



CyclingSA BMX

2011

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Welcome to the 2011 racing season.

Rules, Regulations & Information booklet has been compiled by the BMX Commission of South Africa.

The BMX Commission of South Africa's members shall have the final decision in all matters relating to the Racing Formats.

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 Commission of Cycling South Africa, and has a position on the Board through their President. The BMX Commission controls all aspects of National & International participation.

Each BMX Province is affiliated to the BMX Commission of South Africa, with BMX Clubs affiliated to these provinces.

Members of the BMX Commission of South Africa are elected at a BMX Congress and serve for a period of 2 years.

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 29th 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 BMX Commission of South Africa administers and controls all National events as specified above and the rules and decisions of the Commission are final.
- The BMX Commission will appoint:-
All the officials for the South African & Grand National Championships.
- Riders must be a member of Cycling South Africa and affiliate to their Provincial Body, their Provincial BMX Commission and a club.
- 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 Cycling SA shall be permitted to participate at these Championships.
- Membership and Affiliations are to be made through the website www.cyclingsa.com only.
- Race Entries to be done through Provincial Secretary's.
- 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 (3) three events each being staged at different venues during the year.
- The (3) three championship events shall comprise of (5) five legs.
- Each leg shall comprise of (3) three moto's plus the necessary qualifiers and mains.
- (4) Four legs to count towards year-end trophies and SA numbers.
- To qualify for this series, a competitor must have scored points in at least (3) three of the (5) five 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. The BMX Commission will have the final say in all matters relating to the combination of classes.

3.2 SA GRAND Nationals – Classes – Expert and Elite

- Novice and Expert classes will be combined.
- This Championship will consist of (1) one event being staged at the final SA National Championships on Sunday
- The Grand Nationals shall comprise of (1) one leg.
- The leg shall comprise of (3) three moto's plus the necessary qualifiers and mains.
- To qualify, a rider must have scored in all moto's. Only the final to count. (Elite's note Elite Rules)
- 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.

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. Cycling SA LICENSE FEES

- Membership R 75.00 per annum for riders 15 years and younger (born 1996 and onwards).
- R350.00 per annum for riders 16 years and older (born 1995 and before).

Point 1 below is applicable to riders between the ages of 0 - 15 Years wishing to partake in BMX events, these fees allow riders to participate at Provincial/National/International

1. A CyclingSA membership is compulsory for all riders wishing to race - **R75-00**

Points 1 to 2 below are applicable to riders 16 & Over wishing to partake in BMX events

1. A CyclingSA membership is compulsory for all riders 16 & over wishing to race - **R75-00**
2. A CyclingSA racing license is compulsory for all riders wishing to race Provincial/National/International - **R350-00**

6. RACE ENTRY FEES

- o R 300.00 per SA National Championship/Grand National Event (R200.00 – Province, R100.00 – Cycling SA)
- o Elite Class – See Elite Rules

7. VENUES & DATES

Venue	Day	Date	Event	Time
Kempton Park	Saturday	2 nd April 2011	SA's – Leg 1	11h00
Kempton Park	Sunday	3 rd April 2011	SA's – Leg 2	09h00
Queenburgh	Saturday	9 th July 2011	SA's – Leg 3	11h00
Queensburgh	Sunday	10 th July 2011	SA's – Leg 4	09h00
Alrode	Saturday	8 th October 2011	SA's – Leg 5	11h00
Alrode	Sunday	9 th October 2011	SA –GRAND NATIONALS	09h00

8. BIRTH DATES

- o A rider's age is determined by how old he/she will be at the end of the year (31 December 2011). A simple calculation, is the current year (2011) minus the year in which the rider was born (1994), thus the rider will ride in the 17 year old class.
- o It is the duty of each rider to ensure that he/she is in the correct age class.
- o If a rider has incorrectly been listed, this must be brought to the attention of the Administrator, before the next race.
- o 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	2006 & after			Cruiser	16 – 29 years
6 years	2005	6 & under	2005	Cruiser	30 – 39 years
7 years	2004	7 years	2004	Cruiser	40 – 44 years
8 years	2003	8 years	2003	Cruiser	45+ years
9 years	2002	9 years	2002		
10 years	2001	10 years	2001		
11 years	2000	11 years	2000		
12 years	1999	12 years	1999		
13 years	1998	13 years	1998		
14 years	1997	14 years	1997		
15 years	1996	15 years	1996		
16 years	1995	16 years	1995		
17 years & over	1994 or before	17 to 24 years	1994		
		25 & over	(subject to rider support)		
		ELITE MEN	1995 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 / 24 or 25 & Over Class.
- Should there not be enough riders to make a gate, (4) four riders, these riders will be moved up to the next class irrespective of Novice or Expert status.

9.2 GIRLS RULES – Non Cruiser Classes

- Only Girls that have raced in boys classes prior to 2010 will be allowed to race in the boys classes and they will be placed one age down.
- All other girls will be placed in a girls class. Should there not be a class the rider will be moved to the next girls class.
- No Expert girl rider will be placed in a class older than 15 years. (Except Cruiser Classes)

○ Girls Expert/Novice Class

9 years & under

10 – 13 years

14 years & over

- Clip pedals and shoes may be used in Expert Classes only
- 2 Lady / 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 (4) four legs. (Excluding Elites).
- Only the final to count from the Grand National Series and will be made available on the day.
- Point calculations for the SA National Championships are based on the (3) moto's plus the main's result excluding Elite's.
- Points will be calculated as follows:

EXPERT & CRUISER		NOVICE	
Position	Points	Position	Points
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 (2) two legs:-

- The points scored in the best leg as a Novice will count towards his/her year end awards
- Ride the next (3) three legs as an Expert
- The total of the points scored as an expert will count towards year-end awards

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 three (3) 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 (two) 2, leg (four) 4 and leg (five) 5 of the SA National Championships.
- The list of selected riders for each Provincial A, B and C teams must be submitted by each Province to the Chief Scorer prior to commencement of the 2, 4 and 5.

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. 3rd April 2011
2. 10th July 2011
3. 8th October 2011

12.4 Age Classes

7 Years and under
8 to 10 years
11 to 13 years
14 & over
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 the BMX Commission.
- 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, only Final to count.
- The winner of each class will be awarded on the day as decided by the BMX Commission.
 - No year end awards.
- Elite random draw for moto's.

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 (3) three of (5) five 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 BMX Commission 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 BMX Commission.

- All number boards to be approved by Technical Delegate.

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 BMX Commission

14.3 GENERAL

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

PROVINCE	BOARD COLOUR	NUMBER COLOUR
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 2011 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 BMX Commission is to get all the Elite riders to travel and attend all of the BMX Commission 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 2011 ELITE SERIES heading.

The BMX Commission of South Africa's 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 420.00 per SA Championship/Grand National Event. Entry forms must be submitted in accordance with BMX Commission rules. (See point 5) Entry for this event should be treated as per normal racing.

The Elite Series will consist of (3) three events each being staged at different venues during – Excluding the Grand National Championships.

15.4 ELITE FORMAT

- The Championship Series will consist of (3) three events, each being staged at different venues during the year.
- The (3) three Championship events shall comprise of (5) five 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.
- 1st moto, qualifiers and Mains are seeded.
- Random draw for moto's 2 & 3.

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 – (5) five legs.

Points will be determined on the following basis:-

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

15.6 VENUES & DATES

Venue	Date	Day	Event	Time
GAUTENG Kempton Park	2 nd April 2011	Saturday	Leg 1	11h00
	3 rd April 2011	Sunday	Leg 2	09h00
KZN Queensburgh	9 th July 2011	Saturday	Leg 3	11H00
	10 th July 2011	Sunday	Leg 4	09H00
GAUTENG Alrode	8 th October 2011	Saturday	Leg 5	11H00
	9 th October 2011	Sunday	GRANDS	09H00

15.7 ELITE PURSE

It is the duty of the Hosting Province and BMX Commission 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 275.00 per Elite entrant and the BMX Commission R 275.00 per Elite entrant to constitute a purse. Example: for 8 (eight) Elite entrants the purse shall be R4 400.00.
- 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 Cycling SA 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 15.7). Within 1 week of the event all monies will be transferred to the riders (Refer point 15.8.3). The residue of these funds, should there be less than (8) eight riders in the mains, must be paid to Cycling SA 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 Cycling SA (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 15.8.3.

15.8.3 Disbursement Calculation

All purse money is paid according to the formula below:

POSITION	PERCENTAGE PAY-OUT
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 4 OUT OF 5 LEGS.

15.10 ELITE SA NUMBERS

A maximum of (9) nine Elite numbers will be awarded to the top 9 riders. These will be awarded to the top riders that achieve a series point score which is within 50% of the points scored by the first place rider. Eg. the first place rider scored a total of 2000 points, thus no rider with less than 50% = 1000 points will receive an Elite Number Board.

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 BMX Commission 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 issued by the BMX Commission or Career Number.

Correct Colour and Size

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 BMX Commission 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 2011 SA National Championships and Grands.

17. SPONSORED BMX TEAM RACING

17.1 TEAMS

- Teams must be registered with Cycling SA .
- All riders are to be licensed with the Cycling SA, 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, Cycling SA OR THE BMX COMMISSION – 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 the BMX Commission, 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.
- Only riders in a team that have scored points for the team will be awarded at year end.
- **Team Number Boards to be approved by the Technical Delegate.**

17.2 REGISTRATION FEE

- R 350.00 entry per team, R 150.00 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 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

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

17.6 YEAR-END AWARDS

- The top (3) three Team Managers will each receive a trophy.
- The winning team will receive medals/trophies.
- The rider must have scored for his/her team to warrant a Medal/Trophy at the Year End Awards.

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 an 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 stationary 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 18.06.10).

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 moto, 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 BMX Commission of South Africa.
- 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 centimetres. 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 14.1 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 CyclingSA BMX 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.

CyclingSA 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

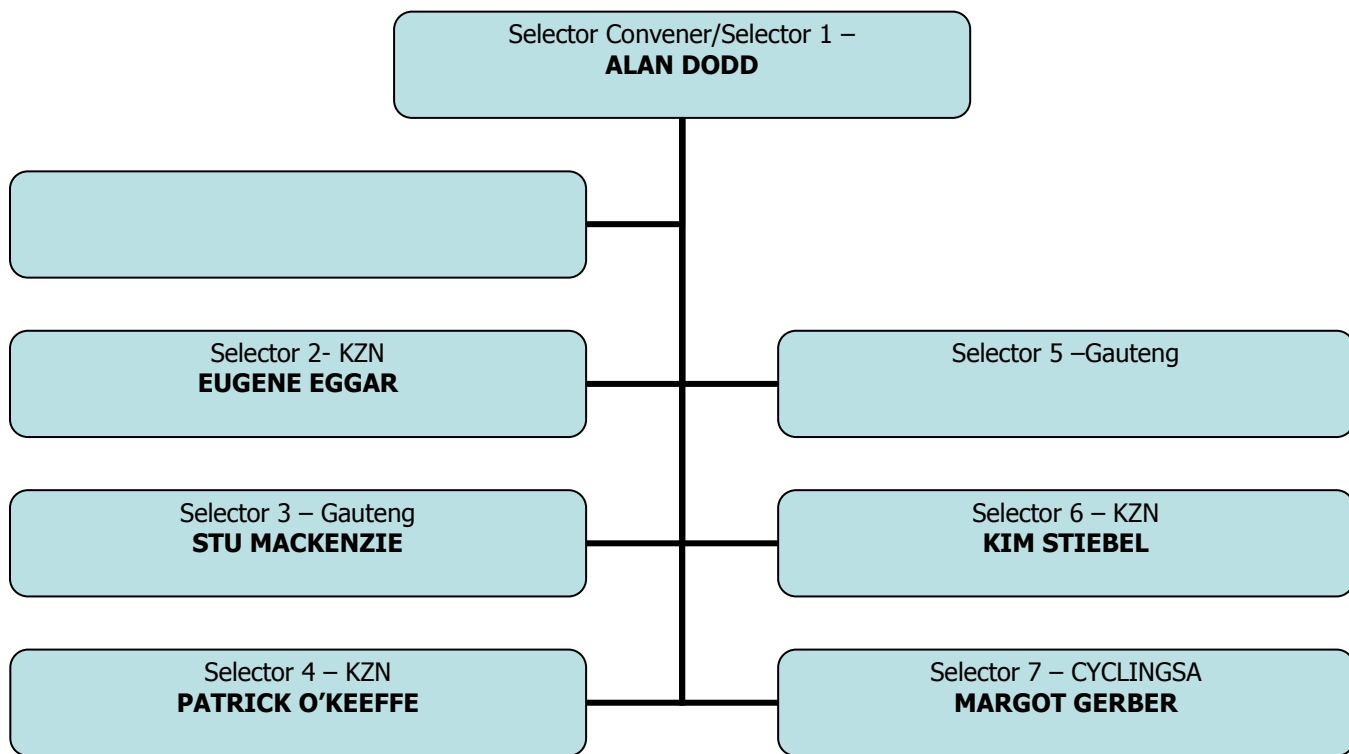
- 22.3.1 A decision of a Referee or other track official may be appealed to CyclingSA BMX.
- 22.3.2 No appeal may be made on a decision based solely on the observation and judgments of race officials.
- 22.3.3 An appeal must be made in writing, and accompanied by a fee of R350.00. CyclingSA BMX will consider this appeal at its next Commission meeting and announce its decision promptly thereafter.
- 22.3.4 The decision of CyclingSA BMX on any appeal is final.
- 22.3.5 If CyclingSA BMX 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.

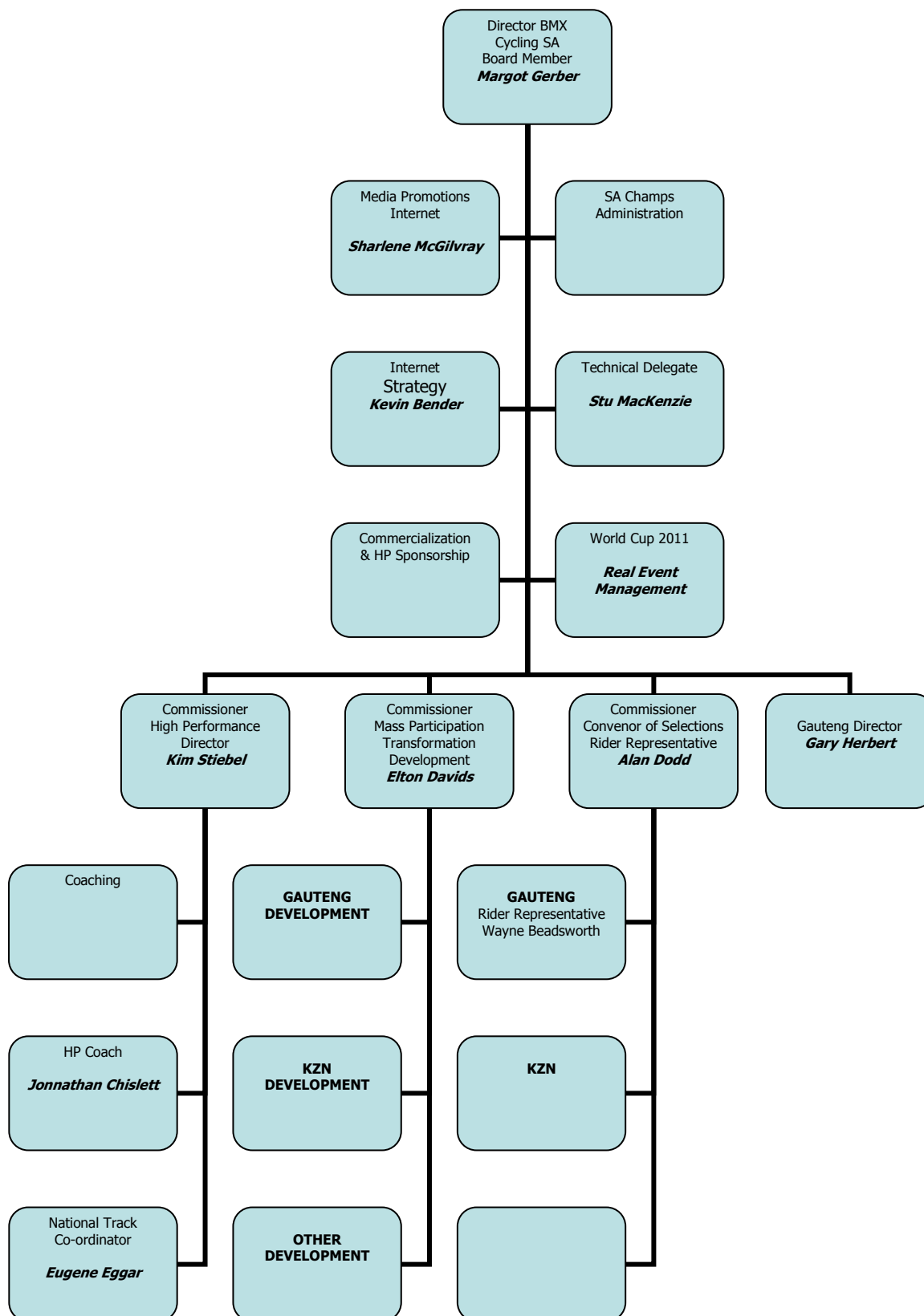
23. THE SELECTION PROCESS

The complete policy document is available on the website www.bmxsa.co.za

24. THE NATIONAL SELECTION TEAM



25. CYCLING SOUTH AFRICA BMX COMMISSION OF SOUTH AFRICA



26. BMX TRACKS IN SOUTH AFRICA

Address	Name	Designation
KZN BMX COMMISSION		
	Kim Stibel	Head Commissioner
	Eugene Eggar	Commissioner
	Vacant	Commissioner
	Vyv Steer	Commissioner
GIBA GORGE		
110 Stockville Road Westmead		Chairman
		Vice Chairman
		Secretary / Treasurer
PIETERMARITZBURG		
Golden Horse Casino Pietermaritzburg	Paul Wood	Chairman
		Vice Chairman
	Stephnie Wood	Secretary
	Linda Kievit	Treasurer
LAHEE PARK		
Lahee Park Sports Ground Lello Road Pinetown		Chairman
		Vice Chairman
		Secretary
		Treasurer
QUEENSBURGH		
Marlton Road Northdene	Eugene Eggar	Chairman
	Michelle Eggar	Secretary
	Audrey Austin	Treasurer
GAUTENG BMX COMMISSION		
	Gary Herbert	Director
	Kim Dodd	Commissioner
	Stefan Coetzee	Commissioner
	Henry du Bruyn	Commissioner
	Stu MacKenzie	Technical Delegate
	Carmen du Bruyn	PRO
ALRODE BMX & SPORTS CLUB		
Cnr Dan Jacobs & Bosworth Sts Alrode	Jason Brett	Chairman
	Eric Cross	Vice Chairman
	Kerry Brett	Sec/Treasurer
GERMISTON BMX CLUB		
Germiston Sports Club Vimy Ridge Road Delville	Konstant Greyling	Chairman
	Rudi Keiser	Vice Chairman
		Sec/Treasurer
KEMPTON PARK BMX CLUB		
Anemoon Street Glen Marais Ext 2	Stefan Coetzee	Chairman
	Vacant	Vice Chairman
	Sue Turck	Secretary / Treasurer
HOC BMX CLUB		
Hector Norris Park Turf Road, Glenesk		Chairman
		Sec/Treasurer
BIONIC / BRYANSTON BMX CLUB (TOYOTA CYCLE PARK)		
Libertas Road Bryanston	Jeremy Wood	Chairman
	Charl Whitehead	Vice Chairman
		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 Start Hill Official

The Start Hill Official is responsible for checking that the riders are in the correct start lane (according to the moto sheets) prior to the start of each race. They are also responsible for checking if the rider's safety equipment is correct. Starting Hill Official shall report to the Referee any rider whose safety equipment does not conform to the UCI Regulations.

27.10 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.