

MEMORANDUM

26.09.2022

PART VI – BMX RACING

Rules amendments applying on **01.01.2023**

Chapter I GENERAL RULES

§ 1 Categories and Participation

Categories for Standard 20 Inch bicycles at the Masters Level

6.1.010

Within the competition speciality of BMX Racing defined in article 6.1.007 for the Masters level, the ~~single category is limited to Men ages 30 and over (1 category).~~ categories are as follows:

- a. Masters Men – ages: 30 and Over (1 category)
- b. Masters Women – ages: 30 and Over (1 category).

Total: 2 categories.

(text modified on 01.01.2023).

§ 4 The Bicycle, Clothing and Equipment

Cranks, Pedals and Gears

6.1.079 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. Toe clips and straps are not permitted.

~~Forms of connecting the riders' shoe to the pedal via~~ Interlocking pedal-cleat systems e.g. magnetic pedals are allowed for all riders age 13 and older. For avoidance of doubt, riders aged 12 and under must use flat pedals with no forms of connection to the pedal permitted. ~~interlocking pedal-cleat system.~~

Multiple speed gear systems are permitted.

(text modified on 01.01.19, 01.01.23).

§ 5 Clothing and safety equipment

Jersey

6.1.082 The jersey shall be a ~~loose-fitting~~ long-sleeved shirt whose sleeves extend down to the rider's wrists. Jerseys used in BMX Racing events should be of a type specifically sold for use in BMX Racing, 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 Racing events, nor are jerseys with zippers, other than a very short (less than 10cm long zipper) at the collar. The jersey must be either close fitting around the waist or must be tucked into the pants before the start to not cause interference.

(text modified on 01.01.2023).

Pants

6.1.085 The aim of BMX Racing 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 Racing, Motocross or Downhill Mountain Bike events. Custom produced pants or shorts of this type and matching the requirements outlined in this article are permitted.

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 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 Racing, 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.

(text modified on 01.01.2023).

Number Criteria

6.1.095 The UCI International Elite Number list ~~defined in January 2018 shall be frozen until 31st December 2021; during this period of time, UCI International Elite Numbers shall neither be granted nor removed. following each Olympic Games will be published by 31 January following each Olympic Games.~~

Following the publication of the UCI Individual BMX Racing rankings for Men Elite and Women Elite on 31 December ~~of the Olympic Games year 2021~~, all UCI International Elite Numbers formerly awarded shall ~~be removed and again~~ become available. Riders in the top 40 ranked Men Elite and top 40 ranked Women Elite in the UCI Individual BMX Racing ranking of 31 December ~~of the Olympic Games year are 2021 will then be~~ invited to select a UCI International Elite Number. Riders already in possession of a UCI International Elite Number may choose to retain that number; otherwise, all such numbers shall be in the range of 10 to 199.

In case any of the riders selected by their national federation to participate in the ~~most recent 2020 Tokyo~~ Olympic Games (~~if finally held on the postponed dates~~), or former Elite UCI World Champions, or former Olympic Champions are not in the top 40 respectively, they may also request a UCI International Elite Number in accordance with the method specified above, as long as they are still in possession of an Elite license and have figured in the UCI Individual BMX Racing ranking of 31 December in at least 1 year within the last Olympic Quadrennial. In case of multiple requests for the same number, requests from ~~present-reigning~~ Olympic Champions, ~~present reigning~~ World Champions shall take priority in that order; following this, the request of the rider with the higher ranking on 31 December ~~2021~~ shall take priority.

Such requests shall be received up to and including ~~31 21~~ January ~~of the year following the Olympic Games, 2022~~, after which no further requests shall be considered.

~~All riders not matching the criteria described above shall have their UCI International Elite Numbers (formerly referred to as UCI Permanent Career Numbers) removed. Beginning on 1st January 2022, they shall use a random number assigned to them by the organisation of the races in which they register which does not conflict with an awarded UCI International Elite Number. Likewise, such riders must not print a number on the back of their jersey.~~

This procedure shall be repeated as described above for each Olympic Quadrennial. For the purpose of awarding UCI International Elite Numbers, each Olympic Quadrennial begins on 1st January in the year following the Olympic Games and ends on 31 December in the year of the Olympic Games.

Once a rider retires from his Elite BMX Racing career, his UCI International Elite Number shall again become available at the end of the Olympic Quadrennial in which he retired. A rider shall be considered to have retired when he has not figured in the UCI Individual BMX Racing ranking of 31 December in 2 consecutive years, or upon notification of retirement sent to the UCI by the rider in question. Such riders lose the right to use their UCI International Elite Number at the beginning of the season in which they no longer hold a license in the Elite category.

Under circumstances that it may determine, the UCI ~~BMX Racing Commission~~ may occasionally decide to retire the UCI International Elite Number of a rider so that it is no longer available to be selected by someone else once that rider's Elite career is over.

A chosen number will be exclusive for the rider and cannot be used by any other rider in the Championship level categories within the same gender, including the Juniors and Under 23 categories.

Once awarded, a rider must use his/her UCI International Elite Number at all international BMX Racing events.

A number plate with white background and black numbers shall be used, according to article 6.1.091.

(text modified on 01.01.18, 01.01.21, 01.01.22 ; 01.01.23).

6.1.101 Every entity organising a BMX Racing event shall conduct the event in strict accordance with the UCI constitution and its regulations.

All events registered on the UCI International BMX Racing Calendar must respect the UCI financial obligations (in particular calendar fee, prize money) approved by the UCI ~~management committee~~ and published on the UCI website.

A detailed technical guide must be presented to UCI during the calendar registration process.

(text modified on 01.01.2023).

6.4.001 Application to the UCI for the sanctioning of a Challenge event is open to any national federation. The venue of each year's Challenge event shall be allocated at least three years in advance of its scheduled date by the UCI ~~management committee~~.

6.7.015 The registration of the UCI BMX Racing team with the UCI involves a registration fee that the team must pay by 15 January of the current year. The amount is set annually by the UCI. ~~management committee~~.

ANNEX 1 BIS – UCI BMX Racing World Cup - Schedule of Heats, Seeding and Transfer System

The following table describes the number of heats, and number of riders in each heat during all Phases of the competition, which depends upon the number of riders entered following riders confirmation, but following the removal of any riders withdrawing for medical reasons before the point in time that the start lists are created. The number of riders who transfer from each Phase or Round is also described.

Number of Entries	Round 1			Last Chance Qualifier (LCQ)			Total Advancing to Qualifiers (Round 1 + LCQ)	1/32 Finals		1/16 Finals		1/8 Finals		1/4 Finals		1/2 Finals		
	Number of Heats	Riders / Heat	Total Advancing	Number of Heats	Riders / Heat	Total Advancing		Number of Heats	Riders / Heat	Number of Heats	Riders / Heat	Number of Heats	Riders / Heat	Number of Heats	Riders / Heat	Number of Heats	Riders / Heat	
13 to 16	2	6 to 7	4	2	4 to 6	4	8											
17 to 20	3	5 to 7	12	1	5 to 8	2	14									2	7	
21 to 24	3	7 to 8	12	2	4 to 6	4	16									2	8	
25 to 32	4	6 to 8	16	2	4 to 8	4	20							4	5	2	8	
33 to 40	5	6 to 8	20	3	4 to 7	6	26							4	6 or 7	2	8	
41 to 48	6	6 to 8	24	4	4 to 6	8	32							4	8	2	8	
49 to 56	7	7 to 8	28	5	4 to 6	10	38					6	6 or 7	4	6	2	8	
57 to 64	8	7 to 8	32	5	5 to 7	10	42					6 8	7 5 or 6	4	6 8	2	8	
65 to 72	9	7 to 8	36	6	4 to 6	12	48					6 8	8 6	4	6 8	2	8	
73 to 80	10	7 to 8	40	6	5 to 7	12	52					7 8	7 or 8 6 or 7	4	7 8	2	8	
81 to 88	11	7 to 8	44	7	5 to 7	14	58					8	7 or 8	4	8	2	8	
89 to 96	12	7 to 8	48	7	5 to 7	14	62					8	7 or 8	4	8	2	8	
97 to 104	13	7 to 8	52	8	5 to 7	16	68				9 12	7 or 8 5 or 6	6 8	6	4	6 8	2	8
105 to 112	14	7 to 8	56	8	6 to 7	16	72				9 12	8 6	6 8	6	4	6 8	2	8
113 to 120	15	7 to 8	60	9	5 to 7	18	78				10 12	7 or 8 6 or 7	6 8	6 or 7	4	6 8	2	8
121 to 128	16	7 to 8	64	9	6 to 8	18	82				11 12	7 or 8 6 or 7	6 8	7 or 8 6	4	6 8	2	8
129 to 136	17	7 to 8	68	10	6 to 7	20	88				12 14	7 or 8 6 or 7	6 8	7 or 8	4	6 8	2	8
137 to 144	18	7 to 8	72	10	6 to 8	20	92				12 14	7 or 8 6 or 7	8	6 7	4	8	2	8
145 to 152	19	7 to 8	76	11	6 to 7	22	98				13 14	7 or 8 7	8	6 or 7	4	8	2	8

Number of Entries	Round 1			Last Chance Qualifier (LCQ)			Total Advancing to Qualifiers (Round 1 + LCQ)	1/32 Finals		1/16 Finals		1/8 Finals		1/4 Finals		1/2 Finals	
	Number of Heats	Riders / Heat	Total Advancing	Number of Heats	Riders / Heat	Total Advancing		Number of Heats	Riders / Heat	Number of Heats	Riders / Heat	Number of Heats	Riders / Heat	Number of Heats	Riders / Heat	Number of Heats	Riders / Heat
153 to 160	20	7 to 8	80	11	6 to 8	22	102			13 16	7 or 8 6 or 7	8	6 or 7 8	4	8	2	8
161 to 168	21	7 to 8	84	12	6 to 7	24	108			14 16	7 or 8 6 or 7	8	7 8	4	8	2	8
169 to 176	22	7 to 8	88	12	6 to 8	24	112			14 16	7 or 8 7	8	7 8	4	8	2	8
177 to 184	23	7 to 8	92	13	6 to 8	26	118			15 16	7 or 8	8	7 or 8 8	4	8	2	8
185 to 192	24	7 to 8	96	13	6 to 8	26	122			16	7 or 8	8	8	4	8	2	8
193 to 200	25	7 to 8	100	14	6 to 8	28	128			16	8	8	8	4	8	2	8
201 to 208	26	7 to 8	104	14	6 to 8	28	132	17 24	7 or 8 5 or 6	12 16	5 or 6	8	6 8	4	8	2	8
209 to 216	27	7 to 8	108	15	6 to 8	30	138	18 24	7 or 8 5 or 6	12 16	5 or 6	8	6 8	4	8	2	8
217 to 224	28	7 to 8	112	15	7 to 8	30	142	18 24	7 or 8 5 or 6	12 16	5 or 6	8	6 8	4	8	2	8
225 to 232	29	7 to 8	116	16	6 to 8	32	148	19 24	7 or 8 6 or 7	12 16	6 or 7	8	6 8	4	8	2	8
233 to 240	30	7 to 8	120	16	7 to 8	32	152	19 28	7 or 8 5 or 6	12 16	6 or 7	8	5 or 6 8	4	8	2	8
241 to 248	31	7 to 8	124	17	6 to 8	34	158	20 28	7 or 8 5 or 6	12 16	6 or 7	8	6 8	4	8	2	8
249 to 256	32	7 to 8	128	17	7 to 8	34	162	21 28	7 or 8 5 or 6	12 16	7	8	6 8	4	8	2	8

Transfer Rules

Categories with 13 to 16 riders

- The top 2 riders from each Round 1 heat transfer to the Final
- The top 2 riders from each Last Chance Qualifier (LCQ) heat transfer to the Final

Categories with 17 or more riders

- The top 4 riders from each Round 1 heat transfer to the Qualifiers
- The top 2 riders from each Last Chance Qualifier (LCQ) heat transfer to the Qualifiers
- The top 4 riders from each Qualifier heat transfer to the next round of the Qualifiers
- The top 4 riders from each Semi-Final (1/2 Final) heat transfer to the Final

(table modified on 01.01.23).

ANNEX 5 - Competition field

Introduction

The purpose of this section of the UCI BMX **Racing** Regulations is to set a minimum standard for the field of play within the sport of BMX Racing, as well as the basic facilities needed for a BMX Racing venue. Certain major BMX Racing events registered on the UCI International BMX Racing Calendar may have different standards than the minimums listed below. A table of these standards is found below.

For any international level BMX Racing event, any deviation from the minimum standards found in this annex must be justified and can only be approved by the UCI BMX Racing Commission.

It is important to note that adherence to the minimum standards outlined in this annex does not guarantee that a track will be suitable for an international level BMX Racing event.

In general, the form of a BMX Racing track must be appropriate for the intended level of the riders who will commonly use the track. Regardless of this level, tracks must always be built in a way that protects the safety of the riders who use them, and of the staff and volunteers working during BMX Racing events.

Whenever a track is built or re-built, the UCI BMX Racing Track Guide should be consulted. The version of the UCI BMX Racing Track presently in force is found on the UCI web site (www.uci.org).

1. BMX Racing track

The track must be of a compact, closed looped design, forming a circuit where length measured along its centre line is not less than 300 metres nor greater than ~~400~~ 450 metres.

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

(text modified on 01.01.23).