruiser classes.

Riders intending to compete internationally must only compete in either the Championship or Challenge classes in which they intend to compete at the World Championships during the preceding 12 months.

Riders may only ride in one age class on the same sized bike at any one meeting. e.g. a rider competing in the 30-34 cruiser class shall not additionally compete in 25-29 cruiser class.

NOTE (This rule does not prevent riders entering novelty, Superclass, or Mixed Open classes, when available, in addition to their nominated age class.)

A rider may ride up one or two advertised Challenge age classes at any regional or club meeting.

Female riders may elect to ride in male classes of the same age, or up one, at any regional or club meeting.

### **1.023 Class Amalgamation**

Complete classes, where minimum class numbers have been entered, should not be amalgamated further.

Class amalgamation will only occur after close of entry, but may take place at the discretion of the Chief Commissaire, at the completion of initial registration.

Class amalgamation will not take place after the meeting has commenced.

Classes younger than UCI 17 will be amalgamated 'upwards' as necessary until a minimum class number is reached. Challenge classes older than 17 yrs will be amalgamated downwards as necessary until a minimum class is formed. 17-24 years 20" amalgamation will be to Junior or Elite as applicable.

Juniors will always be amalgamated to Elite, even if the Juniors class has sufficient riders, when the Elite class does not meet the minimum number.

### **1.024 Nominated Qualifying Meetings (NQM)**

- A rider wishing to attend the National Championships must complete at least 4 published BMX NZ NQMs, as a current Challenge or Sprocket licenced rider.
- Championship licence holders shall not be required to meet NQM provisions.
- Riders must complete 4 NQM meetings separately in 20" and/or cruiser classes and in any race class, including Superclass or Mixed Open.
- BMX NZ will keep a register of all riders who have attended these meetings as the official record thereof.
- An NQM shall be held at specified meetings and shall be held between the dates of September 1<sup>st</sup> and March 1<sup>st</sup> the following year, or as approved by BMX NZ.
- 4 NQMs will be allocated, annually, to each Region. In addition, the North Island and South Island Titles shall be NQMs.
- BMX NZ reserves the right to allocate additional special NQMs or promotional NQMs within any region.
- An NQM can be held on EITHER a single day meeting or over a two-day meeting as advertised. Where not specified on the National calendar the host club may nominate which day, and shall provide a suitable racing format enabling that a MINIMUM of 4 motos shall comprise the NQM. (e.g. "First 4 Motos on Saturday for NQM"). If no such criteria are specified then the total of all qualifying motos for the meeting shall be completed in order to complete the NQM requirement.
- Riders seeking dispensation for not attending sufficient NQMs must make written application to the BMX NZ National Officiating Director prior to the close of entries, setting out reasons for not attending and also their BMX involvement. A fee will be payable as determined by the BMX NZ Executive for each NQM not attended

## **General BMX NZ Race Rules**

### **1.025 General BMX Race Rules and Variations**

- The Chief Commissaire may in exceptional circumstances modify any rule in order to provide safe competition. Should such rule modification require riders to provide or wear additional safety equipment, then such modification must be advertised in the race meeting invitation flyer.
- All riders shall check in prior to the published closing time. A courtesy call should normally be given at least 5 minutes before the close of registration.
- No rider shall change their bicycle number during a race meeting unless consent is obtained from the Race Director or Chief Administration Commissaire. Start hill officials, staging officials and scoring officials must be informed.
- A rider who does not attend the assembly grid within one minute of the second call of their name and bike number by the staging official may be scored as DNS for that race.
- Parents/guardians may attend the start ramp to assist riders in setting up at category 9 events only. This is solely for the purpose of training and riders are not to be held or assisted in any way.
- As soon as the riders in a race are assembled in the staging area, the official shall randomly draw the lane for each rider, unless a pre mixed moto draw is being used.
- There shall be a lot for every available lane in every draw for each race, irrespective of how many riders are in the race.

### **1.026 Lane Draw Selections**

The top qualifier (lowest points scored, highest finishing place or best lap time) after the qualifying moto(s), will be offered the first choice of start lane for the subsequent race.

The second qualifier is given the second choice of lane for the race and so on.

If two or more riders have qualified with equal points, then the computer generated count back ranking, as printed, will be used to determine order.

If computer ranking is not available and the riders cannot be separated based on the best place finish in the last qualifying moto and so on back, then the riders concerned will each choose a numbered peg or token. The rider with the lowest number peg or token is given the first choice of lane.

Riders are to select their lane for the quarter finals, semi finals & finals at all BMX NZ meetings, excluding UCI rounds and otherwise as published or necessary.

Parents and/or guardians of riders in the 5 & under class may help their child choose a lane.

### **1.027 Mechanical Failure**

A competitor shall be given time, at the Chief Commissaire's discretion, to repair mechanical problems that arise on the gate. The competitor may signal a mechanical problem by either putting their bike wheel on the gate or other suitable signal to gain the starter's attention.

### **1.028 Finishing Position**

After crossing the finish line in a race, each rider shall proceed to the area where the finish board assigned to the race is located and stand behind the number which corresponds with their finish position. Each rider shall remain in that location until dismissed by a race official. If a rider is unsure of or is unable to assume their finishing position they shall hold off the board, raise their hand and await the decision of the finish line commissaire.



### 1.029 Equal Placing

At the end of the qualifying rounds, in the event of equal placings, a countback to the previous round will be used to separate riders. If a tie remains then the next previous round is to be used and so on until the tie is broken. If a tie remains, the method utilised by the BMX NZ approved software system will be used to break the tie.

Equal placing after finals. If riders remain on equal points after the final then the winner shall be the rider who crossed the line first in the final. In the event of a dead heat in the final a count back to highest finishing place in the previous round(s) shall apply.

### 1.030 Transfer requirements

The table below details the number of riders required for semi, quarter and eighth finals for an 8 lane gate.

<i>8 Rider Gate</i>			
<i>No of Riders</i>	<i>Semi</i>	<i>Quarter</i>	<i>Eighth</i>
Less than 17	-	-	-
17-19	Two 6 rider	-	-
20-32	Two 8 rider	-	-
33-40	Two 8 rider	Four 5 rider	-
41-64	Two 8 rider	Four 8 rider	-
65-80	Two 8 rider	Four 5 rider	Five 8 rider
81 or more	Two 8 rider	Four 8 rider	Eight 8 rider

### 1.031 Seeding – Snake System

Quarter Finals

*Moto 1* 1 8 9 16 17 24 25 32

*Moto 2* 2 7 10 15 18 23 26 31

*Moto 3* 3 6 11 14 19 22 27 30

*Moto 4* 4 5 12 13 20 21 28 29

Semi Finals

*Moto 1* 1 4 5 8 9 12 13 16

*Moto 2* 2 3 6 7 10 11 14 15

Meetings scored using approved computer software will seed all quarter and semi finals according to the 'Snake System'.

### **1.032 Deadman**

Deadman at finals, semi or quarter finals stage of the competitions can be used to determine results unless stated in the meeting format and/or flyer.

Points gained in qualifying rounds are not taken forward to deadman finals.

The results of the competition are determined solely on the finishing position in the deadman final/consolation final.

If a rider qualifies to compete in a deadman final/consolation final, but does not take their place on the start gate, they will not be eligible for any awards, trophies, prize money etc, unless injury is reported to the Chief Commissaire, prior to the race starting. i.e. If one rider does not show up, eighth place on an eight-lane gate will not be awarded.

### **1.033 Scoring**

For each moto in which a rider competes, they shall receive a point score equal to their finish position, 1 through 8. The rider with the lowest total points earned will be the top qualifier at each stage.

DNS (non-starter)

Scores maximum points based on a full gate start (8pts).

DNF (did not finish)

Will receive last place points, equal to the number of riders who started the moto. Equal DNF placings will all receive equal last place points as above.

REL (relegated)

Will receive last place for the race based on the number of riders that start the race. Should the offence that created the relegation be deemed serious enough by the Chief Commissaire, then the use of REL + 2 points may be used.

DSQ (disqualified)

A rider who has not participated in a sportsman manner or for other reasons as set out in this rule book or at the sole discretion of the Chief Commissaire may be disqualified from a class or the event and in which case is not able to compete further.

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

In case of multiple DNF, REL or DNS, the tiebreaker (within each group) will be broken using the published 'tie breaker' rules.

### UCI Formats

- DNS - first DNS will receive last place + 2 points
- second DNS will result in the rider being DSQ from the class.

### 1.034 Prize Money

At all BMX NZ sanctioned meetings prize money is to be split into the following percentages, applicable to all classes

#### 8-Lane Gate:

1 <sup>st</sup>	-	30%
2 <sup>nd</sup>	-	20%
3 <sup>rd</sup>	-	14%
4 <sup>th</sup>	-	10%
5 <sup>th</sup>	-	8%
6 <sup>th</sup>	-	7%
7 <sup>th</sup>	-	6%
8 <sup>th</sup>	-	5%

Prize money may be paid out to age classes below, or junior to, the senior or elite class.

Prize money pools for all classes must reduce by value so that the next age class below competes for a money pool of no greater value than 40% of that offered to the class immediately senior. Cruiser and female classes are deemed to be separate and must be subject to individual 40% step down provisions.

This rule does not provide for amounts subsequently added to the total prize pool by way of entry payback, which is entirely dependant upon the number of entries in any particular class.

This rule does not provide for any amounts which may be paid as Moto Money to any individual class during qualifying motos.

### **1.035 Trophy Allocation**

National Championships, North and South Island Titles, trophies will be presented to the top three placed riders.

Presentation number plates will be awarded to the top three riders in classes of 9 or less, 10 or more; plates will be awarded to 8<sup>th</sup> place.

Class numbers will be finalised at the close of entries for 'Trophy' calculations.

### **1.036 Entry Fee Refunds**

Riders seeking a refund of entry fee from any BMX NZ sanctioned meeting, for medical reasons, must apply in writing to the appropriate organising body or club within 7 days of the meeting being held and comply with any additional conditions as notified on the event flyer.

A medical certificate from a recognised medical practitioner must accompany the application.

Applications without a medical certificate will not be considered.

### **1.037 Concussion**

Any rider who sustains a suspected head injury and/or concussion must stand down from any form of racing or training on a BMX track for a minimum period of 3 weeks.

A rider must obtain written clearance from a doctor before they can return to riding.

Any rider who appears groggy, unsteady or confused after sustaining a knock to the head is likely to have received concussion or a head injury and should follow the procedures above.

### **1.038 Fit for Racing**

The Chief Commissaire has the right to exclude any rider from racing if, in their opinion, it might otherwise be unsafe or detrimental to the rider's health or the safety of other riders.

## **Chapter Two – UCI Terminology**

### **Competition Facilities**

#### **2.001 Competition Facilities**

National Regions and organisers seeking the BMX NZ sanction for a competition event must be able to demonstrate that the facilities proposed for the event meet the specifications set forth in this section.

#### **2.002 Staging Area**

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

#### **2.003 Riders' Pit Area**

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

#### **2.004 Inspection/Transponder Area**

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

#### **2.005 Announcing Area**

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

#### **2.006 Bulletin Boards**

Well-constructed and weather-resistant bulletin boards and/or scrolling monitors for posting the moto draws/race results shall be erected in a minimum 1 location if electronic results are available, or 2 different locations, such as riders' area, team manager area and staging area. Boards must be constructed to allow shelter in adverse weather conditions.

### **2.007 Administration and Race Offices**

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

### **2.008 Public Address System**

The public address system must be capable of projecting the announcer's voice to all parts of the track, the riders' area and the staging area.

### **2.009 Practice Times**

No rider will be permitted on the track on competition day until they have been officially registered for the event as a licenced rider.

At least one official practice session must precede the racing at any event.

Separate practice times shall be allocated to each category or other designated group. Each group shall have as a minimum time allowance, that period which will allow all its riders to complete at least four laps which may include practice gate starts.

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

### **2.010 Staging and Gate Positions**

The gate starting positions for motos shall be determined according to the process in force for the meeting.

The gate starting positions shall be determined by one of the following:

- By seeding determined by lap time from the previous round or time trials or qualifying points, (Lane Draw Selection 1.026)

- By random computer selection for all rounds of racing, where a BMX NZ authorised computer race program is utilised.
- By drawing lots for all rounds of racing.

All riders must start in their designated gate positions. The penalty for starting from any other gate position is disqualification. It is each rider's responsibility to be in the staging area and on the gate at the appropriate times.

## **2.011 The Start**

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

Where an electronically controlled starting gate in combination with a voice box supported starting system is used, the recorded commands of the voice box shall be as follows:

Stage 1: «ok riders, random start».

The starter will hold Stage 1 of the call until satisfied that the start is safe to precede, and will only then activate the voice box starting system. The recorded commands of the voice box shall be as follows:

Stage 2: «Riders ready».

Stage 3: «Watch the gate».

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

The requirements for a voice box and an electronic starting shall be as stated in Appendix 1.

When a gate start is used, each rider's front wheel must be placed against the gate, be grounded and remain stationary during the starter's call.

If a rider fails to start in his correct moto, then the race sheet is marked DNS (Did Not Start) for that moto.

## **2.012 Conduct on the Track**

Riders who have registered for a competition are the only riders allowed to ride or practice on any part of the track on the day(s) of the competition.

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

If a race is stopped by officials before its conclusion, the riders in the race must return to the points hut area immediately and await instructions.

A restart will be signalled by the Chief Commissaire or Assistant Commissaire.

A re-run of a moto, qualifying round or final will take place only if, in the opinion of the Chief Commissaire, the running of the race has been adversely affected by interference in the start procedure, interference on the part of a spectator, animal or other outside agency.

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

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

## **2.013 Finish**

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

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



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

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

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

**A. For time trials**

1. Photo finish or light beams (photo cells)
2. Timing transponders, as laid down within these rules

**B. For qualification rounds and Finals**

1. Photo finish or light beams (photo cells)
2. Timing transponders, as laid down within these rules
3. Video camera
4. Finish line commissaires

**C. For timed gate selection**

1. Transponders,
2. Photo finish or light beams (photo cells)

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

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

## **Competition Field**

### **2.014 BMX Track**

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

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

### **2.015 Starting Hill**

The starting hill must accommodate a track width of at least 10 metres and be at an elevation at least 1.5 metres above the grade of the first straight, but preferably 2.5 metres.

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

### **2.016 Starting Gate**

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

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

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

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

In case of a failure of the gate release system, the gate shall fall to the dropped position.

A "voice box" system is mandatory at all BMX NZ sanctioned events described in Appendix I.

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

### **2.017 Initial Straight**

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

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

### **2.018 First Turn**

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

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

### **2.019 Turns and Obstacles**

The track shall have a minimum of 3 turns.

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

All obstacles on the track must be constructed with the safety of all riders, regardless of age, in mind. Consideration must be given to the abilities of the youngest riders in competition when designing obstacles intended to present special challenges to older competitors.

On the first straight the minimum distance between two obstacles shall be 10 metres.

An obstacle is defined by its front and back slope and can be a single obstacle, double, triple or multi-jump as well as a 4-pack, 5-pack or multi-pack.

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

### **2.020 Race Track Markings**

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

### **2.021 Fencing**

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

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

### **2.022 Finish Line**

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

Any banners extending across the track above the finish line or elsewhere along the track must be at an elevation sufficiently above the track level to avoid interference with the riders crossing beneath them.

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

## **Clothing and Equipment**

### **2.023 Inspection**

At official practice, before the start of, or during the course of any competition or event, the rider, their bicycle, helmet and clothing may be subject to inspection by inspectors in order to ascertain whether or not this equipment conforms to these rules.

The UCI, Cycling New Zealand and BMX NZ make no representation and/or statement of opinion as to the track worthiness of any bicycle, clothing, safety equipment or other gear which may be examined during the course of this inspection.

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

Any rider who does not comply with all instructions given to them by the inspector or race commissaires with respect to their equipment shall not be permitted to compete in any event.

### **2.024 Helmet**

Helmets must be of full face construction equipped with a visor of a minimum 10 centimetres. The helmet strap must be securely fastened for the duration of the race. Open face helmets are not allowed.

There are to be no modifications or additions to rider helmets that in the view of the Chief Commissaire could pose a danger to the rider or other riders. Any fixing for the use of cameras is to be fully removed when the equipment is not in use.

### **2.025 Jersey**

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

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

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

Riders who hold a UCI Permanent number – must display their last name and permanent UCI number across the shoulders. At a UCI sanctioned event, no other rider may race in a jersey with a number on the back, however the inclusion of the rider's name is acceptable.

Jerseys may contain a 'zipper' that is no longer than mid chest and must be fully closed prior to the start of a race.

The use of Lycra, back pockets, single piece suits or clothing designed for other cycling codes is not acceptable.

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

At a regular international BMX event, a rider shall be allowed to wear a country's national jersey that is in accordance with the UCI rules for national BMX jerseys as described above.

All national jersey designs must be approved by the UCI. The national jersey is regulated by Cycling New Zealand as the National federation.

Details of the use of sponsor's names and logos are covered in section 1 of the UCI rule book.

## **2.026 Pants**

The pants shall be loose fitting long pants made of tear-resistant material and fully cover the legs and ankles.

Loose fitting short pants made of tear-resistant material are permitted if used together with knee and shin protection with a rigid surface that extends from the knee protection to fully cover the shin, or to just above the ankle. Lycra is not permitted unless for use under the pants and to cover knee-protection. When standing, the riders legs must be fully covered, ensuring no skin is exposed.

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

The following items are not permitted for BMX pants:

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

## **2.027 Gloves**

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

## **2.028 Rain Coats/Jackets**

In adverse weather conditions the use of rain coats and jackets is permitted, where possible should be transparent. Zippers may be included but must be fully closed prior to and during racing.

Rain coats and jackets must not be loose fitting so as to pose a danger to other riders.

## **2.029 Body Protection**

Body armour is permitted, but must be worn under the rider's clothing in all cases.

### **2.030 Neck Protection**

Neck protection is permitted and maybe worn outside of the rider's clothing. If the neck brace is joined to the body armour, then all items must be worn under the rider's clothing.

### **2.031 Equipment**

Any added aerodynamic accessories or personal equipment are not permitted.

Cameras are not permitted if fitted to the rider or helmet, however may be used during practice if fitted to the rider's bike or number plate.



## **Bicycle**

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

### **2.032 Frame**

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

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

Wheel axles may not protrude more than 5 mm beyond the hub nuts.

All components, accessories and other parts must be firmly attached to the bicycle.

### **2.033 Wheels**

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

With the exception set forth herein below, all bicycles used in the standard 20" type must be equipped with matching wheels that are nominally 20" in diameter.

The total diameter of the wheels, inflated tyres included, shall not exceed 22 1/2" (57 cm).

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

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

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

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

Tyres must be inflated to a pressure sufficient to assure safe riding under race conditions.

Quick release axles are not recommended but may be used if the release levers are taped or wired in the locked position.

### **2.034 Handlebars**

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

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

Handlebar grips are mandatory and must completely cover the ends of the handlebars.

Handlebars that are cracked or bent are not permitted.

### **2.035 Steering Head**

The forks must turn smoothly in the headset bearing without binding or excessive play.

The stem may not protrude above the headset lock-nut by an amount that exceeds the manufacturer's recommendation or by more than 5 cm if no maximum height mark is inscribed on the stem.

### **2.036 Brakes**

All bicycles entered in competition must be equipped with an effective rear brake, which must be operated by hand (calliper brake).

The rear brake cable must be secured to the frame.

A front brake may be fitted, but is not required.

The free end of the handbrake lever must be smoothly rounded or covered in such a manner as to prevent it from presenting a hazard.

All exposed cable ends must be capped, soldered or covered to prevent fraying.

### **2.037 Seat**

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

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

### **2.038 Cranks, Pedals and Gears**

Cranks of either; one-piece, two-piece or three-piece construction are permitted.

Crank arms may be of any length as long as they do not compromise the bicycle's ground clearance.

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

Pedals must be securely attached to the crank arms and adjusted so as to eliminate lateral motion of the pedal body along the pedal axle. Pedal axles must be of sufficient strength to withstand the rigors of competition.

The teeth on pedal cages must be sufficiently pointed and prominent to offer effective grip on a rider's shoes without being so sharp as to pose a safety hazard.

Toe clips and straps are not permitted. Interlocking pedal-cleat systems however are allowed. Where an interlocking pedal-cleat system is used, the rider must be able to demonstrate the ability to engage and release from the pedals upon any request from an official at an event.

Multiple speed gear systems are permitted.

### **2.039 Safety Pads**

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

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

## Number Plates

### 2.040 Number Plates

During competition, all riders shall be identified by a front mounted plate including number and club prefix.

Without prejudice to the provisions concerning the international permanent race number system, a rider may be assigned a random number at each event or for BMX NZ racing may register their number through their club.

Each bicycle entered into competition must have a number plate attached to the front of the handlebars. The upper edge of this number plate may not extend above the crossbar safety pad (if fitted) on any handlebars having a crossbar.

Number plates must be made of plastic or other similar flexible material.

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

#### **Championship Level**

Men Elite, Women Elite: White plate, black numbers.

Men Juniors, Women Juniors: Black plate, white numbers.

#### **Challenge Level**

*Men, Boys:* yellow plate, black numbers.

*Women, Girls:* blue plate, white numbers.

*Cruiser:* red plate, white numbers.

#### **Sprocket Level**

BMX NZ issued white plate with red numbers.

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

In all UCI sanctioned BMX events a rider must display the number assigned to them according to the rules.

A rider who fails to display the correct number or colour combination will not be scored.

The area of the plate that provides a background for the number must, during the entire duration of a competition, be kept free of markings, stickers or other impediments to the number's legibility.

Riders may not cut, mutilate or put additional stickers or marking on their number plate if it is provided by the organiser.

#### **2.041 International Permanent Race Number System**

The international permanent race number system is for the Elite Men and Elite Women categories only.

This system allows riders to choose a specific number for themselves, which they have the exclusive right to use for their entire Elite category career.

#### **2.042 Number Criteria**

Any licenced rider in the Men Elite or Women Elite categories can choose a permanent career number between 10-999.

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

The number must be used at all international BMX events.

A chosen number will remain as long as the rider receives UCI points during the season, although the number will be assigned to the rider for an additional year (without points) before becoming available again.

A number plate with white background and black numbers shall be used. Numbers 1 – 8 are reserved and will be assigned to the top 8 finishers in the previous year's BMX World Championship, and can be used for the upcoming season. A rider who is eligible for number 1-8 must choose between their "permanent" number and their world championship number for the season. In the event that the rider chooses their world championship number, the permanent number will remain and not become available to anyone else.

### **2.043 Procedure**

BMX NZ shall submit a single list of all riders, wishing and eligible to receive a permanent number before the date set by the UCI with the number they would like to obtain. In case of conflicting wishes, the procedure for allocating the number is governed by the UCI.

## **Infringements**

### **2.044 Infringements**

All riders must observe the rules and follow all instructions given to them by any commissaire or official at any time during the course of the event. Every rider must at all times observe such conduct as reflects the ideals of good sportsmanship and avoid any conduct which may bring himself or the sport of BMX into disrepute.

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

### **2.045 Bike Position on the Start Gate**

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

### **2.046 Deliberate Interference**

Interference is often a complex offence, given that BMX is a contact sport. The commissaires will determine whether it was deliberate or not. If an infraction or interference could have been avoided, and was not, then the officials may determine it as being deliberate.

Deliberate interference between two or more riders will be penalised, as laid down in the penalties provisions.

### **2.047 Deliberate Force off the track**

Any competitor must not force another competitor off the track deliberately.

### **2.048 Track Re-entrance**

Any rider who leaves the course during a race must, regardless of the circumstances, re-enter the course at the nearest safe point. They shall not interfere with the progress of any other rider or cut the course in order to gain an advantage.



#### **2.049 Contact**

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

#### **2.050 Obstruction on the final straight**

The lead rider shall have the right to choose their line on the track and through the corners. When on the final straight however, the lead rider shall not deliberately obstruct another rider from passing.

A penalty for this infringement shall be imposed by the Chief Commissaire, as laid down in the penalties provisions.

#### **2.051 Team Riding**

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

#### **2.052 Third Person Interference**

Team managers, parents, and others in the company of a rider shall not interfere with a race on behalf of a team or a rider.

## **Penalties**

### **2.053 Penalties**

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

### **2.054 Official Warning**

A rider may receive an official, verbal warning for certain misconduct.

The first warning issued to a rider at an event carries no specific penalty other than the advice of the warning; however the issuance of a subsequent warning for the same, or any other offence, on the same day will result in the rider's disqualification from the event.

### **2.055 Rider to be Placed Last in Moto**

A rider may be scored in last place regardless of their actual finish in a race.

### **2.056 Disqualification of a Rider**

A rider may be disqualified and thereby barred from further participation in either the competition category in which the infringement occurred or the entire event.

### **2.057 Removal of an Offender from the Competition Venue**

The Commissaires Panel shall have the discretion to remove an offender from the competition venue for an offence against any of the provisions set down in this rule book.

The UCI and BMX NZ may by its sole discretion, and for any cause, suspend for any period of time, or permanently revoke, the licence entitling a rider to compete in a BMX event.

The following offences will result in suspension:

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

The Commissaries Panel shall have the power to impose a penalty up to and including disqualification of the rider as a result of any protest.

## **Chapter Three – BMX NZ Variation Clauses**

### **3.001 Finish Line Video System**

BMX NZ may install a Finish Line video system either as a primary or as a secondary finish line system.

When used in conjunction with the finish board the video system shall be considered secondary.

At the decision of the Finish Line Commissaire, or designate, a video review may be used to determine the finishing positions for a race. The placing will be determined and amended as appropriate. The decision will be final.

No other person will be permitted to influence the decision of the video operator. In the event that the video is inconclusive, the Finish Line Commissarie's decision shall apply.

### **3.002 Protests**

In any BMX event a protest may be filed by a rider through the rider's Team Manager, with the Chief Commissaire or Appeals Commissaire (if appointed).

Protests by riders regarding judgment decisions during a competition are not allowed.

Race commissaires in charge shall make decisions on the spot through the president of the commissaires' panel, or the chief commissaire, in case of any incidents or irregularities occurring during the competition.

### **3.003 How to protest**

A rider wishing to make a protest arising under article 3.004 below may do so only in writing.

The protest must be submitted by the rider's team manager to the Chief Commissaire or Appeals Commissaire (if appointed) within 15 minutes of the posting of the results that has given rise to the protest.

The Chief Commissaire or Appeals Commissaire (if appointed) will conduct an investigation and render a decision on the protest prior to the commencement of that rider's next round of racing.

### **3.004 Accepted Protest Reasons**

If a rider disagrees with his finishing position as posted on the results, a written protest must be lodged with the Chief Commissaire or Appeals Commissaire (if appointed).

All results shall be posted with a time stamp of posting for reference purposes.

The Chief Commissaire (or his assistant) and the camera operator will view the applicable scoring system and render a decision.

The Team Manager(s) or the rider(s) involved in the protest may be called upon as required by the Chief Commissaire or Appeals Commissaire.

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

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

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

### **3.005 Bicycle Numbers National System**

The numbers displayed on a bicycle shall either be a national number of the rider as sanctioned by BMX NZ, the Kiwi Sprocket number allocated by BMX NZ or UCI world sanctioned numbers, or the member's club number.

All number plates must carry member club prefix.

If a rider has earned a New Zealand number 1-50 they need not ride this number.

Member clubs shall only allocate numbers to riders from the numbers 51 - 999 inclusive.

Number plates must display a member club prefix of 25mm minimum height and a number of 80mm minimum height by 10mm minimum width. Numbers and letters must each be uniform in size colour and be easily read.

Individualised or special plates and numbers may from time to time be approved by BMX NZ National Officiating Director for use during the entire season, a series of races or specific race meetings.

A plate earned at the World Championships may be used at any race meeting in the year that the plate was earned, except where the rider is a Kiwi Sprocket, where the BMX NZ issued Kiwi Sprocket plate must be used.

A New Zealand National plate may be used in the year that the plate was earned at any race meeting.

A North or South Island Titles plate (numbered 1 – 8) may be used at any BMX NZ meeting; in the year that plate was earned, but not at the Nationals or above ranked meeting.

Plate 1-8	W	World Championships
Plate 1 8	O	Oceania – Continental Championships
Plate 1-50	NZ	National Championships
Plate 1-8	NI	North Island Titles
Plate 1-8	SI	South Island Titles

Use a flow down effect.

Plates gained at Worlds, Oceania and Nationals can be used at all meetings below them.

Riders progressing into Juniors or Elite classes must use the appropriate coloured number plate from January 1<sup>st</sup>. They may use their current national number preceded by a 0 or use their club number as appropriate, but only if not already allocated by the UCI permanent race number scheme.

### **3.006 World Championships Qualification**

A rider ranked in the top 8 at the BMX NZ National Championships, the year immediately preceding any World Championships, shall qualify for the World Championships, provided the rider has a current licence and has qualified for, entered and competed at the National Championships for the current year.

The remaining qualifying places for any World Championships shall be determined from the current year National Championship rankings, taken in order of finishing position until the total rider entry allocation limit is reached.

## **Chapter Four – Strider Bike Guidelines**

### **4.001 Age on day classes**

Mixed - 2, 3 or 4 years old

### **4.002 BMX Strider Bike sizing guide**

Bike total length including wheels must not exceed 90 cm

Bikes must not have pedals or cranks

Modified pit bikes can be used, but must have cranks removed and not exceed 90 cm length.

The total diameter of the wheel, inflated tires included shall not exceed 13"

### **4.003 Clothing**

- Long pants
- Long sleeved shirts
- Full fingered gloves
- Covered shoes
- Helmets must be worn with chin strap securely fastened. Helmets need not be full face, but must meet NZ standards such as the stack hat ;



### **4.004 Awards**

All awards must be the same for each rider  
No money or gift vouchers are to be awarded

### **4.005 Licencing**

Riders must be licenced with a BMX NZ Sprocket Rocket Licence to compete at events other than club nights.

### **4.006 Number Plates**

Plates are to be white with red numbers or riders may use the BMX NZ issued Sprocket number plate.

Riders in these classes are exempt from the mandatory use of the BMX NZ Sprocket number plate if it poses a safety hazard with the size of the bike being used.



## **APPENDIX I**

### **UCI RANDOM START GATE TIMING CADENCE**

#### **Starting Cadence.**

The UCI starting cadence can be used either automatically with built-in delays, or manually, requiring the operator to press the start button for the second half of the cadence. In general the cadence consists of the phrase "Ok riders, Random start. Riders ready? Watch the gate." This is followed by 4 tones that coincide with the display of a light tree and the gate begins to fall on the last tone and light. After the word "gate" there is a time delay between .1 seconds and 2.7 seconds for the lights, the tones generated by the controls and the gate cycle. This time delay must be totally random, produced by the controls and not predictable by the riders or the starter. Further, the starter should have no control or input as to time interval. Additional items that are an integral part of the cadence are warning tones advising the rider that the gate is about to be raised by the operator and warning tones that advise the riders to stand down if the cadence is interrupted by the operator.

In specific the cadence consists of the following;

1. "OK RIDERS RANDOM START" as spoken words within 1.5 seconds. In automatic mode, there is a 1.8 second pause, before the second set of words.
2. "RIDERS READY - WATCH THE GATE" are spoken within 2.0 seconds.
3. A delay randomly between 0.1 seconds and 2.7 seconds will occur after the second set of words concludes before the LED lights and pulse tones are activated. Note that the random delay and all pulse tones are generated by the controller chip, and therefore they are not included in the mp3 files.
4. Three pulses of a 632 Hertz tone are played, followed by the fourth long tone of 2.25 seconds. The short tone pulses are 60 milliseconds long with 60 milliseconds of silence between them. The four LED lights (red, yellow, yellow, and green) are synchronised exactly with the start of each tone burst. -The red light illuminates with the first pulse -The first yellow light is added with the second tone pulse -The second yellow light is

added with the third tone pulse -The green light is added with the fourth, long tone pulse.

5. When the green light comes on, the gate start drop signal is activated. All lights remain illuminated for the duration of the final tone burst, then all lights extinguish.

6. At the conclusion of the tone sequence, an LED on the control box flashes to alert the operator to press the stop button to raise the gate for the next start. Upon pressing the stop button, five pulses of 1150 Hz, each .25 second long with a .25 second period between the pulses will sound before the up solenoid is triggered to raise the gate.

7. For safety, the stop button can be pressed at any time (up to the end of the second set of words) after the start button was pressed, to abort the sequence. A "Stand Down" tone consisting of 740 Hz for .22 seconds followed immediately by 680 Hz for .44 seconds will sound when the gate was aborted.

### **Drop speed of the gate**

The gate shall drop at an average speed of app. 0.310 seconds from upright position to down position (90° angle). A variable of +/- 7% is allowed, giving the gate the maximum variation from 0.289 to 0.331 seconds. The measurement shall be conducted with the UCI approved Speed Meter Timing Systems.