



APPENDIX AT.8 – BMX REGULATIONS

Article 1- General Rules

1. Cycling Ireland Membership and Licensing

The following licence types are accepted for BMX Racing:

- a) Cycling Ireland Full Competition Licence
- b) Cycling Ireland Off Road Licence
- c) Cycling Ireland Licence Restricted for BMX only
- d) Club Licence
- e) An appropriate Event Licence where applicable.

~ Any non Cycling Ireland member, or parent of, if under 16, competing in a BMX race, must sign a standard Cycling Ireland disclaimer and provide emergency contact details before participating.

2. Categories and Participation

A) BMX events can be promoted as:

- i) International Events
- ii) National Championships
- iii) National Series
- iv) Seasonal Leagues
- v) Open Races
- vi) Club Races

B) Age of participants:

A rider must be at least 4 years of age to compete in a Cycling Ireland sanctioned BMX event. The minimum age of 4 refers to the real calendar age on the day of race commencement.

The category a rider is eligible to ride is determined by his age which shall be calculated by deducting the year of birth from the current year.

C) Categories:

BMX events can be distinguished in two competing levels, the championship level, comprising elite and junior categories and the challenge level.

STANDARD BICYCLES

Championship Level

Elite Men - 19 & over

Elite Women - 19 & over

Junior Men - 17 & 18

Junior Women - 17& 18

Challenge Level

Boys – 5 & 6,7,8,9,10,11,12,13,14,15,16 (11 categories)

Girls – 5-7,8,9,10,11,12,13,14,15,16 (10 categories)

Men – 17-24; 25-29; 30-39 and 40+ & over; (4 categories)

Women – 17 & over (1 category)

CRUISERS

Boys/Men -12 & under, 13&14,15&16,17-24,25-29,30-34,35-39,40-44,45 & over (9 categories)

Girls/Women - 12&under, 13&14,15&16,17-24,25-29,30-34,35-39,40-44,45&over (9 categories)
TOTAL: 43 categories
Masters Level - Men: 30 & over 106

A rider aged 17 years or over may choose to compete at either Championship or Challenge level at the beginning of the season namely in the appropriate age and gender group in standard bicycle categories (20") and/or cruiser categories (24")

D) The calendar season starts on January 1st and continues until December 31st.

E) A rider cannot ride in both Championship and Challenge levels at the same event.

3. Combination Rules

a) Four Riders shall constitute a category

b) If less than four riders register for a category, they will be combined with an older category. However, the maximum age category shall be combined with the next younger category.

c) In the case that any under-subscribed category cannot be combined according to these rules, the category shall not be run.

d) If the adequate numbers of four riders are registered, the category will be run even if less than four riders present themselves for racing.

e) If four or more riders register for a category and are present on race day, the category will not be combined in those cases where injury or illness prevents the requisite number from actually engaging in competition.

f) No competing category at championship level can be combined with a competing category at challenge level and vice versa.

g) Except as provided by the combination rules, no rider is permitted to compete outside of his age or gender group unless specifically included in the event regulations or with written permission of the appropriate development coach. This written permission must be presented to the race commissaire prior to the start of the event if requested.

h) All categories will eventually transfer to a final, which shall determine the final result.

i) The maximum advised combined age range for riders 16 years or below is 4 years. For example: 6-9,8-11,10-13

j) As a minimum age, riders in their 15th year may be given permission by the host organiser or race series committee to race against riders in their 17th year or older.

4. Calendar

a) A calendar of events will be drafted by the Off Road Commission for the start of the year. No events will clash within the same region on the same day.

b) Any switches or changes to the calendar should be by mutual consent. In any case the Off Road Commission will have the final decision.

c) International BMX events will be registered on the UCI calendar

d) National BMX events will be registered on the Cycling Ireland Off Road Calendar

e) Leagues can be registered on the Cycling Ireland Calendar but will not conflict with any National events.

Article 2 – Competition Rules

1. Competition

- a) Riders registered to compete in an event will be classified according to their age, gender, bicycle style and competition level.
- b) Two styles of bicycles are recognized: standard and cruiser as laid down in Article 6 of these regulations
- c) A BMX race is composed of 3 phases, the Motos, the Qualifiers (1/32, 1/16, 1/8, 1/4, 1/2, finals depending on the number of participants) and the final.
- d) The Motos are subdivided in 3 (or more) rounds, at the end of which the riders with the best overall result shall transfer to the qualifiers.
- e) The qualifiers are the elimination phase of the race. It is subdivided in several stages, which are distinguished from each other by their degree of removal from the final (1/32, 1/16, 1/8, 1/4, 1/2, finals depending on the number of participants).
- f) The last phase is the final.

2. Practice

- a) No rider will be permitted on the track on competition day until he has been officially registered for the event as a licensed rider.
- b) At least one official practice session must precede the racing at any event. Separate practice times shall be allocated to each class or other designated group. Each group shall have as a minimum time allowance which will allow all its riders to complete at least four laps including practice gate starts.
- c) After practice has concluded, the Commissaire & event organiser will call team managers / riders meeting. The purpose of this meeting shall be to inform team managers and riders of any supplemental regulations that may be in force during the race and to give further instructions regarding the general conduct of the race.

3. Race Schedule

- a) Following completion of rider registration a list of riders in class order shall be posted on the information board on so-called Pre-Race sheets. b) Pre-Race sheets posted on the information board must indicate by class each rider's name, club and plate number. c) The Pre-Race sheets must be displayed for a period of not less than 30minutes during which time riders must check their accuracy and inform race administration of any errors.
- d) After the allotted period, the race schedule and order shall be posted on so-called Moto sheets. No changes will be made after these sheets are published. Moto sheets posted on the information board must indicate:
 - i. Each riders name, Club and plate number
 - ii. The race number (if different from the plate number)
 - iii. The qualifying round to which the rider will transfer
 - iv. The starting positions for each Moto

4. Transfers and Scoring

- a) A rider who fails to start 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.

- b) The rider will be ineligible to transfer if he fails to start in 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.
- c) In the case where a tie occurs in transferring or award positions, a tie breaker "Run Off" race will be held with the results deciding which rider moves to the next stage of racing.
- d) Alternatively, in some events the tie will be decided by the rider's best finish in the preceding qualifier, the next tie breaker will be:
 - e) In descending order 3rd,2nd,1st Moto finish result then, if applicable, time trial results or staged lap.
 - f) If applicable, for each Moto in which he competes, a rider shall receive a point score equal to his finish position in the race, with the rider in first place earning 1 point and so on down to the eighth place rider, who will receive 8 points. The riders with the lowest total points earned in the Motos transfer to the next stage of the competition.
 - g) 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 is eligible to transfer.
 - h) If one or more riders fail to start in the final they will be declared Did Not Start (DNS) and will be ranked last place. In the finals, DNF will be ranked before relegated (REL) riders and the latter before DNS riders. In case of multiple DNF,REL,DNS in the final, the tiebreaker (within each group) will be the position in the previous heat (semi final)

5. Scoring Systems

The following scoring systems shall be used for BMX competitions:

- a) **Photo Finish:** Photo finish is determined by a camera system able to take 1000 frames a second.
- b) **Scoring with timing transponders:** When utilised the staging officials shall check each rider's bike to confirm that the provided transponder has been attached correctly. However, the rider is solely responsible for the correct attachment of the transponder during the race.
 - a. -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 riders finish result to the timing operator.
- c) **Light Beams (photo cells)**
- d) **Scoring with 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 back field view of the video camera shall be clear so as not to complicate the clarity of reproduction nor confuse the vision at the play back 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.
- e) **Finish Line Officials**
 - Where finish line cameras are not available there shall be at a minimum 3 finish line officials, who shall be responsible for recording finish positions of every rider as he 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 officials. The official finish results shall be transmitted to the chief administrator for notation on the Moto sheets. To obtain a majority decision, the number of finish line officials should ideally be an uneven number.
 - In the event that the finishing order is disputed, the finishing medium wherever it be Camera (High speed or video), electronic timing strip and any other medium on which the finish is recorded shall be consulted. They may be consulted by all parties concerned if the finishing order is disputed.

6. Staging and Gate Positions

- a) The gate starting positions for Motos shall be determined according to the rule set forth in the event regulations and shall be indicated on the Moto Sheets.
- b) The gate starting positions shall be determined by one of the following:
 - I. By random selection by the computer for all rounds of racing, where a Cycling Ireland authorised computer race program is utilised.
 - II. By random selection by the computer for Moto rounds of racing, followed by "Rider Choice" for all subsequent rounds based on the riders finishing position in the previous round, where a Cycling Ireland authorised computer race program is utilised.
 - III. By drawing of lots for all rounds of racing.
- c) All riders must start in their designated gate positions.
- d) The penalty for starting in any other gate position is disqualification.
- e) It is each rider's responsibility to be in the staging area and on the gate at the appropriate times.

7. The Start System

- a) A BMX race shall be started using a voice box. The voice box starting system is a facility that replaces a starter's voice.
- b) Where an electronically controller starting gate in combination with a voice box supported starting system is used, the recorded commands of the box shall be as follows:
 - i. Stage 1: "*OK Riders, Random Start*". The starter will hold stage 1 of the call until satisfied that the start is safe to proceed and they will only then activate the voice box starting system. The recorded voice commands of the voice box shall be as follows:
 - ii. Stage 2: "*Riders Ready... Watch the gate*"
- c) Only in stage 1 can the start be held by the starter. The starter will recommence with stage 1 of the call.
- d) The requirements for a voice box and an electronic starting system shall be as described in the current UCI regulations.

8. Conduct on the Track

- a) Riders who have registered for a competition are the only riders allowed to ride or practice on any part of the track on the days of competition.
- b) The Chief Commissaire has 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.
- c) If a race is stopped by officials before its conclusion the riders shall immediately return to the starting line and await instructions.
- d) A restart will be signalled by the Chief Commissaire or his designated. 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

had been adversely affected by interference in the start procedure, interference on the part of a spectator, animal or other outside agency.

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

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

9. Finish

a) 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.

b) In BMX competitions several scoring systems are utilised as per ART 2 Part 5.

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

d) In case the race is not declared valid, a restart with a minimum of three riders shall take place within 15 minutes. In the case of no restart, the times or results for the semi final will be declared the final result. In case of cancellation prior to the final, the results of the previous round will be declared the final results.

e) Track Flags: Flags of the colours listed below are used by track officials as a means of communicating with each other and to riders on the track. These flags have the following meanings:

i. GREEN FLAG: The course is unobstructed and racing can proceed.

ii. RED FLAG: Riders on the track should stop immediately and return to the starting gate and await further instruction.

Article 3 – BMX Track

Dimensions are UCI standard with those in brackets minimum standard for regional tracks.

□ The track must be of a compact, closed loop design, forming a circuit where length measured along its centre line is not less than 300metres (200m) or greater than 400m.

□ The track must be a minimum of 10m wide at its start and may not taper to a width of less than 5m (4m) at any point along its course.

1, Starting Hill

a) The starting hill must accommodate a track width of at least 10m and be at an elevation at least 3m (1.5m) above the grade of the first straight.

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

2. Starting Gate

a) The starting gate shall be a minimum of 8m in width for all national events. An electronically controlled system is mandatory.

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

c) Starting positions 1 through 8 must be clearly marked on the gate with gate 1 always being the inside gate.

d) The electronically controlled gate, to be used at all Cycling Ireland sanctioned BMX events must be fitted with a system of appropriately coloured starting lights located so as to be clearly visible from all

starting lanes without disadvantage to any rider who is in the “riders ready” position. In case of a failure of the gate release system, the gate shall fall to the dropped position.

e) A “voice box” system is mandatory in all Cycling Ireland National events.

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

3. Initial Straight

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

b) It is recommended that the bottom of the front side of the first obstacle in the initial straight shall be located not less than 20m from the starting gate or less than 20m from the point of curvature of the first turn. However, on tracks especially designed for highly skilled riders, the distance between the starting gate and the front side of the first obstacle may be shorter.

4. First Turn

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

b) At the first turn, the track shall be a minimum of 6m (5m) wide measured along a straight line extending from its surface at the inner radius to the top of the berm at its outer radius.

5. Turns and Obstacles

a) The track shall have a minimum of three turns.

b) The track shall be a minimum 5m (4m) wide throughout each turn.

c) All obstacles on the track must be constructed with the safety of all riders, regardless of age, in mind. Consideration must be given to the abilities of the youngest riders in competition when designing obstacles intended to present special challenges to older competitors. On the first straight it is recommended that the minimum distance between two obstacles shall be 10m. An obstacle is defined by its front and back slope and can be a single obstacle, double, triple or multi jump as well as a 4-pack, 5-pack or multi-pack.

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

6. Race Track Markings

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

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

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

7. Finish Line

- a) The track must have a clearly marked finish line to indicate the point at which competitors will be scored.
- b) The finish line shall comprise a straight line of 4cm in width, painted in black in the middle of a white strip 24cm wide, thus leaving 10cm white on each side of the black line.
- c) Any banners extending across the track above the finish line or elsewhere along the track must be at an elevation sufficiently above the track level to avoid interference with the riders crossing beneath them.
- d) All finish line officials shall operate from an area immediately adjacent to the finish line, which permits them a clear and unobstructed view of the riders as they cross the line.

8. Competition Facilities

- a) Clubs and organisers seeking Cycling Ireland sanction for a competition event must be able to demonstrate to Cycling Ireland that the facilities proposed for the event meet the specifications set forth in this section.
- b) **STAGING AREA**- Close to the starting hill a staging area consisting of ten staging lanes numbered 1 to 10 shall be established, where riders shall assemble in accordance with the instructions given by the staging officials.
- c) **RIDERS PIT AREA**- An area where the riders may congregate between races shall be established and clearly marked close to the track's staging area.
- d) **INSPECTION/TRANSPONDER AREA** – An area shall be established close to the staging area for the inspection of bicycles, installation of timing transponders and riders' equipment.
- e) **ANNOUNCING AREA** – This shall be reserved for the announcer and race commentator, preferably at an elevation above that of the track, an area which permits these officials to have a clear and unobstructed view of the track.
- f) **BULLETIN BOARDS** – Well-constructed and weather-resistant bulletin boards for posting the Moto draws/race results shall be erected in a minimum of 2 different locations, such as rider's area and staging area.
- g) **ADMINISTRATION AND RACE OFFICES** – Registration and race control must be based in an office which is situated within the bounds of the perimeter fence, within 30m of the finish line and of sufficient size to process the number of riders in an orderly manner.
- h) **PUBLIC ADDRESS SYSTEM** – The public address system must be capable of projecting the announcer's voice to all parts of the track, the rider's area and staging area.
- i) **PARKING AND SPECTATOR FACILITIES**- Parking for a number of cars commensurate with the anticipated size of each race must be available in the vicinity of the track. On race days, parking areas shall be adequately staffed to assure the orderly flow of traffic and the systematic parking of automobiles.
- j) **INDOOR EVENTS** – Indoor BMX events may be held on tracks of earthen, wooden or concrete surfaces, having obstacles constructed of similar materials. The rules set forth in this section shall apply equally to indoor events where possible.

Article 4 – Competition Officials

The Cycling Ireland 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 Cycling Ireland Regulations and any supplement thereof, which governs any event. By accepting the position, all competition officials are definitely bound by such regulations.

1. General

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 this section.

2. Commissaires Panel

- a) The Commissaires Panel shall comprise sufficient qualified Cycling Ireland Commissaires to ensure all parts of the track are correctly supervised.
- b) One member of the panel will be deemed the Chief Commissaire and they will be responsible for the positioning of all other track officials.
- c) The Assistant Chief Commissaire shall assist the Chief Commissaire in the completion of his duties and shall act as the Chief Commissaires representative when the Chief Commissaire is not available.
- d) The Commissaires panel is the final authority at any competition and has the right to impose a penalty on any competitor, parent, spectator or team manager in the interests of safety or for violation of these rules.
- e) The Chief Commissaire shall operate from a position which permits him a clear view of the entire track.

3. Chief Administrator

- a) The chief administrator 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). The chief administrator shall be assisted by a sufficient number of administrators.

4. Race Commissaires

- a) The race commissaries shall be responsible for assuring the observance of all rules governing an event.
- b) All commissaires must wear some form of distinctive clothing so that they may be readily identified by competitors and team managers.
- c) Each race commissaire shall operate from a clearly defined position.

5. Finish Line Officials

- a) In the event that the finishing order is determined by means of finish line officials, they shall act as described in ART2.5
- b) In case another scoring system is utilised, the obligations and designation conditions are determined by one of the members of the Commissaires panel who shall act as finish line official.
- c) The finish line official may, on their own responsibility co-opt other persons appointed and licensed by the national federation of the organiser to assist him. The finish line official shall be the sole judge of the finish. The finish line official shall be provided with a sheltered area close to the finish line.

6. Race Director

- a) The race director, who is designated by Cycling Ireland with the assistance of the commissaires, shall be responsible for the following,
- b) Establishing and maintaining a timetable of events.
- c) Enlisting and organising of all commissaires, officials and administrative staff with the size of the event.
- d) Arranging for the equipment necessary to conduct the race.

7. Officials/Personnel

- The following officials and personnel are designated by the organiser, National Federation or UCI:

a) INSPECTORS – Where required, Inspectors shall be responsible for inspecting rider's bicycle and safety equipment prior to practice to assure compliance with the rules.

b) STARTER – 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 his duties is penalised. When a camera or other 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 the operator of the timing system and his equipment is ready before he begins the starting procedure of the race.

c) STARTING HILL OFFICIALS – Starting hill officials 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 rider's safety equipment is correct. Starting hill officials shall report to the chief commissaire any rider whose safety equipment does not conform to these regulations.

d) STAGING OFFICIALS – Staging officials shall be responsible for directing riders into proper staging lanes. They shall announce each race number, age group, and the names of every rider in the race. An appropriate number of copies of the Moto sheets shall be made available to the senior staging official.

e) RACE COMMISSAIRES – Race Commissaires shall be monitoring the conduct of riders on the track and for notifying other officials of conditions on the track which may warrant their attention. The chief commissaire shall determine the number of race officials necessary for an event. Race officials shall be stationed along the track. Race officials shall make notes of any rule infringements or incidents that they witness. These notes shall be made available on request to the chief commissaire.

f) FINISH LINE AREA CONTROL OFFICIALS – Finish line area control officials shall be responsible for controlling the passage of riders and other persons into and out of the finish line area. They shall be stationed at each point of access or exit to the finish area and prevent the entry of parents, team managers and spectators except where medical emergencies warrant their presence. Finish line area control officials shall also be responsible for maintaining order among the riders waiting in the finish area.

g) ADMINISTRATORS- Entry administrators shall be responsible for the following:

i. Receiving and checking for conformance to entry regulations all rider's entry forms and/or permit applications.

ii. Establishing a list of entrants in each category of racing and sequentially ordering the categories.

h) MOTO SHEET ADMINISTRATORS (scorers) shall be responsible for dividing the total number of entrants in each category into Motos of not more than eight riders and for recording their names on the appropriate Moto sheets.

i) MOTO SHEET OFFICIALS shall be responsible for posting Moto sheets on the Moto boards. These sheets shall be posted in order by age group with each race number clearly visible.

j) CAMERA/TIMING OPERATOR – The camera/timing operator shall be responsible for the setting up and operation of the system and for passing rider finish line position results to the administrators for posting on the Moto boards.

k) TRACK ANNOUNCER – The track announcer shall be responsible for making formal announcements concerning the competition and for informing riders, spectators, commissaires and officials of any changes to the race schedule.

l) COURSE COMMENTATOR – The course commentator shall provide a commentary of all races for the benefit of the spectators. He shall not comment on any matter which is opposed to the interests of the UCI, Cycling Ireland or to the sport of BMX in general. Neither shall he pre-judge the results of any race or comment on possible rule infractions which he may observe. 113

m) SECURITY PERSONNEL – The host organisation shall provide a sufficient number of security personnel to ensure the safety of the riders and spectators. Marshals must wear some form of distinctive clothing or other object so that they may be readily identified.

n) FIRST AID – At least one first aid point which may be a static ambulance or other suitable vehicle or covered area and an adequate number of first aid staff shall be in attendance during all practice and race sessions. Both the first aid point and the first aid personnel must be stationed in the infield and a clear entry/exit route for an ambulance leading to a public thoroughfare must be provided and maintained throughout the progress of the event. Neither practice nor race sessions may take place unless proper first aid is available.

Article 5 – Clothing and Safety Equipment

1. Inspection

- a) Before official practice, before the start of, or during the course of any competition or event, the rider, his bicycle, helmet and clothing may be subject to inspection by inspectors in order to ascertain whether or not this equipment conforms to these rules. The organisers make no representation and/or statement of opinion as to the track worthiness of any bicycle, clothing, safety equipment or other gear which may be examined during the course of this inspection.
- b) Any rider whose equipment is unsafe in the opinion of the inspectors or race commissaires, whether or not it fails to comply with the specific provision of these rules, shall not be permitted to ride on the track.
- c) Any rider who does not comply with all instructions given to him by the inspector or race commissaires with respect to equipment shall not be permitted to compete in the event.
- d) Helmets must be full face construction equipped with a visor of minimum 10cm. Helmet strap must be securely fastened during the completion of the race. Open face helmets are not allowed at expert level competition.
- e) To aid training, helmets conforming to safety standards defined in the general regulations are permitted for training purposes and at events below National Series.
- f) Gloves, elbow pads, knee pads are mandatory for all events from National series upwards.
- g) A neck brace is also recommended.

2. Jersey

- a) The jersey shall be loose fitted long-sleeved shirt whose sleeves extend down to the riders wrists. Lycra material is not permitted. The fabric of the jersey must be loose enough to have a minimum 3cm doubled up excess material, without stretching the fabric. This shall be measured by pinching the fabric between the index finger and thumb.
- b) The jersey is recommended to be tucked into the pants to not cause interference.
- c) Every rider competing in a world BMX Championship/Challenge event must wear a national BMX jersey matching the jerseys of his fellow countrymen. The only variation allowed shall be the advertising on the jersey. The national jersey must be worn whenever the rider is engaged in activities on the track, prize giving ceremonies, press conferences, television interviews, autograph sessions and other occasions during the event, which require good presentation to the media and outside world.
- d) At a Continental BMX Championship/Challenge and/or a regular international BMX event, a rider shall be allowed to wear a country's national jersey that is in accordance with UCI rules for national BMX jerseys as described above. Whether the wearing of the national BMX jersey at a Continental/Championship/Challenge event is compulsory or not, shall be at the discretion of the continental host organization/federation hosting the event.
- e) National Team clothing may only be worn for International Events.

3. Pants

- a) The pants shall be loose fitting long pants made of tear resistant material. Lycra is not permitted. Except for the ankles where the pants must be tight fitted, the pant fabric must have a minimum of 6cm of doubled up excess material, without stretching the fabric. This shall be measured by pinching the fabric between the index finger and the thumb.
- b) Loose fitting short pants made of tear-resistant material are permitted if used together with knee and shin protection with a rigid surface. Lycra is not permitted unless for use under the pants and to cover knee protection. The pant fabric must have a minimum of 6cm of doubled up excess material, without stretching the fabric. This shall be measured by pinching the fabric between the index finger and the thumb.
- c) Pants must be of a single piece construction, separated from the jersey at the waist. One piece skin suits are not permitted.
- d) Any added aerodynamic accessories on personal equipments are not permitted.
- e) Gloves whose fingers do not completely cover the riders finger tips are not permitted.

Article 6 – Bicycle

1. Frame

- a) 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.
- b) 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.
- c) Wheel axels may not protrude more than 5mm beyond the hub nuts. i.e No Pegs
- d) All components, accessories and other parts must be firmly attached to the bicycle.

2. Wheels

- a) Bicycles with 20" wheels may be raced only in standard categories. Cruisers may be raced only in cruiser categories, unless event regulations state otherwise.
- b) 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 wheelers, inflated tyres included, shall not exceed 22 ½" (57cm)
- c) The total diameter of the wheels, inflated tyres included, in the cruiser type shall measure at least 22 ½" (57cm), and the total diameter of the wheels, inflated tyres included shall be no larger than 26" in diameter.
- d) The bicycles of riders aged 6 and under may be equipped with wheels smaller than 20".
- e) 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.
- f) Tyres must be of one-piece construction and have a tread sufficient to provide adequate grip on the particular surface that the track presents.
- g) Tyres must be inflated to a pressure sufficient to assure safe riding under race conditions.
- h) Quick release axles are not recommended but may be used if the release levers are taped or wired in the locked position.

3. Handlebars

- a) Maximum width of handlebars on both standard bicycles and cruisers shall be 74cm (29")
- b) The maximum rise of handlebars on both standard bicycles and cruisers shall be 30cm (12")
- c) Handlebar grips are mandatory and must completely cover the ends of the handlebars.
- d) Handlebars that are cracked or bent are not permitted.

4. Steering Head

- a) The forks must turn smoothly in the headset bearing without binding or excessive play.
- b) 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.

5. Brakes

- a) All bicycles entered in competition must be equipped with an effective rear brake, which may be operated wither by foot (coaster brake) or hand (calliper brake).
- b) The reaction arm of a coaster brake must be securely anchored to the frame by means of a mechanically fastened clip that completely surrounds and firmly grips the chain stay. Attachment of this arm to a lug brazed or welded to the stay is not permitted.
- c) The rear brake cable must be secured to the frame.
- d) A front brake may be fitted, but is not required.
- e) 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.
- f) All exposed cable ends must be capped, soldered or covered to prevent fraying.

6. 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. The clamp's fixing bolt may protrude from the body of the clamp by no more than 5mm.

7. Cranks, Pedals and Gears

- a) 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.
- 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 competition. The teeth on pedal cages must be sufficiently pointed and prominent to offer effective grip on a rider's shoes without being so sharp as to pose a safety hazard. Toe clips and straps are not permitted. Interlocking pedal-cleat systems however are allowed. Where an interlocking pedal-cleat system is used, the rider must be able to demonstrate the ability to engage and release the pedals upon any request from an official at an event.
- d) The minimum race age category whereby interlocking cleat pedals are permitted is 13years. Riders who have earned the right to compete up in a race category whereby cleat pedals are permitted should follow the regulations of that category.
- e) Multiple speed gear systems are permitted.

8. Bike Pads

- If bike pads are used, they should be used in the following positions:
 - I. A pad that surrounds the crossbar of the handlebars
 - II. A pad that surrounds the top tube of the frame
 - III. A pad that covers the stem connecting the handlebars to the fork

9. Number Plates

- Each bicycle entered into competition must have a number plate attached to the front of the handlebars.
- Number plates must be made of plastic or other similar flexible material.
- Plate: Height 20cm, Width 25cm
- Digits: Height 10cm Line Width 1.5cm
- Riders must use the plate and number colour combinations specified for the category in which they are racing as follows:
 - i. Elite Men: White Plate, Black Numbers
 - ii. Juniors Men: Black Plate, White Numbers
 - iii. Championship Women: Black Plate, White Numbers
 - iv. Men/Boys: Yellow Plate, Black Numbers
 - v. Girls: Blue Plate, White Numbers
 - vi. Cruiser: Red Plate, White Numbers
- If a photo finish system is utilised, each bicycle entered into competition must display a lateral number plate/sticker located just behind the steer tube. The number shall be black with a white background. The height of the number must be a minimum 8cm with a width of 1cm. and with a gap of 1cm between numbers. These numbers must match that on the front plate and be on both sides of the bike and not folded or curved. No other logo, graphics or colour is allowed within the number area of the plate. All prefixes and suffixes must be the same as above ie W1 not w1
- In all Cycling Ireland sanctioned BMX events a rider must display the number assigned to him according to the rules set forth above. 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 the competition, be kept free of markings, stickers or other impediments to the numbers legibility. Riders may not cut, mutilate or put additional stickers or marking on their number plate if it's provided by the organiser.

Article 7 – Infractions, Penalties and Protests

1. Infractions

- a) All riders must observe these rules and follow all instructions given to them by any commissaire or official at any time during the course of the event. Every rider must at all times observe such conduct as reflects the ideals of good sportsmanship and avoid any conduct which may bring himself or the sport of BMX into disrepute. The use of obscene or foul language is forbidden. Riders using such language will be penalized in a manner to be determined by the commissaires panel.
- b) The infractions described in this chapter will be penalized by the commissaires panel, according to part 2 and the following.
- c) If necessary, the officials will determine whether an infraction was caused deliberately or not. An infraction is considered to be caused deliberately, in the event that it could have been avoided.

d) BIKE POSITION AT THE START GATE – The front wheel must be placed against the gate, be grounded and remain stationary during the starters call. All riders must start in the designated gate position.

e) DELIBERATE INTERFERENCE – Interference is often a complex offence, given that BMX is a contact sport. The commissaires will determine whether it was deliberate or not. If an infraction or interference can be avoided, and is caused, the officials may determine it to be deliberate. Deliberate interference between two or more riders will be penalised as laid down in part 2 and the following.

f) DELIBERATE FORCE OFF THE TRACK- Any competitor must not force another competitor off the track deliberately.

g) 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 shall not interfere with the progress of any other rider or cut the course in order to gain an advantage.

h) CONTACT – A rider shall not deliberately 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.

i) 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, once the rider has a full bike length or more of a lead they can choose their line, 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 part 2 and the following.

j) TEAM RIDING- Team riding or helping other competitors to gain a higher finishing position is prohibited.

k) THIRD PERSON INTERFERENCE- Team managers, parents, and others in the company of a rider shall not interfere with a race on behalf of a team or a rider.

2. Penalties

□ The commissaires panel may, without prejudice to its possibilities provided in the Cycling Ireland “code of conduct”, invoke any of the censures provided in this article against a rider who commits one of the infractions mentioned in this part of the regulations.

a) OFFICIAL WARNING – A rider may receive an official, verbal warning for certain misconduct. The first warning issued to a rider at an event carries no specific penalty other than the advice of the warning, however the issuance of a subsequent warning for the same, or any other offence, on the same day will result in the rider's disqualification from the event. A warning shall be displayed **on the printed output of the results**.

b) RIDER TO BE PLACED LAST IN MOTO – A rider may be scored in last place regardless of his actual finish and will be scored “relegated” (REL)

c) DISQUALIFICATION OF A RIDER – A rider may be disqualified and thereby barred from further participation in either the competition category in which the infringement occurred or the entire event.

d) REMOVAL OF AN OFFENDER FROM THE COMPETITION VENUE – The commissaires panel have the discretion to remove an offender from the competition venue for an offence against any of the provisions set down in these technical regulations.

e) Cycling Ireland 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:

i. Competing under a false name

ii. Use of false information relating to age, category, or other subject at the time of race registration in order to gain an unfair advantage.

iii. Conspiring with one or more riders to pre-determine the outcome of a race.

- iv. Offering, giving or receiving either directly or indirectly any bribe or other incentive intended to influence the outcome of a race either to or from any other person, including without limitation, riders, commissaires, officials and spectators at a BMX competition.
- v. 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.
- vi. Altering the specification of any bicycle after inspection that results in an infringement of the rule of the competition. Engaging in any unfair practice, misbehaviour or action detrimental to the sport of BMX, whether or not related to a specific event.
- f) Riders will be held accountable for the actions of their parents, team managers, and any other persons in their company at a BMX competition or event. Any misconduct on the part of any of these persons may, at the discretion of the race commissaire or race director, result in the disqualification or suspension of the rider and the removal of the offending persons from the track area.

3. Protests

a) In any BMX event a protest may be filed by a rider for any of the following:

- i. The classification of a rider**
- ii. The scoring of a rider**

- b) Protests by riders regarding judgement decisions during the competition are not allowed.
- c) Race Commissaires in charge shall make decisions on the spot through the chief commissaire in case of any incidents or irregularities occurring during the competition.
- d) Protests must be made on the day and in good time, protests about league points must be made prior to the running of the next event.

4. How to Protest

- a) A rider wishing to make a protest arising under part 3 above, may do so to the administration officials within 10min of the posting of the Moto sheets that has given rise to the protest. The chief administrator will conduct an investigation and render a decision on the protest prior to the commencement of that rider's next round of racing.
- b) If a rider disagrees with his finishing position as posted on the Moto sheets, a protest must be lodged with the administrators. The chief administrator and the chief scorer will view the applicable scoring system and render a decision.
- c) The rider(s) involved in the protest may be called upon as required by the chief commissaire.
- d) 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 and 5th place finishing position would in the case of a tied decision ultimately give both riders 4th place finish in that particular race.
- e) 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 15mins of the completion of racing.
- f) If a protested race is not available on the video tape for viewing due to mechanical failure, the score sheets will determine the finish position of the race.
- g) The commissaires panel shall have the power to impose a penalty up to and including disqualification of the rider as a result of any protest under part 3 above.