



**2010**

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Welcome to the 2010 racing season. This Rules, Regulations & Information booklet has been compiled by the SA National BMX Commission.

All cycling in South Africa is controlled by Cycling South Africa, a statutory body tasked with the administration of cycling.

The BMX Commission of South Africa is a sub-department of this organisation and has a position on the board. The Commission controls all aspects of National and International participation.

Each Province is affiliated to the BMX Commission of South Africa. The NBMXC SA is affiliated to Cycling South Africa, which is affiliated to UCI, the International Cycling Union.

### **THE HISTORY OF BMX**

Bicycle Moto Cross (BMX) started in the late 1960's in California, around the time that motocross became a popular sport in the USA. The motorized version of the sport was the inspiration for the human powered competition. Children and teenagers with the desire but not the means to participate in motocross sated their appetite by racing bicycles on self-built tracks. These young adventurers completed the imitation by dressing themselves up in motocross gear. The sport was given the name "bmx" and the conception was complete. BMX races are held on circuits of around 350 metres, including jumps, banked corners and other obstacles. The maximum of eight riders compete in each heat (qualifying rounds, quarter finals, semi-finals, finals) with the top four qualifying for the next round.

BMX racing offered exiting action at a low cost, close to home. It is easy to see why the sport was an instant hit. In California the sport was more popular than anywhere else. During the early 1970s a sanctioned body for BMX was founded in the USA. This is considered the official start of BMX racing. As that decade progressed, the sport was introduced in other continents too, among them Europe in 1978.

In April 1981, the International BMX Federation was founded, and the first World Championships were held in 1982. BMX rapidly developed as a unique sporting entity, and after several years clearly had more in common with cycling than motorcycling codes. Thus, since January 1993 BMX has been fully integrated into the Union Cycliste Internationale (UCI).

There are 75 National Federations with official BMX activities recognised by the UCI. On June 29<sup>th</sup> 2003, the International Olympic Committee decided to introduce BMX in the 2008 Olympic Games in Beijing, China.



## **1. SOUTH AFRICAN NATIONAL SERIES**

1. The South African National Championship Series
2. The South African Grand Nationals
3. The South African Inter Provincial Series

## **2. ADMINISTRATION**

- The National BMX Commission administers and controls all National events as specified above and the rules and decisions of the Commission are final.
- The NBMXC will appoint:-  
All the officials for the South African & Grand National Championships.
- Riders must be licensed with the CSA and their Provincial BMX Commission.
- A rider's Province must be affiliated, and all affiliation fees paid with their Provincial Cycling Union.
- No rider that has been suspended by the NBMXC or CSA shall be permitted to participate at these Championships.
- Entries/affiliations are to be made through the rider's Provincial secretary only.
- See also "OFFICIAL ENTRY FORMS" below for details and affiliation and race entry fees.

## **3. FORMATS (Elite's to consult the Elite Rules)**

### **3.1 SA NATIONAL CHAMPIONSHIP SERIES**

- The championship series will consist of (4) four events each being staged at different venues during the year.
- The (4) four championship events shall comprise of (10) ten legs.
- Each leg shall comprise of (3) three moto's plus the necessary qualifiers and mains.
- (7) Seven legs to count towards year-end trophies and SA numbers.
- To qualify for this series, a competitor must have scored points in at least (6) six of the (10) ten legs.
- Four riders make a class. Should there not be enough riders to make a class; the riders will be moved up until a class is formed. **These riders will remain in this specific combined age for the rest of the year.** The only exception is the 17 & over Novice Class. The NBMX Commission will have the final say in all matters relating to the combination of classes.

### **3.2 SA GRAND Nationals – All Classes – Novice, Expert and Elite**

- This Championship will consist of (1) one event being staged at the final SA National Championships. Sunday – after leg 10
- The Grand Nationals shall comprise of (1) one leg.
- The leg shall comprise of (3) three moto's plus the necessary qualifiers and mains.
- Total points to count. To qualify, a rider must have scored in all moto's.
- Four riders make a class. Should there not be enough riders to make a class; the riders will be moved up until a class is formed. The only exception is the Challenge Class.

## **4. OFFICIAL ENTRY FORMS**

Race entry forms must be submitted to the hosting Provincial secretary or designated official in terms of dates and details as set out in the official entry form created for the specific event.

## **5. CSA LICENSE FEES**

- R 35.00 per annum for riders 18 years and younger (born 1992 and onwards).
- R300.00 per annum for riders 19 years and older (born 1991 and before).

## 6. RACE ENTRY FEES

- R 270.00 per SA National Championship/Grand National Event (R200.00 – Province, R 70.00 - NBMXC)
- Elite Class – See Elite Rules

## 7. VENUES & DATES

Venue	Day	Date	Event	Time
KZN	Saturday	3 <sup>rd</sup> April 2010	<b>SA's – Legs 1 &amp; 2</b>	09h00
KZN	Sunday	4 <sup>th</sup> April 2010	<b>SA's – Leg 3</b>	09h00
Gauteng Germiston	Saturday	12 <sup>th</sup> June 2010	<b>SA's Legs 4 &amp; 5</b>	09h00
Gauteng Alrode	Saturday	9 <sup>th</sup> July 2010	<b>SA's – Legs 6 &amp; 7</b>	09h00
Gauteng Alrode	Sunday	10 <sup>th</sup> July 2010	<b>SA's – Leg 8</b>	09h00
KZN	Saturday	24 <sup>th</sup> September 2010	<b>SA's – Legs 9 &amp; 10</b>	09h00
KZN	Sunday	25 <sup>th</sup> September 2010	<b>SA –GRAND NATIONALS</b>	9h00

## 8. BIRTH DATES

- A rider's age is determined by how old he/she will be at the end of the year (31 December 2010). A simple calculation, is the current year (2010) minus the year in which the rider was born (1993), thus the rider will ride in the 17 year old class.
- It is the duty of each rider to ensure that he/she is in the correct age class.
- If a rider has incorrectly been listed, this must be brought to the attention of the Administrator, before the next race.
- If a rider rides in the wrong age group, he/she will lose all their points.

## 9. CLASSES

STANDARD BICYCLES				CRUISER	
NOVICE		EXPERT		EXPERT	
Class	Birth Date	Class	Birth Date	Class	Age
5 & under	2005 & after			Cruiser	16 – 29 years
6 years	2004	6 & under	2004	Cruiser	30 – 39 years
7 years	2003	7 years	2003	Cruiser	40 – 44 years
8 years	2002	8 years	2002	Cruiser	45+ years
9 years	2001	9 years	2001		
10 years	2000	10 years	2000		
11 years	1999	11 years	1999		
12 years	1998	12 years	1998		
13 years	1997	13 years	1997		
14 years	1996	14 years	1996		
15 years	1995	15 years	1995		
16 years	1994	16 years	1994		
17 years & over	1993 or before	17 years & over	1993 or before		
		ELITE MEN	1994 or before		

### **9.1 17 & OVER CLASS**

- All riders older than 17 years that do not choose to ride in the Elite Class will ride in the 17 & Over Class.
- Should there not be enough riders to make a gate, (4) four riders, these riders will be moved down to the next class irrespective of Novice or Expert status.

### **9.2 GIRLS RULES – Non Cruiser Classes**

- If Expert girls wish to race in the boy's classes, then the Expert Girls will be placed one age down.
- No Expert girl rider will be placed in a class older than 15 years. (Except Cruiser Classes)
- **Any girl rider that wishes to ride in a higher age class my request this in writing – The NBMXC decision is final.**
- **Girls Expert/Novice Class**
  - 9 years & under
  - 10 – 13 years
  - 14 years & over
    - 2 Ladies / Girl riders make a Class

### **10. POINTS**

- The results from the SA National Championships will be available from your Provincial Association approximately 2 weeks after the event and published on the National BMX website simultaneously.
- SA National Championship points will be calculated on the best (7) seven legs. (Excluding Elites).
- All points to count from the Grand National Series and will be made available on the day.
- Point calculations are based on the (3) moto's plus the main's result.
- Points will be calculated as follows:

<b>EXPERT &amp; CRUISER</b>		<b>NOVICE</b>	
<b>Position</b>	<b>Points</b>	<b>Position</b>	<b>Points</b>
1	50	1	40
2	45	2	35
3	40	3	30
4	35	4	25
5	30	5	20
6	25	6	15
7	20	7	10
8	15	8	5

#### **10.1 Novice to Note**

If a Novice becomes an Expert after the first (3) three legs:-

- He/she will accumulate no points scored as a Novice
- Ride the next (7) seven legs as an Expert
- The total of the points scored as an expert will count towards year-end awards.

If a Novice becomes an Expert after the first (5) five legs:-

- He/she will accumulate the points scored in the best (3) three legs as a Novice towards his/her year-end awards.
- The balance of the year end points will be scored as an expert, (4) four best legs to count.

### **11. In the event of a Tie**

The rider achieving the higher position in the last final, where they both rode together, will be declared the winner.

### **IMPORTANT NOTICE FOR NOVICES**

- 3 Novice riders make a Class
- Should a Novice have (5) five wins in a final, the rider will be moved up to the Expert Class.

### **12. SA Inter Provincial Series – Only Expert, Cruiser and Elite Riders**

- This series will consist of four (4) events being staged at the same time as the SA National Championship Series.
- Inter Provincial Points for Expert, Cruiser and Elite riders are scored in the final moto of leg (three) 3, leg (five) 5, leg (eight) 8 and leg (ten) 10 of the SA National Championships.
- The list of selected riders for each Provincial A, B and C teams must be submitted by each Province prior to commencement of the second leg of each SA Championship event. (Legs 2, 7 & 9) with the exception of leg 4.

#### **12.1 Provincial Teams**

- Maximum of eight (8) riders per team.
- Maximum of four (4) teams per Province.
- Maximum of two (2) riders per age class.
- The Provincial results will be announced after each event.

#### **12.2 Points**

Points will be calculated as follows:

Position	Points	Position	Points
1	8	5	4
2	7	6	3
3	6	7	2
4	5	8	1

#### **12.3 Dates**

1. 4<sup>th</sup> April 2010
2. 12<sup>th</sup> June 2010
3. 10<sup>th</sup> July 2010
4. 24<sup>th</sup> September 2010

#### **12.4 Age Classes**

7 Years and under
8 to 10 years
11 to 13 years
14 to 17 years
Elite
29 & under Cruiser
30 & over Cruiser

## **12.5 TROPHIES/AWARDS**

- Medals 1/2/3 at the end of each event for each age class.
- Trophy for the winning Province at the end of each event.
- Year-end floating trophy to the winning Province. The points of each Province's highest scoring team at each leg get carried forward to year-end.
- Event trophies to be supplied by NBMXC.
- It is the Province's responsibility to make sure that the floating trophy is present at the last Inter Provincial race meeting.

## **12.6 IN THE EVENT OF A TIE**

- Provinces share the floating trophy.

## **12.7 RAINED OUT**

- Point 16 will apply.

## **13. TROPHIES/AWARDS**

### **13.1 Race Day Awards**

#### **i. SA National Championship Series**

A maximum of (3) three medals, based solely on the results of the mains (finals) of each leg of the, will be awarded to the top placed riders. Prior to placing in the motos or qualifying heats, leading up to the mains, are not counted for race day awards.

#### **ii. SA Grands**

- A maximum of (3) three medals, Total points to count.
- The winner of each class will be awarded on the day as decided by the NBMXC. – No year end awards.

### **13.2 YEAR END AWARDS – SA National Championship**

A minimum of (1) one and a maximum of (3) three trophies/prizes will be awarded to the top 60%\*\* of qualified\* riders in each age class

**Notes:** \*A qualified rider is defined as a rider who has scored points in at least (6) six of (10) ten legs. E.g. (4) four out of (10) ten riders in a class scored in less than (6) six legs, therefore, there are only (6) six "qualified" riders.

\*\*The result of the 60% calculation will be rounded to the nearest whole number. Example: (4) four qualified riders in a class = (2.6) = 3 (three) Trophies/Awards/SA Numbers, 7 (seven) qualified riders in a class = (4.2) = 5 (five) SA Numbers.

## **14. NUMBER BOARDS**

### **14.1 SA NUMBER BOARD**

- A minimum of (1) one and a maximum of (9) nine S.A. Numbers will be awarded to the top 60%\*\* of qualified\* riders in each Expert and Cruiser championship class.
- Such numbers may be used by the rider until the conclusion of the next SA National Championship Series, provided their number is prefixed with the letter SA followed by the surname initial e.g. John Smith "SA 1 S".
- SA number boards awarded by the NBMXC may be used at all BMX racing events in South Africa, and he/she does not have to change to Provincial colours as below.
- No other stickers or writing is permitted on a number board issued by the NBMXC.

## **14.2 GRAND NATIONAL NUMBER BOARD**

- Should a number board be awarded to the Grand National Champion such board may be used by the rider until the conclusion of the next Grand National Championships.
- This board may be used at all BMX racing events in South Africa, and he/she does not have to change to Provincial colours as below.
- No other stickers or writing is permitted on a number board issued by the NBMXC

## **14.3 GENERAL**

Riders must use the correct colour allocated for their Provincial number boards.

<b>PROVINCE</b>	<b>BOARD COLOUR</b>	<b>NUMBER COLOUR</b>
KWA-ZULU NATAL	WHITE	BLACK
GAUTENG	WHITE	RED
WESTERN CAPE	WHITE	BLUE
EASERN CAPE	YELLOW	BLACK
FREE STATE	GREEN	WHITE

**Note:** It is the responsibility of every rider, and in his/her interest to ensure that their number board is legible as any discrepancy may well result in the rider being misplaced in a moto, therefore no stickers or writing is permitted on the number board.

## **15. THE 2010 ELITE SERIES**

### **15.1 PREAMBLE:-**

The purpose of this series is to act as a draw card and feature events and it must be stressed that the intention of the NBMXC is to get all the Elite riders to travel and attend all of the NBMXC sanctioned events.

These rules will take precedence over all previous rules and any Commission rules should they conflict with the rules as specified under the 2010 ELITE SERIES heading.

The National BMX Commission members shall have the final decision in all matters relating to the Elite series.

### **15.2 AGE**

The Elite series is open to all riders that are 16 years and older.

All riders that choose to participate in the Elite series will do so for the entire year.

### **15.3 ENTRY FEE**

The entry fee will be R 380.00 per SA Championship/Grand National Event. Entry forms must be submitted in accordance with the NBMXC rules. (See point 5) Entry for this event should be treated as per normal racing.

The Elite Series will consist of (4) four events each being staged at different venues during – Excluding the Grand National Championships.

### **15.4 ELITE FORMAT**

- The Championship Series will consist of (4) four events, each being staged at different venues during the year.
- The (4) four Championship events shall comprise of (10) ten legs.
- Each leg shall comprise of (3) three motos plus the necessary qualifiers and mains.
- Less than (4) four riders will not constitute a class and this specific event will be cancelled and entry fees refunded.
- Gate / Lane choice for quarter, semi and final races.
- Riders are seeded according to the previous event – overall points.

## 15.5 POINTS

- All points are scored in the (3) three motos and final (not in the qualifying races).
- The overall position for the event will be an accumulation of all the points scored in all the legs. – Total points to count – (10) ten legs.

Points will be determined on the following basis:-

<b>ELITE</b>
1 <sup>ST</sup> – 80
2 <sup>ND</sup> – 70
3 <sup>RD</sup> – 60
4 <sup>TH</sup> – 50
5 <sup>TH</sup> – 40
6 <sup>TH</sup> – 30
7 <sup>TH</sup> – 20
8 <sup>TH</sup> – 10

## 15.6 VENUES & DATES

<b>Venue</b>	<b>Date</b>	<b>Day</b>	<b>Event</b>	<b>Time</b>
KZN	3 <sup>rd</sup> April 2010	Saturday	Leg 1 & 2	9h00
	4 <sup>th</sup> April 2010	Sunday	Leg 3	9h00
GAUTENG	12 <sup>th</sup> June 2010	Saturday	Leg 4 & 5	9H00
GAUTENG	9 <sup>th</sup> July 2010	Saturday	Leg 6 & 7	9H00
	10 <sup>th</sup> July 2010	Sunday	Leg 8	9H00
KZN	24 <sup>th</sup> Sept 2010	Saturday	Leg 9 & 10	9H00
	25 <sup>th</sup> Sept 2010	Sunday	GRANDS	9H00

## 15.7 ELITE PURSE

It is the duty of the Hosting Province and the NBMXC to provide the purse for the Elites. The minimum purse available shall be determined by the number of riders and is set out below:

- The hosting Province shall provide R 250.00 per Elite entrant and the NBMXC R 250.00 per Elite entrant to constitute a purse. Example: for 8 (eight) Elite entrants the purse shall be R4 000.00.
- It must be stressed that the formula above is the minimum stipulated purse, however all of the Provinces are obviously encouraged to raise greater sums, this being a definite incentive and will surely act as an attraction to Elite riders.

All Elite entry fee money must be paid over to the NBMXC Administrator, who shall hold these funds in trust until the end of the year.

## 15.8 AWARDS

### 15.8.1 Events Purse

This refers to the money as raised by the Province for this event (Refer point 6). At the end of each event, all of this money must be paid out to the riders (Refer point 7.3). The residue of these funds, should there be less than (8) eight riders in the mains, must be paid to the NBMXC Administrator and such funds will then also accrue towards year end awards.

### 15.8.2 **Series Purse**

This refers to all monies held in trust by the CSA for the NBMXC (all the Elite entry fees for the year and residue funds that may have accrued). 90% of this fund will be paid over to the Elite riders after year-end prize giving as per point 7.3.

### 15.8.3 **Disbursement Calculation**

All purse money is paid according to the formula below:

<b>POSITION</b>	<b>PERCENTAGE PAY-OUT</b>
1	40%
2	20%
3	10%
4	8%
5	7%
6	6%
7	5%
8	4%

### 15.9 **ELITE TROPHIES**

A minimum of (1) one and a maximum of (3) three trophies will be awarded to the best 60% of qualified\* riders in the series.

**A QUALIFIED RIDER IS DEFINED AS A RIDER WHO HAS SCORED IN AT LEAST 9 OUT OF 10 LEGS.**

### 15.10 **ELITE SA NUMBERS**

A maximum of (9) nine Elite numbers will be awarded to the top 9 riders.

### 15.11 **SPECIAL PROVISIONS**

- i. In the event of a tie the rider achieving the higher position in the last main where they both rode together will be declared the winner.
- ii. Rained out – The NBMXC rules shall apply (Point 16).
- iii. Should a Province not be in a position to raise the required Elite Purse it is the duty of the Province to make all the Elite riders aware that they will not be hosting an Elite series. Such notification must be issued in writing to all registered Elite riders, 30 days prior to the event.
- iv. The pay outs of the accrued money (end of year) will only be made after the year-end prize giving, and not at the last race.
- v. The Elite riders will ride with the official number board issued by the NBMXC.

## **16. RAIN EFFECTED EVENTS**

The Race Director and Referees will make the final decision in the event of rain affected events, their decision will be final and binding.

An event will be defined as rained out if no racing takes place at all, or remaining motos (heats), are not completed by all classes.

Motos or legs will only be scored if all classes complete that moto or leg. I.e.:-

- Should the event be stopped due to rain after the first moto is completed by all classes, then the event will be scored on the first set of motos only.
- Thereafter if the second moto is completed by all classes, then the event will be scored on the first and second set of motos only. Etc.
- In the event of one or more legs being rained out, then points will be calculated only on the total of those legs raced.
- Should more than (1) one leg be rained out the NBMXC will reduce the total legs to count towards year-end awards.
- In the event of all legs being rained out, then no awards will be made for the 2009 SA National Championships and Grands.

## **17. SPONSORED BMX TEAM RACING**

### **17.1 TEAMS**

- Teams must be registered with the CSA & BMXC.
- All riders are to be licensed with the CSA, Province and a club.
- A team will comprise of a minimum of (3) three riders.
- Only (3) three riders from a team may be selected to score points at each leg.
- Each rider in a trade team must wear a matching uniform of his team mates whenever he is engaged in competition on the track. **EXCEPTION:- A RIDER THAT HAS EARNED A RACE JERSEY FROM UCI, CSA OR THE NBMXC – THE TEAM LOGO MUST BE PRESENT ON THE JERSEY.**
- No rider may compete for more than one team at a time.
- Riders must submit, to NBMXC, written consent from their team manager, prior to moving to another team during the year.
- Points scored for a team remain in the team and do not move with the rider.
- Registration forms are available from the Provincial secretary.

### **17.2 REGISTRATION FEE**

- R 300.00 entry per team, R 100.00 per rider per year.

### **17.3 TEAM MANAGER'S RESPONSIBILITIES**

- The Administration Manager will issue the official scorecards to each Team Manager.
- The Administration Manager will endorse the scorecard with the Team Manager's (3) three scoring riders prior to the start of each leg.
- Team Managers are to capture and calculate their team points and submit the scorecard after every event.
- The team positions for every event will be announced after the event based on these scorecards.
- The Administration Manager will subsequently verify these scores.

#### **17.4 SCORING SYSTEM**

- All moto's and mains of legs 1, 2, 3, 4, 5, 6, 7, 8, 9 & 10 are to count. Total point system.
- Teams will score Expert/Novice & Elite rider points as per normal National Championship series. Only one (1) Elite rider can score Elite points for a team per leg. Should more than one (1) Elite rider be captured as a scoring team member, the other Elite rider/s will only score Expert points.
- Team points will accumulate towards the year-end totals. All legs to count.
- Teams that register during the season will only accumulate points after registration.

#### **17.5 ELITE POINTS**

<b>Position</b>	<b>Points</b>
1 <sup>st</sup>	80
2 <sup>nd</sup>	70
3 <sup>rd</sup>	60
4 <sup>th</sup>	50
5 <sup>th</sup>	40
6 <sup>th</sup>	30
7 <sup>th</sup>	20
8 <sup>th</sup>	10

#### **17.6 YEAR-END AWARDS**

- The top (3) three Team Managers will each receive a trophy.
- The winning team will receive medals/trophies.

## **18. INFRINGEMENTS**

### **The Infringements described below will be penalised by the Referees**

- 18.1** All riders must observe these rules and follow all instructions given to them by any referee 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/herself or the sport in disrepute. The use of obscene or foul language is forbidden. The using of such language will be penalised in a manner to be determined by the referees.
- 18.2** If necessary, the officials will determine whether and infringement was caused deliberately or not. An infringement is considered to be caused deliberately, in the event that it could not be avoided.
- 18.3 Bike position on the start gate** – The front wheel must be placed against the gate, be grounded and remain stationery during the starter's call. All riders must start in the designated gate position. The penalty for starting from any other gate position is disqualification.
- 18.4 Deliberate Interference** – Interference is often a complex offence, given that BMX is a contact sport. The Referees will determine whether it was deliberate or not. If an infraction or interference can be avoided, and is caused, the officials may determine it as being deliberate. Deliberate interference between two or more riders will be penalised.
- 18.5 Deliberate Force off the track** – Any competitor must not force another competitor off the track deliberately.
- 18.6 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. He/she shall not interfere with the progress of any other rider or cut the course in order to gain an advantage.
- 18.7 Contact** – A rider shall not cause any part of his person or bicycle to come into contact with another rider's person or bicycle during a race with the intention of impeding that rider's progress so as to overtake him/her or cause him/her to be overtaken by another rider.
- 18.8 Obstruction on the Final straight** – The lead rider shall have the right to choose his line on the track and through the corners. When on the final straight, however, the lead rider shall not deliberately obstruct another rider from passing. A penalty for this infringement shall be imposed by the referees.
- 18.9 Team Riding** – Team riding or helping other competitors to gain a higher finishing position is prohibited.
- 18.10 Third Person's 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.

Rules and Regulations are based on the UCI rulebook (Version 2.11.09).

## **In the interest of rider safety and in the spirit of fair play.**

1. No spectator or rider is to cross the track at any time whilst other riders are practicing or during a race meeting.
2. A rider may not ride the wrong way on the track.
3. No congregation on any part of the track is allowed.
4. Riders to wear full face helmets at all times when on the track.
5. Riders to wear full protective gear when official practice commences i.e. 1 hour before racing.
6. Only officials with official bibs are allowed on the track.
7. No riders are allowed on the track when it has officially been closed i.e. lunch break, riders briefing and prize giving. Any rider on the track when it has officially been closed could face disqualification or points deducted.
8. Parents and Team Managers are under no circumstances to intimidate other riders in any way.
9. No talking or shouting of encouragement is allowed in the starting area.
10. A rider must be physically fit to compete. If a rider is carrying a serious type of injury, the medic/doctor with the referees must declare he/she fit before he/she may continue to enter or participate in the competition.

### **19. GENERAL RULES & CONDUCT ON THE TRACK**

- 19.1** No interlocking pedal-cleat system may be used by any Novice Class riders (i.e CLIP SHOES & PEDALS)
- 19.2** Riders who have registered for the competition are the only riders allowed to ride or practice on any part of the track on the days of the competition.
- 19.3** The (3) three Referees are the final authority at any competition and have the right to exclude any competitor, parent or spectator in the interest of safety, or for violation of these rules.
- 19.4** If officials, before its conclusion, stop a race, the riders in the race must return to the start gate immediately and await instructions.
- 19.5** A restart will be signaled, by means of a red flag, whistle or horn. A re-run of a motto, qualifying round or final will take place if, in the opinion of the referees, the running of the race has been adversely affected by interference on the part of a spectator, animal or other outside agency. A moto can also be re-run if due to the fault of an official incorrect riders were allowed into the gate.
- 19.6** If a rider falls or is forced to stop due to a bicycle malfunction during a race, his first responsibility shall be to remove himself/herself and his/her bicycle from the course in order to give the least obstruction to other riders. If a rider can not or does not get up after a fall, he may only be moved by the first aid attendants or with the permission of a licensed physician.
- 19.7** A rider shall have finished at the moment when the tyre of the front wheel touches the vertical plane rising from the starting edge of the finish line. After crossing the finish line in a race, each rider shall proceed to the area where the finish poles assigned to the race are located and stand beside the pole whose number corresponds with the finish position you think you achieved. Each rider shall remain in the position until they have been dismissed by a race official. Penalty for infraction of this rule could be disqualification/deduction of points or placed last in that particular moto.
- 19.8** Any rider found to be competing while intoxicated will be disqualified from the event and may suffer further penalty at the discretion of the National BMX Commission.
- 19.9** It is each rider's responsibility to be in the staging area and on the gate at the appropriate times.

- 19.10** A rider will be penalized for causing interference with the progress of another rider during the first 10 meters of the race. The minimum imposed penalty for this infringement shall be the offending rider being placed last in that particular moto.
- 19.11** A rider who deliberately cuts in front of other riders in a dangerous manner, causing them to fall or take evasive action may be penalized by the Referees.
- 19.12** It is the responsibility of all race entrants to make sure they are entered on the moto sheets in their correct age and with their correct racing number.
- 19.13** Only Novice riders aged 5 and under may be assisted in starting. (Back wheel between their legs and hands behind their backs). No other parent, spectator or team manager may be at the start area. A rider who falls short of the finish line must get up and cross the line together with his/her bike. If a bike crosses the line without the rider, that rider's position will be determined only when the rider crosses the finish line.
- 19.14** A rider who fails to start in a moto will be scored as a Did Not Start (DNS). For the purpose of determining his transfer eligibility, a rider will be awarded 2 more than last place points for his first DNS. Last place points are equal to the number of riders listed on the moto sheet. The rider will be ineligible to transfer if he fails to start more than one moto. To determine the first DNS and for scoring purposes it will be recorded as CR, meaning the rider was given a credit for the finish of last plus two points.
- 19.15** A rider who is unable to remain steady in the gate may be asked by the starter/referees to place one foot on the ground during the start procedure. Should such a rider interfere with any other rider he/she may face disqualification.
- 19.16** In a final, at least two riders need to cross the finish line for a race to be valid. In a case where the race is declared invalid, a restart of minimum three riders shall be done within 15 minutes. In case of no restart, the times or results for the semi final or last moto will be declared the final result.

## **20. COMPETITION EQUIPMENT**

### **20.1 INSPECTION**

1. Before official practice or before the start of any competition event, the rider, his bicycle, helmet and clothing will be subject to inspection by Race Officials/Referees in order to ascertain whether or not his equipment conforms to race rules.
2. Any rider whose equipment is unsafe or does not conform to the specifications as described in points 3.2 and 3.3 in the opinion of the Race Officials/Referees shall not be permitted to ride the track.
3. Any rider who does not comply with all instructions given to him by a Race Official/Referee with respect to his equipment shall not be permitted to compete in any event.

### **20.2 CLOTHING AND SAFETY EQUIPMENT**

Riders must wear the following gear whenever they are riding a bicycle on the track:-

1. Helmets must be of full face construction equipped with a visor of minimum 10 centimeters. Helmet strap must be securely fastened during the completion of the race. Open face helmets are not allowed.
2. Long-sleeved shirts that extend down to the rider's wrists or short sleeved shirts with elbow protectors. The shirt must be tucked into the pants, so as not to cause interference.
3. Long pants whose legs must be tight fitting at the ankles or short pants with knee guards/slammers. Lycra is not permitted.
4. Gloves whose fingers completely cover the rider's fingertips.
5. Footwear with soft, flexible soles. Clip-on shoes are permitted.
6. Chest protectors, elbow pads and sliders are allowed.

## **20.3 THE BICYCLE**

### **20.3.1 SPECIFICATIONS**

All bicycles for competition must meet the following general specifications:-

- a. The wheels of bicycles competing in the standard class shall be nominally 20" in diameter. Cruiser wheel size measure at least 22 ½ " in diameter and may not exceed 26" in diameter.
- b. Bicycles with 20" wheels and cruisers will form different racing classes. The only exception will be in open class form of racing where they may be combined.
- c. The bicycle frame must be of sufficient strength to withstand the rigors of BMX racing.
- d. Chain guards, side stands, mudguards, or any other sharp protruding objects are not permitted.
- e. Wheel axels may not protrude more than 5mm beyond hub nuts.
- f. All components, accessories and other parts must be firmly attached to the bicycle.

### **20.3.2 HANDLEBARS**

- a. Maximum width of handlebars on both standard and cruiser bicycles shall be 74cm.
- b. The maximum rise of handlebars on both standard bicycles and cruisers shall be 30cm.
- c. Handlebar grips are mandatory and must completely cover the ends of the handlebars. End caps are mandatory.
- d. Handlebars that are cracked or bent are not permitted.

### **20.3.3 STEERING HEAD**

- a. The forks must turn smoothly in the headset bearing without binding or excessive play.
- b. The stem must not protrude above the headset locknut by more than 5mm.

### **20.3.4 WHEELS**

- a. Diameters are stated as 1a above.
- b. The bicycle of riders aged 6 and under may be equipped with wheels smaller than 20".
- c. Wheels must be laced with the full complement of spokes for which the hub and rims are intended. Spokes must be properly tensioned and hub bearings must be adjusted to eliminate noticeable play.
- d. Tyres must be of one-piece construction and have sufficient thread.
- e. Tyres must be inflated to a pressure sufficient to assure safe riding under race conditions.
- f. Quick release axels are not recommended but may be used if the release leavers are taped or wired in the lock position.

### **20.3.5 BRAKES**

- a. All bicycles must be equipped with an effective rear brake.
- b. The rear brake cable must be secured to the frame.
- c. A front brake may be fitted, but is not required.
- d. 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.
- e. All exposed cable ends must be capped, soldered or covered to prevent fraying.

### **20.3.6 THE SEAT**

- a. The seat base must be constructed of material that is sufficiently strong to resist penetration by the seat post.
- b. The seat post must be secured to the seat tube by means of a seat post clamp. This seat post clamp may not protrude by more than 5mm.

### 20.3.7 **THE CRANKS, PEDALS AND TRANSMISSIONS**

- a. Cranks of one-piece, two-piece or three-piece construction are permitted. Crank arms may be of any length so long as they do not compromise the bicycle's ground clearance.
- b. The bottom bracket bearings must be adjusted so as to allow the cranks to spin smoothly and without noticeable play.
- c. Pedals must be securely attached to the crank arms and adjusted so as to eliminate lateral motion of the pedal body along the pedal axle. Pedal axles must be of sufficient strength to withstand the rigors of the competition. The teeth on pedal cages must be sufficiently pointed and prominent to offer effective grip on a rider's shoes without being too sharp as to pose a safety hazard. Toe clips and straps are not permitted. Where an interlocking pedal-cleat system is used, the rider must be able to demonstrate the ability to balance in the gate and engage and release from the pedals upon any request from an official at the event. This is not allowed for all Novice riders.
- d. Multiple speed gear systems are permitted.

### 20.3.8 **SAFETY PADS – Recommended**

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

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

### 20.3.9 **NUMBER BOARDS**

- a. Each bicycle entered into competition must have a number board attached to the front of the handlebars. The upper edge of this board must not exceed above the crossbar safety pad.
- b. Number boards must be made of plastic or other similar flexible material.
- c. The minimum height of the numbers is 8cm. It is the responsibility of each rider to make sure that their number is legible, as any discrepancy may result in a rider being misplaced in a moto.
- d. Only Official SA number boards may deviate from for the purpose of distinction.
- e. See point 15.3 above.

## **21. PENALTIES**

**21.1** The Referees may, without prejudice, invoke any of the censures provided below against a rider who commits one of the infractions mentioned in point 19 & 20.

- 21.1.1 **AN OFFICIAL WARNING** – A rider may receive an official verbal warning for certain misconduct. The first warning issued to a rider 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.
- 21.1.2 **LAST PLACE IN A MOTO** – A rider may be scored in last place regardless of his actual finish in the race.
- 21.1.3 **DISQUALIFICATION** – A rider may be disqualified from a moto, leg or event and possibly barred from further participation in such leg and/or event.
- 21.1.4 **THE DEDUCTION OF POINTS** – A rider may have points deducted from his/her total in order to nullify any advantage gained by preventing another competitor from scoring points in an event.
- 21.1.5 **REMOVAL OF AN OFFENDER FROM THE COMPETITION VENUE** – The referees will 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.

**21.2** The National BMX Commission may at its sole discretion and for cause suspend for any period of time, or permanently revoke the license entitling a rider to compete in a National sanctioned BMX event. The following offences may result in suspension: **CODE OF CONDUCT**

- 21.2.1 Competing under a false name.
- 21.2.2 Use of false information relating to age, class, or any other subject at the time of race registration in order to gain an unfair advantage.
- 21.2.3 Conspiring with one or more riders to pre-determine the outcome of any race, leg, event or championship.
- 21.2.4 Offering, giving or receiving either directly or indirectly any bribe or other incentive intended to influence the outcome of a race either to or from any other person, including without limitation, rider's officials and spectators at a BMX competition.
- 21.2.5 Willfully entering or riding a bicycle that does not conform to the rules of competition.
- 21.2.6 Altering the specification of any bicycle after inspection that results in an infringement of the rules of competition.
- 21.2.7 Engaging in any unfair practice, misbehavior or action detrimental to the sport of BMX, whether or not related to a specific event.
- 21.2.8 Using any drug prohibited by the International Cycling Union.

**21.3** 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 these persons, including disrespect towards any official, will result in disqualification or suspension of the rider and/or the removal of the offending persons from the track area and may lead to banning at future events.  
The NBMX Commission reserves the right to implement a yellow and red card system at any time during any BMX event.

## **22. PROTESTS AND APPEALS**

### **22.1 GENERAL RULES ON PROTESTS**

In any National sanctioned event a protest may be filed by a rider with the Referee for any of the following:

- a. The classification of a rider.
- b. The scoring of a rider.

Protests by riders regarding judgment decisions during a competition are not allowed. Referees will make decisions on the spot in case of any incidents or irregularities occurring during the competition.

### **22.2 HOW TO PROTEST**

- a A rider wishing to protest under item a above, may do so only in writing within 15 minutes of the conclusion of the race that has given rise to the protest. The Referees will conduct an investigation and render a decision on the protest prior to the commencement of that rider's next round of racing.
- b A rider wishing to protest on his scoring position must signify his intention by raising his hand and not taking his place at the designated finish pole. The rider must then inform an official as to the nature of his protest and remain in the designated area until he is dismissed by a Referee. The 3 Referees will consult with the finish line officials and render their decision.

### **22.3 APPEAL PROCEDURES**

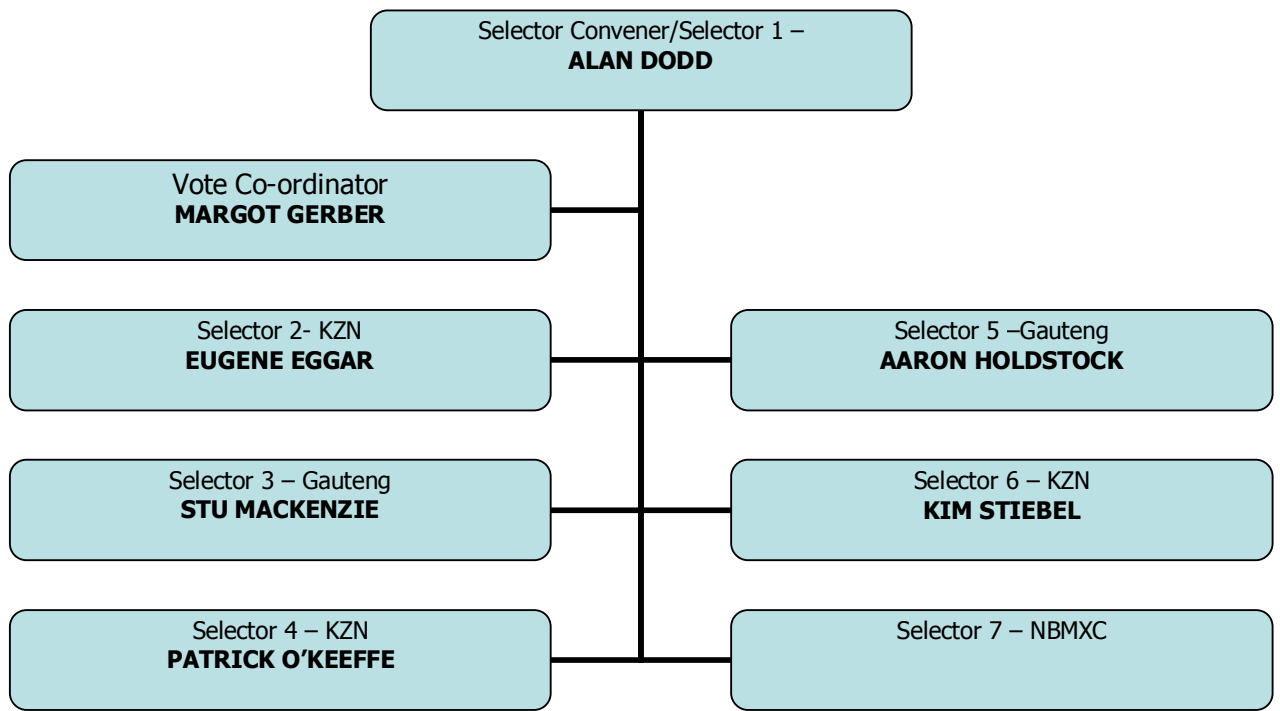
- 22.3.1 A decision of a Referee or other track official may be appealed to the National BMX Commission.
- 22.3.2 No appeal may be made on a decision based solely on the observation and judgments of race officials.
- 22.3.3 An appeal must be made in writing, and accompanied by a fee of R350.00. The National BMX Commission will consider this appeal at its next Commission meeting and announce its decision promptly thereafter.
- 22.3.4 The decision of the National BMX Commission on any appeal is final.
- 22.3.5 If the National BMX Commission decides the appeal in favour of the applicant, the application fee will be refunded.
- 22.3.6 Any rider under suspension and not otherwise disqualified by these rules may be reinstated at the discretion of the Commission.

**Note: No type of electronic visual equipment, may be used as evidence during any protest or appeal what so ever.**

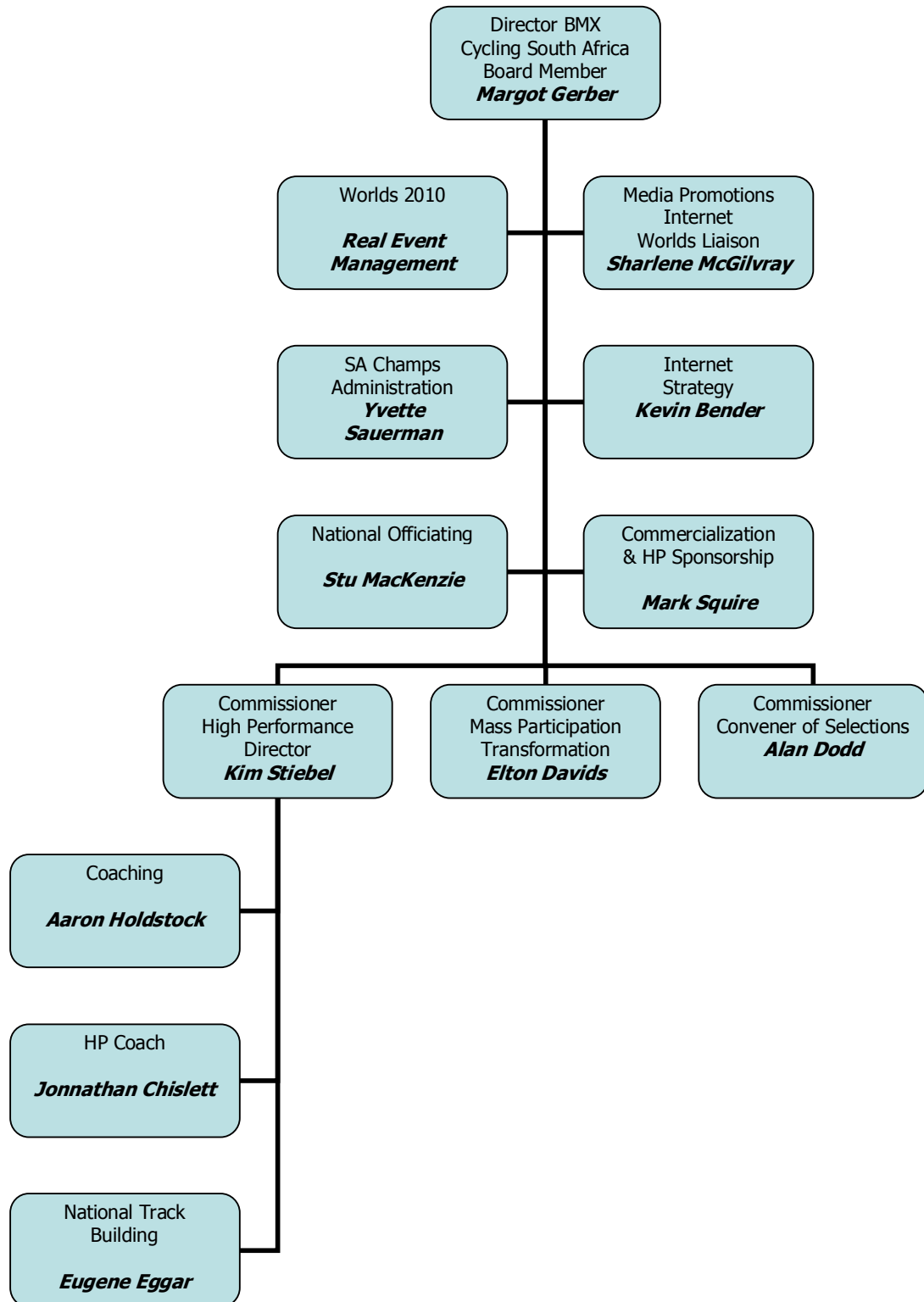
### **23. THE SELECTION PROCESS**

The complete policy document is available on the website [www.bmxsa.co.za](http://www.bmxsa.co.za)

### **24. THE NATIONAL SELECTION TEAM**



**25. CYCLING SOUTH AFRICA NATIONAL BMX COMMISSION**



## 26. BMX TRACKS IN SOUTH AFRICA

<b>KZN BMX COMMISSION</b>		
<b>Address</b>	<b>Name</b>	<b>Designation</b>
	Kim Stiebel	Head Commissioner
	Eugene Eggar	Commissioner
	Sydney Webster	Commissioner
	Vyv Steer	Commissioner
<b>GIBA GORGE</b>		
110 Stockville Road Westmead	Tony Goncalves	Chairman
	John Saul	Vice Chairman
	Jason Nichol	Secretary / Treasurer
<b>PIETERMARITZBURG</b>		
Golden Horse Casino Pietermaritzburg	Alan Botha	Chairman
	Paul Wood	Vice Chairman
	Christine Springolo	Secretary
	Linda Kievit	Treasurer
<b>LAHEE PARK</b>		
Lahee Park Sports Ground Lello Road Pinetown	Nelson Churchill	Chairman
	Denver Torlage	Vice Chairman
	Che Churchill	Secretary
	Kitty McCabe	Treasurer
<b>QUEENSBURGH</b>		
	Eugene Eggar	Chairman
	Michelle Eggar	Secretary
	Audrey Austin	Treasurer
<b>GAUTENG BMX COMMISSION</b>		
	Stu MacKenzie	Director
	Kim Dodd	Commissioner
	Gary Herbert	Commissioner
		Commissioner
	Stu MacKenzie	Officiating
		PRO
<b>ALRODE BMX &amp; SPORTS CLUB</b>		
Cnr Dan Jacobs & Bosworth Sts Alrode	Hendry Du Bruyn	Chairman
	Eric Cross	Vice Chairman
	Sharon Herbert	Sec/Treasurer
<b>GERMISTON BMX CLUB</b>		
Germiston Sports Club Vimy Ridge Road Delville	Paul Joubert	Chairman
	Wayne Kimmins	Vice Chairman
	Helen Kimmins	Sec/Treasurer
<b>KEMPTON PARK BMX CLUB</b>		
Anemoon Street Glen Marais Ext 2	Stefan Coetzee	Chairman
	Shawn Killian	Vice Chairman
	Natalie Brett	Secretary
	Sue Turck	Treasurer
<b>HOC BMX CLUB</b>		
Hector Norris Park Turf Road, Glensk		Chairman
		Sec/Treasurer
<b>BRYANSTON BMX CLUB (TOYOTA CYCLE PARK)</b>		
Libertas Road Bryanston	Eddie Van Der Westhuizen	Chairman
	Gavin Bryant	Vice Chairman
		Secretary
		Treasurer
<b>BIONIC BMX CLUB</b>		
	Gavin Trusler	Chairman
	Charl Whitehead	Vice Chairman
	Jeremy Wood	Secretary / Treasurer

## **27. THE OFFICIALS OF BMX**

### **27.1 The Race Director**

Should be a committee member of the host club or province. His/her responsibility is to organise the race meeting:

- PA System & Starting Gate mechanism
- Marshals Flags & Gate Selection Balls
- Ensuring that the necessary officials and medics are available and in place prior to and during the racing.
- Maintaining a timetable of events.

### **27.2 The Race Referees**

There should be 3 (three) Race Referees at each meeting. The most experienced Referee is normally the Chief Referee. It is the duty of the Referees to enforce rules and regulations and to rule on any infringements thereof as well as to act on any misconduct on the part of the riders, other officials, spectators etc. The Referees make all decisions with regard to the rules, regulations and conduct at a race meeting. **The Chief Referee is the only person who can stop a race, by showing the red flag to riders or sound a whistle.**

### **27.3 The Chief Marshal**

The Chief Marshal is positioned between the starting gate and the first corner and as such is the first official on the track. His/her duty is to ensure that the track is clear for the next moto to proceed. This is done by showing a yellow or a green flag to the starter after first confirming the flag status of all the other Marshals around the track. The Chief Marshal will also monitor infringements within his/her section including the [start ramp](#).

### **27.4 Finish line Marshal**

The Finish line Marshal is responsible for controlling the passage of riders and other persons into and out of the finish line area.

### **27.5 Track Marshals**

Track Marshals are positioned at strategic points around the track. Their function is to indicate to the Chief Marshal whether or not their section of the track is clear for further racing by raising a yellow or green flag. It is also the duty of the track marshal to report any rule or conduct infringements to the Referees by raising and waving a yellow flag until a Referee has responded and dealt with the incident.

A Marshal should not assist, reprimand or become involved with any rider.

### **27.6 The Starter**

The Starter is responsible for ensuring a safe and fair start to every moto. The starter will only begin the next moto when shown the green flag by the Chief Marshal. The Starter may recall a moto by immediately indicating a false start to the Chief Marshal. The starter will inform the finish line and commentator of any missing riders (DNS) or moto changes/roll-overs.

### **27.7 The Stager**

The Stager is responsible for the smooth and organised flow of riders from the staging area to the correct staging gate and moto. The Stager will inform the Starter of any missing riders (DNS) or moto changes/roll-overs.

### **27.8 Finish line Officials**

The finish line Officials are responsible for recording the finishing positions of each rider in each moto as they see it. There will always be an odd number of finish line officials so that in the case of a close finish, the majority will be taken as the final result. The Finish line Administrator will be responsible for recording and tallying the points on the moto sheets.

## **27.9 Medics**

Person or persons acting as the Medic/s for the day will be the only person/s allowed to initially attend to an injured rider. It is the Medic's responsibility to ascertain how the injured rider should be treated and handled.

## **28. USEFUL INFORMATION**

BMX	Bicycle Moto-Cross
MOTO	A Single race or heat in a BMX Meeting
HEAT	A moto in a BMX meet where the transfer system is used.
RIDER	A person, who registers, and competes in a BMX meet.
REGISTER	The completion of a race entry form. Compulsory for all riders.
SCRUTINEERING	Inspection of the rider's clothing and bicycle prior to racing. This is compulsory to all riders.
D.N.S.	Means "Did not start"
D.N.F.	Means "Did not finish" Any rider who starts but does not finish the motor cuts across the track after a mishap will be declared as DNF and will receive last place in the moto.
NOVICE	A beginner or any rider who has not won 5 or more finals.
EXPERT	A more experienced and usually more competent rider who is eligible for Provincial Colours, National Numbers & International Selection.
ELITE	A class of highly skilled riders who receive the same recognition as the Expert rider bit, in addition, may be awarded prize money.
CRUISER	A BMX Bicycle with 24" wheels.
BERM (BIRM)	A banked corner on the BMX track.
TABLETOP	A Heaped obstacle with a flat top.
STEP-UP	An obstacle with a stepped rise usually onto a tabletop.
STEP-DOWN	As above but with a stepped decline.
ROLLER	A single obstacle in the shape of a hump.
DOUBLE	Two humps close together.
TRIPPLE	Three humps close together.
CAMEL	A double on top of a tabletop.
RHYTHM SECTION	A section of track with continuous rises and dips that cannot be pedaled through.
HOLE-SHOT	A rider reaches a certain predetermined point on the track ahead of the other competitors.
PRO JUMP	An obstacle that Elite Riders jump over.