



BMX Australia Rule Book
(Domestic BMX events)

(If running an event using Junior/Elite classes those classes must be run under full UCI rules and Appendix. Please use the UCI rulebook only)

Effective 1 January 2019

All changes effective as of this date are indicated in red text

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All Officials are required to be fully conversant with the Rules and Regulations and any supplement thereof, which governs any event, and are (by reason of the acceptance of their position) definitely bound as such by Rules and Regulations.

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BMX Australia Family Values (EPIC)

EXCELLENCE

Consistency

Success

Leadership

Innovation

Quality

PASSION

Commitment

Desire

Ownership

Identity

Teamwork

INTEGRITY

Trust

Transparency

Genuine

Honesty

Accountability

CARE

Respect

Safety

Understanding

Responsibility

Communication

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Code of Conduct – BMX Australia

1. Purpose

The purpose of the BMX Australia (BMXA) Code of Conduct (Code) is to describe the type of behaviour BMXA is seeking to promote and encourage its members and supporters to adopt this Code of Conduct.

2. Governance

The code shall be known as BMX Australia’s Code of Conduct. The Code shall govern the conduct of all persons formally associated with BMX within Australia. In particular, it shall apply to:

- Persons acting for and on behalf of BMXA;
- Athletes, coaches, managers and support staff of BMXA;
- Persons participating in BMXA sanctioned events;
- Officials and support personnel assisting or conducting BMXA events; and
- BMXA appointed Delegates and employees of BMXA.

3. Key principles

- BMXA wishes to operate in an environment where people show respect for others and their property. Respect is defined as consideration for another’s physical and emotional wellbeing and possessions, to ensure no damage or deprivation is caused to either.
- BMXA wishes to operate in an environment that is free from harassment. Harassment is defined as any action directed at an individual or group that creates a hostile, intimidating or offensive environment. (Refer to ASC Guidelines for Harassment-Free Sport).
- BMXA wishes to operate in a non-discriminatory environment. Respect the right, dignity and worth of every human being - within the context of the activity, treat everyone equally regardless of gender, ethnic origin or religion.
- Persons to whom this Code applies acknowledge and agree to comply with the disciplinary and grievance procedures promulgated by BMXA. If any disciplinary action is taken, persons directly affected shall be given the opportunity to participate in those proceedings and the right to appeal against any decision against them.

4. Key elements

All persons who are bound by this code shall:

- Act in a manner which is compatible with the interests of BMXA;
- Accord people involved in BMX with the appropriate courtesy, respect and regard for their rights and obligations;
- Treat people's property with respect and due consideration of EPIC values;
- Show a positive commitment and abide by BMXA's policies, rules, procedures, guidelines and agreements;
- Respect the law and customs of the places they visit;
- Respect the confidentiality of information which they receive in the course of fulfilling their duties;
- Uphold the standing and reputation of BMX within Australia and in no way bring the sport into disrepute;
- Not misuse provided funds or property belonging to another party; and
- **Observe and comply with the Anti-Doping Rules set out in the BMXA/ASADA's Doping Policy.**

5. Unacceptable behaviour

This list that follows provides examples of behaviour deemed to be unsuitable and not in the best interests of the sport of BMX:

- 'Sledging' other athletes, officials or event organisers. Sledging is defined as a statement that is deemed to denigrate and/or intimidate another person, or behaviour likely to constitute emotional abuse.
- Excessive use of alcohol, acting in a way that becomes a public nuisance, or creating a public disturbance.
- Damaging another person's property or depriving them of that property.
- Sexual relations between an appointed official and a junior athlete (under the age of consent), irrespective of the wishes and desires of the athlete. In all other cases such relations are strongly discouraged.
- Any physical contact with athletes shall be appropriate to the situation and be necessary for the further development of the athlete's skill.
- **The use or encouragement of the use of banned substances. (The banned substance list is as outlined under BMXA/ASADA's Anti-Doping Policy.)**
- Statements that are deemed to denigrate the group that an individual is representing.
- Any type of gambling, betting or organisation of betting at any BMX event, while competing, officiating or undertaking a management role.
- Any form of harassment.

Introduction

These Competition Rules (which must be taken in conjunction with the constitution of BMX Australia Limited) are formulated on behalf of and for the safety of all competitors and to encourage safe, honest, fair and good sportsman like competition.

Important Note:

No member organisation can make a rule for either an event or a series or any other format that over-rides or contradicts any rule in this rulebook

Bicycle Motocross is regarded as a contact sport as defined:

“a sport in which contact occurs between participants but is not an essential part of the competition and is usually illegal.”

(SMA Guidelines 1994)

Definitions

Member organisation - a BMX organisation that is a member in good standing of BMX Australia Limited.

National - term applied to the naming of Class CN sanctioned events to be used only upon authorisation by BMX Australia Ltd (ie: failure to abide by these conditions will result in the removal of sanctioning for the event).

“Superclass” is the name for 15+ Pro Open and *“Masterclass”* is the name for 30+ 20” (Vet Pro) & 35 and over Open Wheel.

Participation (Sprocket Rocket and Mini-Wheel) Categories - for riders 7 years and under are participation classes only, with all participants receiving equal recognition.

Table of Event Codes

Class	Description
CN	National Championships
NS	National Series
ST	State/Territory Titles
S	State Series, State Challenge, Inter-Regional, State/Territory Open
R	Regional
C	Club

Sanctioning Matrix

<i>Class of Event</i>	<i>Min CI No</i>	<i>Definition</i>	<i>Types of Events</i>	<i>Sanctioning</i>
Class CN National Championships	5	Inter-State events termed “National” For Australian riders only	National Championships and Challenge	BMXA (ie National Officiating Director)
Class NS National Series	5	Sanctioned nationally	National series	BMXA (ie National Officiating Director)
Class ST State/Territory Titles	5	State/Territory Titles	State/Territory Championships and Challenge	State/Territory Association (ie State/Territory Officiating Director)
Class S State/Territory Series/Opens	4	State/Territory Series/Opens	State/Territory Series/Opens	State/Territory Association (ie State/Territory Officiating Director)
Class R Regional	3	Regional events sanctioned at regional level	Regional Championships and Regional series	Regional Association (ie Regional Officiating Director)
Class C Club	*	Club events sanctioned within the club *Min number of riders is at the discretion of the Club	Club Championships/ series/events Inter Club Challenge (max 3 clubs)	Club(s)

Categories and Participation Age of Participants

1 Rider Age and Licence

There are two types of events in Australia – “year of birth” and “age on day”. The entry form for Classes S, R and C events must clearly state type of event. CN, NS and ST events are run under “year of birth”.

1. Rider Age Classification:

- (a) In “year of birth” events a rider’s age is determined by which birthday they have in that calendar year.
- (b) In an “age on day” event the rider’s age is determined as their natural age on the day of the event (or start of event in the case of multi-day events or series).

2. Sprocket Rocket Class Definition – Riding:

- (a) “Year of birth” event ... riders who are having their 7th birthday in the calendar year (or younger).
- (b) “Age on day” event ... riders who are under 8 years of age.

Sprocket Rocket Class riders are not eligible to be competitively scored.

3. Sprocket Rocket Licence:

Sprocket Rocket Class members shall be issued with a Sprocket Rocket Licence until the 1st January in the calendar year they turn 8yrs old. On 1st Jan of the calendar year they turn 8, they will be issued with an Open Licence to reflect their new age category.

4. In Club racing only, the club can choose to ride Ability classes at their club nights.

Categories

2 BMX events can be distinguished in three competing categories, the Pro/Superclass Classes, the Challenge Classes and the Masters Classes.

Sprocket Rockets and Mini Wheelers are Participation classes only. The single categories are laid down in article [003](#) and [004](#).

Categories Challenge and Novice Level

3 The challenge competition categories for category CN and below are as follows:

<i>Age</i>	<i>Bike</i>	<i>Class</i>
8, 9, 10, 11, 12, 13, 14, 15, 16, 17-24, 25-29, 30-34, 35-39, 40-44, 45-49, 50+	20"	Male/Female
8-10, 11-12, 13-14, 15-16, 17-24, 25-29, 30-34, 35-39, 40-44, 45-49, 50+	24"	Male/Female

Novice

1. In states offering Novice classes these may only be offered until riders are classified as 17 years of age.
2. Novices may choose to move up to Expert at any time, however once they do so they cannot go back down.
3. Novice classification is open to both Male and Female riders.
4. Novice riders are not to be awarded State or State Series rankings.
5. Novice riders must ride as an expert once they have achieved one of the below:
 - (a) Top 8 at the National Championships
 - (b) Top 8 at any of the National series rounds
 - (c) Top 16 at a State Championships
 - (d) Top 3 at a State held series round
6. Novice classes are to be awarded no more than 75% of the expert class awards, or smaller trophies than the expert trophies.

Superclass

<i>Age</i>	<i>Bike</i>	<i>Class</i>
15+ (year of birth)	20"	Superclass

For clarification ... the 2020 rulebook (effective 1 January 2020) ... Superclass will rise to 16+ age (year of birth). It will then remain at that age for future years.

Retro classes

BMX Australia recognises Retro classes when offered at the discretion of the event management group.

Age	Bike	Class
8-14	20" or 24"	Junior 8-14
39 and Under	20" or 24"	Under 40's
40 and Over	20" or 24"	40 & Over
45 and over	20" or 24"	Over 45's
14 and over female	20" or 24"	Powder Puffs
30+	20" or 24"	30+ Pro Vet

Participation

BMX Australia provides participation classes (Sprocket Rockets/Mini Wheelers) for riders under 8 years of age. A Mini Wheeler can upgrade to a sprocket rocket licence at any time.

Age	Bike	Class
7 and under	20"	Sprocket Rocket
	13" max	BMX Mini Wheeler (no pedals)

Categories Masters level

- 4 Masters Class (2 Categories)
Vet Pro: Men: 30+ Masters 20 inch only
Masters: Men: 35+ Masters Open Wheel

Riding Up

- 5 Except at National Championships (CN), National Series (NS) and State Titles (ST), competitors may enter (ride up) above their racing age or ride the opposite gender class equal to or above (but not below) their own racing age. This includes age-on-day and year of birth racing.
1. A competitor in all classes other than participation classes (Sprockets and Mini Wheelers) may ride in any age class above their racing age up to the pinnacle class.

2. A competitor may enter in one (1) Age, one (1) Cruiser, one (1) Masters Class, one (1) Superclass category per event.
3. Competitors may also enter (or qualify for) any appropriate Pro Open Classes, Composite Classes, Trophy Dashes, Retro Classes or other special racing that may be organised.
4. Sprocket Rocket riders are ineligible to ride up into competitive classes.

Exception: a 5, 6, 7 years old member may enter into International challenge categories where the competition is conducted under international rules (ie World Championship and Continental Championship). This shall also apply to National Championships (Class CN) event being conducted in the same calendar year that Australia hosts the World Championships.

An event Technical Guide is deemed to be an invitation to compete and the minimum amount of Superclass prize money is to be stipulated on technical guides and promotional material. A rider's entry to the event indicates acceptance of the terms, conditions and rules of the event.

Combination Rules

- 6 The minimum number of riders to constitute a class is laid out in the "Sanctioning Matrix" at the start of this rule book for each class of event.
 1. Undersubscribed classes will be combined with an older category. However, classes with a maximum age of more than 24 (eg 25-29) shall be combined with the next younger category.
 2. In the case that any under-subscribed category cannot be combined according to these rules, the race director will use his/her discretion to provide a suitable outcome for riders. If this is not possible then the category shall not be run.
 3. If the adequate numbers of riders are registered and confirmed during the rider's confirmation, the category will be run even if fewer riders show up at the start.
 4. If an inadequate number of riders are confirmed during the rider's confirmation, the category shall be combined as per these rules.

Calendar

- 7 The calendar season starts on January 1 and ends on December 31.

Race classes and date protection

- 8
1. *International Competition Class (C1 / HC)*
During C1/ HC designated event dates, no ST, S, R, event can be run within the same State.
 2. *National Championships (CN)*
During CN designated event dates, no ST, S or R, event can be run in Australia (only a C & NS event can be run during a CN event).
 3. *National Series (NS)*
During NS designated event dates, no ST, S, R event can be run within the same State.
 4. *State Titles (ST)*
During ST designated event dates, no S, R or C event can be run within the same State.

Competition

- 9 Riders registered to compete in an event will be classified according to their age, gender, bicycle style and competition level. Two styles of bicycles are recognized in a BMX race: standard 20 inch and cruiser 24 inch.
- Mini-wheelers (as described in section [045](#)) and Sprocket Rockets, do not compete.

Practice

- 10 No rider will be permitted on the track until he/she has been officially registered and confirmed for the event as a licensed rider. At least one official practice session must precede the racing at any event. Separate practice times may be allocated to each category or other designated group.

Race schedule

- 11 The schedule of races for scrambled motos shall be established according to the procedures set forth in rule [012](#) of this rule book.

1. The number of motos to be raced at a particular event will be determined having regard to:
 - (a) Total number of entrants
 - (b) Time available to conduct the event
2. If it becomes imperative to reduce the time to be taken for an event (ie through inclement weather) one of the following methods may be applied by the Race Director:
 - (a) Reduce the number of motos to be raced by every entrant, or
 - (b) Cut out qualifiers and final. At the end of the last moto the competitor with the least points is then deemed to be the winner.

Transfers and scoring

12 Transfers and scoring – Scrambled Motos

There are three phases to a BMX meeting:

Motos

Qualifiers (eighths, quarters, semis etc)

Final

1. Class of more than 1 full gate

Motos: when there is more than one heat in any class, motos must be mixed on a random selection or mathematical progression basis.

To determine award/prize winners, one of the following methods must be used. Whichever method is chosen it must be specified on the technical guide and promotional material.

(a) Total points to end of motos, followed by deadman Qualifiers and Final

Each competitor rides the same number of motos.

The top “x” riders (as defined in [012.3](#)) on accumulated points following motos are seeded in order of merit (according to the principle of a downward left to right zigzag pattern) into the first qualifier round, with top 4 competitors in each qualifier transferring to the next qualifier round and/or final.

Any ties for the last qualifying position into the qualifiers are decided by [012.4](#).

Awards/prizes are awarded according to placing gained in the final.

(b) Total points to end of Qualifiers, followed by deadman Final

Each competitor rides the same number of motos.

The top “x” riders (as defined in [012.3](#)) on accumulated points following motos are seeded in order of merit (according to the principle of a downward left to right zigzag pattern) into the first qualifier round. At the completion of the first qualifier round, points earned in the qualifier round are added to the rider’s existing moto points.

The top “x” riders (as defined in [012.3](#)) on total accumulated points are seeded in order of merit into the next qualifier round (if required) and points accumulated until the qualifiers are completed and the top 8 riders determined (who transfer to the final).

Any ties for the last qualifying position into the first and/or subsequent qualifier, and to the final, are decided by [012.4](#).

Awards/prizes are awarded according to placing gained in the final.

(c) Total points - no Qualifiers or Finals

Each competitor rides the same number of motos. [012.4](#) shall be used to break any ties.

(d) 3 (three) Heat Final

If a 3-heat-final is determined for the event, then competitors earn their way to the final using (a) or (b) above.

The competitors then ride 3 finals, using the following matrix to determine gate draws for each final. Riders choose a combination of fixed gates for the Three Heats as per the table below based on Olympic selection.

Awards/prizes are awarded according to overall points gained in the 3 finals using the point scheme and IRM’s in section [013](#).

Any ties are resolved using [012.4](#).

Three Heat Final Starting Lane Order								
Final #1	1	2	3	4	5	6	7	8
Final #2	4	7	5	8	1	3	6	2
Final #3	8	4	6	2	7	5	1	3

2. Class of 1 full gate or less

To determine award/prize winners, one of the following methods must be used. Whichever method is chosen it must be specified on the technical guide and promotional material.

Where the number of entrants in a category does not exceed a full gate, ie 8 or less for an 8-lane gate, one of the following methods must be used:

Each competitor rides the same number of motos, then

- (a) Each competitor rides an extra moto with awards/prizes being awarded on total accumulated points, however should there be any ties in accumulated points placing then the results in the extra moto are used to separate any such ties (assigned gates).
- (b) Except for the last placed rider as determined by accumulated points following the motos, the rest transfer to a dead man final (Olympic Draw).

Any ties for the last qualifying position to the final are decided [012.4](#).

3. Class sizes and qualifiers

The table below details the number of riders required for various qualifiers and finals for an 8-lane gate:

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

4. Tie-Breaker

In the case where a tie is required to be broken, the following process (in order), will apply:

- (a) Count-back on placing in the last-run stage. If a multi-heat stage then from the last run to the first run in the stage (until an outcome is reached).

- (b) Where lap times are available - Count-back (b) on lap time in the last- run stage. If a multi-heat stage then from the last run to the first run in the stage (until an outcome is reached).
- (c) If a result cannot be determined by (a) or (b): a run-off can be held between the riders on equal points with the winner(s) going through to the next round.

5. Events may be run using the UCI-BMX scoring/transfer system.

13 If applicable, for each moto or Three Heat Final in which he/she competes, a rider shall receive a point score equal to their finish position in the race, with the rider in first place earning one point and so on down to the eighth-place rider, who will receive eight points. The riders with the lowest total points earned in the motos transfer to the next stage of competition. In qualification phase the top four finishing riders will transfer to the next stage of competition.

A rider who starts but does not complete a moto will be recorded as “Did Not Finish” (DNF) and will receive a score equal to the number of riders who started the moto. This rider will be eligible to transfer. A rider will be classified as “DNF” if he/she receives outside assistance (eg first aid).

A rider who does not start a moto will be recorded as “Did Not Start” (DNS) and will receive a score equal to the number of riders on the start list plus 2. This rider will be eligible to transfer.

The rider will be ineligible to transfer if he/she fails to start more than one moto.

A rider who starts but has been relegated by the Chief Commissaire will be recorded as “relegated” (REL) and will receive a score equal to the number of riders who started the moto plus 2. This rider will be eligible to transfer.

Order of ranking for IRM’s (Invalid Results Mark):

1. DNF
2. REL
3. DNS

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

1. Position in previous heat
2. Lap time in last run of previous heat

The decision of the Chief Commissaire concerning the application of any IRM is final, and is not open to appeal.

Scoring systems

14 The following scoring systems shall be used for BMX competitions:

1. Photo finish is determined by equipment able to take a min 1000 frames per second.
2. Scoring with timing transponders when utilized

The rider is solely responsible for the correct attachment of the transponder during the race. There shall be a timing operator who shall be responsible for recording the finish line position of every rider as he crosses the finish line in every race and if a rider does not finish a race (DNF), the Chief Commissaire must immediately confirm the rider's finish result to the timing operator.

Transponder systems are often used to automate scorekeeping during racing, without prejudice to the order of priority of the scoring systems found in this rulebook, if the transponder results of two or more riders are within the published error range of the transponder system used or 0.01 seconds, whichever is greater (or if the error range of the transponder system is not known), then the timing operator shall verify and if necessary correct that result using Photo Finish if a Photo Finish system is also being used. This action on the part of the timing operator shall not provide grounds for a protest. In case of any dispute, the Chief Commissaire or the commissaire designated by him/her shall decide; such decision is final.

3. Light beams (photo cells)
4. Scoring with a finish line video camera equipment

Video camera equipment shall be so installed as to be directly aligned with the finish line at ground level or directly above. The video camera shall have an unobstructed view of the finish line on the track surface. The backfield view of the video camera shall be clear so as to not complicate the clarity of reproduction nor confuse the vision at the playback facility. In addition, there shall be a further video camera at the "front on" position to facilitate rider number identification. In each preceding case described, slow motion reverse and advance capabilities are required of the equipment. As well the equipment shall be capable of colour reproduction.

5. Finish line Commissaires

There shall be an adequate number of qualified finish line Commissaires (ideally an odd number), who shall be responsible for recording the finish positions of every rider as he/she crosses the finish line in each race. The

official finish positions of each race shall be determined by a simple majority of the finish line Commissaires. The official finish results shall be transmitted to the Head Scorer for notation on the moto sheets.

- 15** In the event that the finishing order is disputed and only after protesting their position with the Team Manager/Riders Advocate the parties involved may inspect the recorded finishing medium along with the Team Manager/Riders Advocate and the Chief Commissaire or their assistant.

Staging and gate positions

- 16** The gate starting positions for motos shall be determined by computerized pre-draw and shall be indicated on the staging sheets.

All riders must start in their designated gate positions. The penalty for starting from any other gate position is disqualification.

It is each rider's responsibility to be in the staging area and on the gate at the appropriate times. If the rider is not on time for staging as indicated by the staging official, in the case of motos the rider will not be allowed to start (and recorded as DNS), and in qualifiers/final the rider will lose the gate pick position and must choose the gate last.

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

- 17** When an event is scheduled as per [012](#) (scrambled motos), a rider's gate starting position for the motos will be randomly generated by the computerized scoring system.

Olympic lane draws for qualifiers and finals gate positions

- 18** Competitors in finals will have the option of nominating/selecting their starting lane position.

In the first stage following the motos, the pick is based on moto points. In subsequent stages:

1. By seeding determined by lap time from the previous round (fastest rider has the first choice on the gate)
2. By the finish placing from the previous round (first placed rider has first choice on gate).

Selection of starting lane position by competitors made before the race (eg) during staging, allows only one pick per rider. A rider cannot change lane, have another pick or swap their selected lane with anyone.

Any ties for starting lane selections will be determined by [012.4](#).

Start

- 19** A BMX race shall be started using a voice box starting system.

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

Stage 1: «OK riders, random start»

Stage 2: «Riders ready»

Stage 3: «Watch the gate»

For safety reasons, the stop button can be pressed at any time (up to the end of Stage 2).

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 (starters call finishes at the end of Stage 3 of the voice call). All riders must start in the designated gate position.

Participation classes may be assisted at the start.

Where an interlocking pedal-cleat system is used, the rider must be able to demonstrate the ability to engage and release from the pedals, unassisted, upon any request from an official at an event.

Interlocking pedal-cleat systems are not to be used by Novice, Sprocket and age classes 12 & under at any event.

Any rider who in any way interferes or attempts to delay or interfere with the start procedure for a reason not accepted by the Chief Commissaires' panel may be disqualified.

All riders must start in their designated gate positions. The penalty for refusing to move to the correct gate position when directed to do so by the Commissaire responsible for the start hill, or for starting from any other gate position if the situation is not noticed prior to the start is disqualification (DSQ)

Mini Wheelers are not permitted to start off a track's start hill/gate. (They may have their own Mini Wheeler gate).

Conduct on the track

- 20** Riders who have registered for a competition and who confirmed their participation during the riders confirmation, are the only riders allowed to ride or practice on any part of the track on the days of the competition.

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

The Chief Commissaire is the final authority at any competition and riders will be held accountable for the actions of their parents, team managers and any other person in their company at a BMX competition or event. Any misconduct on the part of any of these persons may, at the discretion of the Chief Commissaire result in disqualification/fine, the person removed from the track/venue area and a recommendation to BMXA to have their riders licence suspended.

If a race is stopped by the Chief Commissaire before its conclusion, the riders in the heat must await instructions at the exit from the finish area.

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

If a rider falls or is forced to stop due to a bicycle malfunction during a race, their first responsibility shall be to remove themselves and bicycle from the track in order to give the least obstruction to other riders and to prevent unnecessary delays. If a rider cannot or does not get up after a fall, they may be moved by first aid attendants if deemed safe by the first aid officials.

After a fall or bicycle malfunction, in order to be scored, the rider(s) concerned must complete the full distance of the track as defined for their category without assistance, and in accordance with section 62 "Track Re-entrance", if applicable to the situation. In doing so, they must not unnecessarily delay the continuation of the event if they are capable of continuing. Otherwise, they may be scored as Did Not Finish (DNF).

Finish

A rider shall have finished at the moment the tyre of the leading wheel touches the vertical plane rising from the starting edge of the finish line. The rider must be in contact with their bike when crossing the finish line to be scored.

In BMX competitions, different scoring systems are utilised, according to article 015 In the event that several systems are utilised during the event, they must apply according to the following order of priority:

1. For time trials
 - (a) Photo finish or light beams (photo cells)
 - (b) Timing transponders, as laid down in article [014](#)
2. For motos, qualifiers and Finals
 - (a) Photo finish or light beams (photo cells)
 - (b) Timing transponders, as laid down in article [014](#)
 - (c) Video Camera
 - (d) Finish line Commissare
3. For gate selection
 - (a) Transponders, as laid down in article [014](#)
 - (b) Photo finish or light beams (photo cells)

It is the responsibility of the Race Director to ensure that a method of scoring as prescribed in [014](#) is in place and functioning prior to start of racing. In event of equipment failure, the Race Director may organise a different method of scoring during the event.

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

In case the race is not declared valid, a restart shall be done within 15 minutes-

The Final Classification of the BMX event for each category (or combined category) is determined by:

1. The Phase reached (Final, Qualifiers, or Motos), and the last Round completed within that Phase, if applicable.
2. The rank from the last completed Phase or Round within that Phase.
3. The total points from this Phase, if applicable (ie the Motos).
4. The time in the last heat completed.
5. The rank from the previous heat, phase or round within that phase.
6. The time from the previous heat is considered.

When the tie cannot be broken by time, the riders will share the same rank. In the case of monetary awards are to be combined and split evenly between the two (or more) riders.

Competition field

Track flags

- 22 Green, yellow and red flags of the colours listed below may be used by track officials as a means of communicating with each other and to riders on the track. These flags have the following meanings:

Green Flag	The track is unobstructed and racing can proceed
Yellow Flag	The track is obstructed and racers should be held at the gate
Red Flag	Riders on the track should stop immediately and return to the starting gate to await further instruction

Radios may be used as an alternative to flags. The Chief Commissaire or their representative must always carry a red flag.

23

Officials use of radios

In an event where radio communication is used as an alternate to the track flags, the following procedures are to be used:

Start

At the start of the event it is the Chief Commissaire or their delegate responsibility to make the following call:

Green Flag

This means that Chief Commissaire or their delegate is comfortable that all officials are in place and that all positions are prepared for racing to commence

Track Obstructed

When the track is obstructed due a fallen rider, the voice command will be “rider down” and indicate the location (straights, pro section and or berms) on the track. The following is the voice command to be used when the track is obstructed in the first berm as an example:

Rider down first berm

At this point, the start Commissaire is to hold the gate (ie do not start any further races). There is to be no further communication on radios until either the Commissaire that made the first call or the Chief Commissaire (or their delegate) makes the following call:

Track Clear

The “*track clear*” call is the message to the start Commissaire that racing can recommence. If the start Commissaire is not sure if a call of “*track clear*” has been made then the start Commissaire is to request clarification/update.

Red Flag

If for any reason a race that is on the track needs to stop, only the Chief Commissaire or their delegate will make the following call:

Red Flag

It is important to note that the red flag is still to be physically to be shown to the competitors on the track, signaling to stop the race and return to the start hill and await further instruction. This will also mean for the start Commissaire to hold the gate and not start the next race. To commence racing again the voice command will be “*green flag*”.

BMX Track

- 24** For track design criteria and specification, refer to the BMX Australia Track Design Guidelines. The event sanctioning body may modify or set optional criteria for the BMX track.

Note: Riders wishing to use the alternate sections (Pro Straights) in all sanctioned events must be Year of Birth 15 years+ and to be traversed only by Superclass and Championship categories. These sections may offer obstacles which are inherently more challenging than those found on the track's main circuit.

Only riders age 15+ (year of birth) or older are eligible to use “Supercross Type/Designed” start hills. A “Supercross Type/Designed” start hill is defined as a start hill that has a height equal to or greater than 8 meters. (The rider must demonstrate ability to safely use the Supercross start hill.)

Public Address system

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

Competition officials

- 26** *Junior age of official - Subject to satisfactory completion of the approved official’s course a person who has attained the age of 16 years may officiate at BMX events. Any official or event staff less than 18 years of age shall be under direct supervision of an accredited adult official.*

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

Every BMX competition must be staffed with an adequate number of qualified officials, to assume all the responsibilities and perform all the duties of the various positions set forth in these rules.

Race Director

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

1. Maintaining a timetable of events;
2. Enlisting of all officials and administrative staff in numbers which are commensurate with the size of the event;
3. Arranging for the equipment necessary to conduct a race;
4. Arranging the trophies and other awards are present and checking the organisation of the awards ceremonies.

Chief Commissaire (Chief)

28 The Chief Commissaire is the final authority at any competition and has the right to impose a penalty on any competitor, or team manager in the interests of safety or for violation of these rules, following the guidelines as described in [071](#).

The Chief Commissaire shall operate from a position, which permits a clear view of as much of the track as possible, to supervise the event with the assistance of the Assistant Chief Commissaires and Berm Commissaires.

Assistant Chief Commissaire (#2)

29 The Assistant Chief Commissaire will assist the Chief Commissaire in the completion and in the absence of the Chief Commissaire will assume the powers held by the Chief Commissaire.

Berm Commissaire

- 30** The Berm Commissaire shall be responsible for assuring the observance of all rules governing any event. All Berm Commissaires must be fully conversant with these rules. Berm Commissaires shall be responsible for monitoring the conduct of the riders on the track and for notifying other officials of conditions on the track, which may warrant their attention. The Chief Commissaire shall determine the number of Berm officials necessary for an event. Berm officials shall be sanctioned on each berm of the track. Berm officials shall make notes of any rule infringements or incidents that they witness. These notes shall be made available upon request by the Chief Commissaire.

Registrar

- 31** The Registrar shall be responsible for the registration and classification of all riders at the event, the processing and posting of the moto sheets, and the processing of all results (both intermediate and final results). The Registrar shall be assisted by a sufficient number of administrators, as described below:
1. Entry Registrar/Administrators who shall be responsible for the following:
 - (a) Receiving and checking for conformance with entry regulations all riders' entry forms and/or permit applications;
 - (b) Establishing a list of entrants in each category of racing and ordering the categories.
 2. Moto sheet administrators shall be responsible for dividing the total number of entrants in each category into motos if more than eight riders and for recording their names on the appropriate moto sheets.

Transponder Operator/Registrar

- 32** The transponder operator shall be responsible for the setting up and operation of the transponder system and for passing rider finish line position results on to be posted which includes an internet-based results service.

Staging Officials

- 33** Staging officials shall be responsible for directing riders into the proper staging lanes. They shall announce each race number, age group, and the names of every rider in each race.

There must be a clear communication on staging times by the staging official.

An appropriate number of copies of the moto sheets which may also include electronic format shall be made available to the senior staging official.

Top Start Hill Stager

- 34** Top Start Hill Stager shall be responsible for checking that riders are in the correct start lane (according to the moto sheets) prior to the start of each race. They are also responsible for checking if riders' safety equipment is correct. Top Starting Hill Stager shall report to the Chief Commissaire any rider whose equipment does not conform to these regulations.

Finish Line Commissaires

- 35** In the event that the finishing order is determined by means of finish-line Commissaires, they shall act as described in rule [014\(5\)](#) of this rule book.

Starter

- 36** The Starter shall be responsible for conducting the start of each race. The starter shall operate the starting gate, and perform such other actions as are necessary and appropriate to assure that each race has a safe and fair start. The starter may recommend to the Chief Commissaire that a rider obstructing the starter from carrying out the duties be penalized. When a timing system is utilised the starter must first confirm with the staging official any rider who fails to present himself at the start gate and then ensure that the operator of the timing system and his equipment is ready before he begins the starting procedure of a race.
- 37** The below people are not classed as officials but are required by the event organisation to help run the event.
- 1. Event Management** - The Event Manager, as appointed by the Club, State or National body, and in association with the appointed committee, is responsible for the total organisation and conduct of the event, providing that the safety of the competitors/spectators and the integrity of the event/sport is not compromised or brought into disrepute.
 - 2. Track Announcer** - The track announcer shall be responsible for making formal announcements concerning the competition and for informing riders, spectators and officials of any changes to the race schedule.

3. **First Aid** - An adequate number of first aid staff shall be in attendance during all practice and race sessions. Neither practice nor race sessions may take place unless proper first aid services are available.
4. **Appeal referee** - A fair and reasonable person knowledgeable in the Competition Rules and Regulations of BMX appointed by the Event Organiser to adjudicate on appeals related to procedural matters only.
5. **Rider Advocate/Team Manager** - A reasonable person to be nominated by the Club or State Association that is knowledgeable in the Competition Rules and Regulations of BMX and who shall represent a competitor in relation to appeals concerning procedural matters.

Clothing and safety equipment Inspection

- 38** Before official practice, before the start of, or during the course of any competition or event, the rider's bicycle, helmet and clothing may be subject to inspection by Officials in order to ascertain whether or not this equipment conforms to these rules. The sanctioning body makes no representation and/or statement of opinion as to the track worthiness of any bicycle, clothing, safety equipment or other gear, which may be examined during the course of this inspection.

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

All riders shall wear clothing that is recognisable in style as a BMX type garment and as such be distinct from other cycling disciplines.

Any rider who does not comply with all instructions given to him by the Officials with respect to his equipment shall not be permitted to compete in any event and may be either relegated or disqualified by the Chief Commissaire if the non-compliance of his equipment is noticed.

Regardless of whether or not a rider's bicycle, clothing or equipment is checked by a commissaire or other official, all riders are responsible to use equipment that complies with the ARA regulations. The fact that any non-compliance was not noticed earlier in an event shall not constitute a defence in case it is noticed later in the same event, or at a future event.

Helmet and protections

- 39** 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.

When racing, from the start of a heat or run until the point in time when a rider completes the heat or run by crossing the finish line, if a rider's helmet is removed for any reason, that rider shall be considered as having abandoned the heat or run in question and will be scored as Did Not Finish (DNF).

BMXA strongly recommends that riders wear the following protection:

1. Back, elbow, knee and shoulder protectors made of rigid materials
2. Protection of the cervical vertebrae

Jersey

The jersey shall be a loose fitting long-sleeved shirt whose sleeves extend down to the rider's wrists. Jerseys used in BMX events should be of a type specifically sold for use in BMX, Moto-cross or Mountain Bike downhill events. Custom produced jerseys of this type and matching the requirements of this article are permitted.

Road style jerseys, skinsuits, or one-piece suits comprising the jersey and the pants/shorts are not permitted for use in BMX events, nor are jerseys with zippers, other than a very short (less than 10cm long zipper) at the collar. For the purpose of safety, the Jersey only needs to be tucked in to the pants if it is deemed that it will cause interference.

The following is not permitted for BMX jerseys:

3. Lycra
4. Back pockets
5. Jerseys for Road/track cycling

Pants

- 40** The aim of BMX leg wear is to provide protection and reduce the risk of injury. This can be achieved either with long pants, or with short pants combined with suitable knee and shin protection. Such long or short pants must be of a type that is specifically designed, and sold to provide protection in BMX, Motocross or Downhill Mountain Bike events. Custom produced pants or shorts of this type and matching the requirements outlined in this rule book are permitted.

Long pants: Long pants of the type described above must be loose fitting, of one-piece construction, and made of tear-resistant material. They must cover the entire length of both legs until just above the shoe or ankle.

Short pants: Short pants of the type described above must be loose fitting, of one-piece construction, and made of tear-resistant material. They must be worn together with suitable leg protection, that covers the entire knee and the entire shin until just above the ankle. Protection that is designed to only cover the knee or only cover the knee and upper part of the shin shall not be accepted. Such protection must be of a type that is specifically designed, constructed and sold to protect the knee and entire shin for BMX, Motocross or Downhill Mountain Bike events, and shall extend until just above the shoe or ankle.

Pants or shorts composed of tight fitting stretch material are not permitted, as such material is not considered as tear resistant. Such pants, shorts or leggings may only be worn under acceptable long pants or shorts, or to cover acceptable knee and shin protection, or under or as part of the construction of that protection. Such a material shall not in and of itself be considered as a protective element.

The following items are not permitted for BMX pants:

1. One piece skin suits
2. Tight fitted pants that needs to be stretched in order to cover the legs
3. Lycra pants
4. Track and Field pants/jogging pants
5. Road/Track cycling pants
6. Denim/Jeans
(Denim/Jeans can only be worn at a category C (Club) event)

- 41** Gloves whose fingers completely cover the rider's fingertips.
- 42** Any added aerodynamic accessories on personal equipment are not permitted.

Cameras

- 43** Cameras can be used for all racing but cannot be used for the purpose of official adjudication.

Bicycle

- 44** All bicycles used for competition must meet the general specifications provided in these rules.

Retro Bicycles

A rider may ride a bike that is 30 years old or era correct. The class will be self regulated, meaning those who are racing on the day can modify rules so as to include a rider that is out of specification by a number of years. Thus in 2019 the benchmark for the bike is to be built in, or era correct to 1989 or earlier.

Mini Wheeler Guidelines

45 Bicycle (BMXA recommends usage of a steel/alloy frame)

1. Mini Wheelers total length including wheels must not exceed 35" (88.9cm)
2. Mini Wheelers must not have pedals or cranks
3. Pit bikes can be used, but must have cranks removed and not exceed 35" (88.9cm)
4. The total diameter of the wheel, inflated tires included shall not exceed 13" (33.02cm)

Mini Wheeler Clothes

1. Long pants
2. Long sleeved shirts
3. Covered shoes
4. Helmets (stack hats) are permitted that meet Australian standards
5. Helmet straps must be securely fastened
6. Must wear full fingered gloves

Frame

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

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

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

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

Wheels

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

With the exception set forth herein below, all bicycles used in the standard 20" type must be equipped with matching wheels that are nominally 20" in diameter. The total diameter of the wheels, inflated tyres included, shall not exceed 22 1/2" (57cm).

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

The bicycles of riders aged 6 and under may be equipped with wheels smaller than 20". Wheels must be laced with the full complement of spokes for which the hubs and rims are intended. Spokes must be properly tensioned and hub bearings must be adjusted to eliminate noticeable play. Disc wheels are not permitted, wheels must be open.

Tyres must be of one-piece construction and have tread sufficient to provide adequate grip on the particular surface that the track presents. Tyres must be inflated to a pressure sufficient to assure safe riding under race conditions. Quick release axles are not recommended but may be used if the release levers are taped or wired in the locked position.

Handlebars

- 48** Maximum width of handlebars on both standard bicycles and cruisers shall be 74cm (29") excluding bar ends. The maximum rise of handlebars on both standard bicycles and cruisers shall be 30cm (12").

Handlebar grips are mandatory and must completely cover the ends of the handlebars. Handlebars that are cracked or bent are not permitted.

Steering head

- 49** The forks must turn smoothly in the headset bearing without binding or excessive play. The stem may not protrude above the headset lock-nut by an amount that exceeds the manufacturer's recommendation or by more than 5cm if no maximum height mark is inscribed on the stem.

Brakes

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

The rear brake cable must be secured to the frame. A front brake may be fitted, but is not required.

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

Seat

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

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

Cranks, pedals and gears

- 52** Cranks of either one-piece, two-piece or three-piece construction are permitted. Crank arms may be of any length so long as they do not compromise the bicycle's ground clearance. The bottom bracket bearings must be adjusted so as to allow the cranks to spin smoothly and without noticeable play.

Pedals must be securely attached to the crank arms and adjusted so as to eliminate lateral motion of the pedal body along the pedal axle. Pedal axles must be of sufficient strength to withstand the rigors of competition. The teeth on pedal cages must be sufficiently pointed/prominent to offer effective grip on a rider's shoes without being so sharp as to pose a safety hazard.

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

Multiple speed gear systems are permitted.

Number Plates

- 53** During competition, riders shall be identified by an identification number. Without prejudice to the provisions concerning the international permanent race number system, a rider will be permitted to use their preferred number (or assigned a random number in the case of a duplication of numbers) at each event.
- 54** Each bicycle entered into competition must have a number plate attached to the front of the handlebars. The upper edge of this number plate may not extend above the crossbar safety pad on any handlebars having a crossbar.

Number plates must be made of plastic or other similar flexible material. A rider who fails to display the correct number will not be scored.

The area of the plate that provides a background for the number must, during the entire duration of a competition, be kept free of markings, stickers or other impediments to the number's legibility. Riders may not cut, mutilate or put additional stickers or marking on their number plate if it is provided by the Organiser.

The following number plate colour combinations must be used:

Superclass, Challenge male riders, Masters Class 30+ (Vet Pro)	Yellow plate, black numbers
Superclass, Challenge female riders	Blue plate, white numbers
Challenge Novice Classes	Green plate, white numbers
Cruiser	Red plate, white numbers
Participation (Sprocket Rocket)	Orange plate, black numbers
Participation (BMX Mini Wheeler)	Purple plate, white numbers

Note: Only an Elite UCI permanent number can ride with white plate, black numbers in a Superclass event.

Masters Class 35+ Open Wheel need to run either a yellow plate, black numbers for 20" or red plate, white numbers for 24" cruiser

Race plates should be 250mm wide x 200mm high approximately with numbers being 15mm wide x 100mm high approximately.

BMX Mini Wheeler plates should be 180mm wide x 140mm high approximately.

Retro Plate sizing should be 260mm wide x 300mm high approximately.

At all events a competitor must, at all times, ride with the racing number and/or letter combination which has:

1. Been allocated to them by their club; or
2. Been allocated to them by their National or State Association; or
3. Been allocated to them through successful competition at any of the immediately preceding Titles:

<i>Prefix/suffix</i>	<i>Example</i>	<i>Title</i>
W	W1	World
A	1A	Australia
ACT	1ACT	Australian Capital Territory
N	1N	New South Wales
NT	1NT	Northern Territory
Q	1Q	Queensland
SA	1SA	South Australia
T	1T	Tasmania
V	1V	Victoria
WA	1WA	Western Australia

The only riders who will be entitled to race with a racing number between 1-8 (inclusive) will be those riders that placed in the preceding above Titles with the use of the above letters immediately after the number except World plates that will have the prefix W.

Plates achieved at an event class equal to or higher, can only be used. Eg State plates cannot be used at a CN event however a world plate can be used at a CN event.

The size of the prefix or suffix letter must be 50mm in height.

Use of Number Zero on a Number Plate – 0 – 00 zero or double zero is not a numeral and 1-8 are reserved.

Transponders

- 55** At events where transponders are being used it is a riders responsibility to ensure the transponder is correctly affixed to their bike and is operational which includes subscription.

Infringements, Penalties and Protests

- 56** All riders must observe these rules and follow all instructions given to them by any official at any time during the course of the event. Every rider must at all times observe such conduct as reflects the ideals of good sportsmanship and avoid any conduct which may bring himself or the sport of BMX into disrepute. The use of obscene or foul language is forbidden. Riders using such language will be penalised in a manner to be determined by the Chief Commissaire. The infringements described in these rules will be penalised by the Chief Commissaire.
- 57** If necessary, the Chief Commissaire will determine whether an infringement was caused deliberately or not. An infringement is considered to be caused deliberately, in the event that it could have been avoided.

Deliberate Interference

- 58** Interference is often a complex offence, given that BMX is a contact sport. The Chief Commissaire will determine whether it was deliberate or not. If an infraction or interference can be avoided, and is caused, the Chief Commissaire may determine it as being deliberate. Deliberate interference between two or more riders will be penalised, as laid down in article [072](#).

Deliberate Force off the track

- 59** Any competitor must not force another competitor off the track deliberately.

Track Re-entrance

- 60** Any rider who leaves the track during a race must, regardless of the circumstances, re-enter the track at the nearest safe point. He shall not interfere with the progress of any other rider or cut the track in order to gain an advantage. (Riders re-entering the track in an improved position must delay themselves to the original position they left the track and then continue racing from there.)

Contact

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

Obstruction on the final straight

- 62 The lead rider shall have the right to choose his line on the track and through the corners. When on the final straight, however, the lead rider shall not deliberately obstruct another rider from passing. A penalty for this infringement shall be imposed by the Chief Commissaire, as laid down in article [071](#).

Team Riding

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

Third Persons Interference

- 64 Team managers, parents, and others shall not interfere with a race on behalf of a team or a rider.

Penalties

- 65 The Chief Commissaire may, without prejudice to its possibilities provided within this rulebook and its appendixes, invoke any of the censures provided in this rulebook against a rider who commits any infraction.

Official warning

- 66 A rider may receive an official, verbal warning for certain misconduct. The first warning issued to a rider at an event carries no specific penalty other than the advice of the warning, however the issuance of a subsequent warning for the same, or any other offence within the same event, will result in the rider's disqualification from the event. A warning shall be displayed on the printed output of the results and on the monitors or posted on the moto boards by the secretary.

Relegation

- 67 A rider may be "relegated" (REL) and will receive a score equal to the number of riders who started the moto plus 2.

Disqualification of a rider

- 68 A rider may be disqualified and thereby barred from further participation in either the competition category in which the infringement occurred or the entire event. The rider will not be ranked in the results summary.

Removal of an offender from the competition venue

- 69** The Chief Commissaire shall have the power to remove, at its sole discretion, an offender from the competition venue for an offence against any of the provisions set down in this rule book.
- 70** BMX Australia may by its sole discretion and for cause suspend for any period of time, or permanently revoke, the licence entitling a rider to compete in a BMX event. The following offences will result in suspension:
- Competing under a false name
 - Use of false information relating to age, category, or other subject at the time of race registration in order to gain an unfair advantage
 - Conspiring with one or more other riders to pre-determine the outcome of any race
 - Offering, giving or receiving either directly or indirectly any bribe or other incentive intended to influence the outcome of a race either to or from any other person, including without limitation, riders, officials and spectators at a BMX competition
 - Wilfully entering or riding a bicycle that does not conform to the rules of the competition, including altering, removing, tampering, or misrepresentation of a lap time scoring system device
 - Altering the specification of any bicycle after inspection that results in an infringement of the rules of competition
 - Engaging in any unfair practice, misbehaviour or action detrimental to the sport of BMX, whether or not related to a specific event

Penalties

- 71 These are suggested outcomes to the following infringements. Each case needs to be adjudicated on its own merits.

<i>Infringement</i>	<i>Penalty</i>
Bring the sport of BMX into Disrepute	Disqualification and referral to Judiciary
Riding in a class that rider not nominated in	Disqualification and referral to Judiciary
Deliberate T boning (REL)	Last place points plus 2 points
Deliberate cutting off track and gaining an advantage (REL)	Last place points plus 2 points
Rider forced off track and gaining an advantage (REL)	Last place points plus 2 points
Causing interference and disadvantaging another competitor by use of arms, feet, body or bicycle (REL)	Last place points plus 2 points
Tactical team riding (REL)	Last place points plus 2 points
Use of physical violence or threatening behavior	Disqualification from event and referral to Judiciary
Audible use of abusive offensive language	First - Official warning, Second - Disqualification
Refusing to submit to anti-doping testing	Disqualification and referral to Judiciary
Any competitor or official involved in an event while intoxicated	Removed from venue and referral to Judiciary
Misconduct by parents, family members, team managers at an event	Official Warning, Disqualification, removal from venue and referral to Judiciary

Protests General rules

- 72 In any BMX event a protest may be filed by a rider through the Team Manager/Riders Representative, with the Chief Commissaire for the scoring of a rider shall mean only the record produced by the applicable scoring medium of the order in which the riders in the heat concerned crossed the finish line, and not decisions of the commissaires panel that are noted in the results such as IRMs.

Protests by riders regarding judgment decisions during a competition are not allowed. The Chief Commissaire in charge shall make decisions of any incidents or irregularities occurring during the competition.

How to protest

- 73** A rider wishing to make a protest arising under article 073, may do so by submitting it to the rider's Team Manager/Riders Advocate who will submit it to the Chief Commissaire within 15 minutes of the posting of the results that has given rise to the protest. The Chief Commissaire will conduct an investigation and render a decision on the protest prior to the commencement of that rider's next round of racing.
- 74** If a rider disagrees with his finishing position as posted on the results, they may protest through their Team Manager/Riders Representative. All results shall be posted within ten minutes of each race. The Chief Commissaire (or his assistant) and the Transponder operator/Registrar will view the applicable scoring system and render a decision.

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

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

A video protest on scoring may only be filed within the time span of a round of motos. For example: if moto #42 of the first round is in the moto in which a rider wishes to view the video, then the video protest must be filed by moto #42 of the second round.

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

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

- 75** The Chief Commissaire shall have the power to impose a penalty up to and including disqualification of the rider as a result of any protest arising.

Appeals

- 76**
1. An appeal can only be lodged against the outcome of a lodged protest as per 073.
 2. An appeal must be made in writing to the Appeal Referee by the Team Manager/Riders Representative within 30 minutes of the penalty being incurred. A fee of \$150.00 is to accompany the lodging of the appeal.
 3. The Appeal Referee will discuss with the Chief Commissaire and any other Official relevant to the incident. A decision will be announced within 30 minutes, or prior to the end of that round of motos.
 4. The decision of the Appeal Referee who held the appeal is final and binding on any appeal, with no further discussion or correspondence being entered into.
 5. Any appeal that is upheld as a result of an Appeal Referees finding will have all fees returned. If the appeal is dismissed, the fee will be forwarded to the Host Club, State/National BMX Association, or appropriate Financial Director for banking to consolidated revenue.
 6. Any competitor under suspension and not otherwise disqualified by these Rules may be reinstated at the discretion of the Board of Management of BMX Australia Limited.

Australian Prizemoney Schedules Pro/Amateur Status in relation to prize money

- 77**
- BMX Australia, in imitation of International Olympic Committee and the Union Cycliste Internationale, does not apply a different status to amateur and professional classes, but compete together in certain classes on the basis of age and capability. Therefore, riders receiving prize money at UCI or BMX Australian sanctioned events will not lose their possible eligibility for possible Olympic BMX events.

Equity in Relation to Prize money

- 78**
- BMX Australia and its affiliated State and Territory Associations guarantee Australian male and female, equity, wherever possible, in all aspects of the sport including participation, training, competition, prize money, coaching, officiating and administration.

Challenge Classes are to have equal awards for male and female.

For Superclass, the minimum percentage that is applied to either gender is 25%, but can be higher if determined by the event organiser (eg 70/30 or 50/50 male/female).

BMX Australia strongly recommend true gender equity – where the number of riders of each gender in the Pro Classes determines the percentage split between classes (with minimum 25% guaranteed for either gender).

Superclass Prize money

79 Prize money Breakdown

Total amount minimum at all races conducted in Australia must be:

1. Superclass Men: minimum prize pool to be advised on event flyer
2. Superclass Women: minimum of 25% of Superclass men prize pool (true gender equity recommended)
3. Challenge/Masters riders: male and female equal awards

Placing breakdown

Either of the below tables can be used for awards breakdown.

1st Place	33%
2nd Place	23%
3rd Place	14%
4th Place	8%
5th Place	7%
6th Place	6%
7th Place	5%
8th Place	4%

1st Place	50%
2nd Place	30%
3rd Place	20%

All prize money to be paid in EFT, cash and or cheque at the discretion of the event organiser. Monies to be paid immediately following the conclusion of the event (or as soon as practical in the case of EFT) or, if two events over two days at the end of the second day.

Process

1. Calculate Prize pool
2. Calculate Male/Female split (true gender equity recommended)
3. Apply above placing percentages to individual determined pools