



*Cycling BC BMX Competition
Guidelines
2017*

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1. Introduction

BMX events sanctioned by Cycling BC are run according to the applicable Union Cycliste International (UCI) and Cycling Canada (CC) regulations:

- UCI
 - Part I “General Organization of Cycling as a Sport”
http://www.uci.ch/mm/Document/News/Rulesandregulation/18/23/95/1-GEN-20170205-EN_English.pdf
 - Part VI “BMX Rule Book”
http://www.uci.ch/mm/Document/News/Rulesandregulation/16/61/41/6-BMX-EN-20170101_English.pdf
 - Part XII “Discipline and Procedures”
http://www.uci.ch/mm/Document/News/Rulesandregulation/16/26/68/12-DIS-20170202-E_English.PDF
- CC
 - The CC Companion Guide
<http://www.cyclingcanada.ca/wp-content/uploads/2012/05/Companion-Guide-2017-ENG-F.pdf>

Where necessary, the UCI rules and the CC Companion Guide regulations have been revised to accommodate various Provincial Regulations pertinent to events sanctioned by Cycling BC. These amendments appear in the Cycling BC BMX Racing Guidelines.

The following designates amendments to the UCI rulebook:

- **P** for Provincial amendments
- **N** for National amendments

Which will be found in the linked document in **Section 3** – BC Provincially amended UCI Part VI – 2017

Complete list of Policies and Guidelines for all Cycling BC sanctioned BMX events in BC can be found on the Cycling BC BMX website.

<http://cyclingbc.net/membership/disciplines/bmx/>

1.1. About Cycling BC

Cycling BC is the Provincial Governing Body for the sport of cycling in British Columbia. We represent the full range of cycling disciplines including Road, Track, Cyclo-cross, Mountain Biking and BMX.

Our main responsibilities include:

- Licensing of Riders, Coaches, Officials and Race Organizers
- Coordination and development of each disciplines Race Calendar
- Training of Race Officials
- Certification and Training of Cycling Coaches
- Development of New and Existing Cycling Clubs
- Sanctioning & Insuring Cycling Races and Events
- Maximizing Participation in Competitive Cycling
- Development of Instructors for Courses and Clinics
- High Performance Athlete Development

Cycling BC is a Not-For-Profit association registered under the BC Societies Act and is affiliated with the Union Cycliste Internationale (UCI) through our membership with Cycling Canada (CC). Our programs are funded through Government Grants, Membership Fees and Sponsorship.

Our Board of Directors, elected by our members at the Annual General Meeting, provides policy direction to our senior office staff. Other important volunteers who facilitate the workings of Cycling BC include Race Organizers, Coaches, Commissaires, Instructors and Committee Members.

1.2. Roles of Governing Cycling Bodies

Cycling Canada

Cycling Canada's mandate is to act as an umbrella organization for the Provincial and Territorial Federations or Associations. Cycling Canada is responsible for running the National Programs as well as managing the National Team for Elite athletes.

Cycling BC

Cycling BC's mandate is to govern the sport of cycling in the Province of British Columbia by building it through grassroots programs and athlete development.

1.3. About BMX Racing

BMX racing is a type of off-road bicycle racing. The format of BMX was derived from motocross racing. BMX bicycle races are sprint races on purpose-built off-road single-lap racetracks. The track usually consists of a starting gate for up to eight racers, a groomed,

Serpentine, dirt course made of various jumps and rollers and a finish line. The course is usually flat, about 20-feet (6 m) wide and has large banked corners that help the riders maintain speed. The sport is family oriented and largely participant-driven, with riders ranging in age from 3 to over 73.

Each athlete races against riders of their own age or ability group. The sport also prides itself on the ability to offer equal opportunities to both sexes and top class competitive sport to all members. It is common for the whole family to be involved.

The family nature gives the race day far more depth and dimension than just a simple race - it is an Event!

2. Competition and Racing Levels

Cycling BC offers racing for everyone. There are several levels of racing to choose from, allowing athletes of all ages and abilities to compete.

2.1. District Racing (Club Racing)

District racing or Club racing are the weekly events held by each club. This is the entry point for most BMX athletes. Most clubs calculate points for the riders' finishes and distribute awards at the end of the year. All Cycling BC clubs offer weekly gate practice where athletes can practice their skills or be coached by more experienced riders.

- Half Track Racing

At the Club level we offer half-track racing for young athletes to enter the sport. Half-track athletes are 3 to 5 years of age and ride on half the track. Parents sometimes assist these riders or they may use training wheels but they are always having fun.

2.2 Provincial Racing

Each year a number of BC BMX Premier Series races are held across the province to determine the BC Premier Series Champions. This is a next level of racing where competitors compete for a BC Premier Series ranking. Athletes must race a minimum number of BC Premier Events as well as the Series Finals to qualify for a Premier Series ranking and prizes.

2.3 Provincial Championships

Each year Cycling BC sanctions the BMX Provincial Championships, inviting all BMX racers from across BC together to determine the Provincial BMX Champions in each age group. This is the highest ranking race in the Province and is a Nationally recognized event, in which athletes earn points towards their National ranking and World Championship qualification. The Provincial Championship is an age group race only. There are no class distinctions in order to decide the true Provincial Champion for each age group.

2.4 Canadian Championships

Each year Cycling Canada sanctions the Canadian Championships, bringing Eastern and Western Canada together to determine the Canadian BMX Champions in each age group. This is the highest level of racing in our country. From here athletes can compete in World Championships and Olympic Games.

3 General Rules

To view the Provincially modified version of Part VI of the UCI Regs that contains the National and Provincial amendments, follow the link:

4. Combining Rules

4.1. Combining Novice Female Class 6 & Under

Attempt each of the moves in the order described below until a class with at least 3 riders is formed.

- Move 1: Place the rider(s) in the Novice Female Class 1 year older;
- Move 2: Begin the process again with the rider(s) in the 5 & Under Novice Male Class
- Move 3: T.O.D. "Track Operator's Discretion" to make the most reasonable class you can.

4.2. Combining Novice Female Classes 7 & Older

Attempt each of the moves in the order described below until a class with at least 3 riders is formed.

- Move 1: Place the rider(s) in the Novice Female Class 1 year older;
- Move 2: Place the rider(s) in the Novice Female Class 2 years older;
- Move 3: Begin the process again with the rider(s) in the Novice Male Class 1 year younger;
- Move 4: T.O.D. "Track Operator's Discretion" to make the most reasonable class you can.

4.3. Combining Expert Female Classes

Attempt each of the moves in the order described below until a class with at least 3 riders is formed.

- Move 1: Place the rider(s) in the Expert Female Class 1 year older;
- Move 2: Place the rider(s) in the Expert Female Class 2 years older;
- Move 3: Begin the process again with the rider(s) in the Expert Male Class of the same age;
- Move 4: T.O.D. "Track Operator's Discretion" to make the most reasonable class you can.

4.4. Combining Novice Male Classes

Attempt each of the moves in the order described below until a class with at least 3 riders is formed.

- Move 1: Place the rider(s) in the Novice Male class 1 year older;
- Move 2: Place the rider(s) in the Intermediate Male class of the same age;
- Move 3: Place the rider(s) in the Intermediate Male class 1 year older;
- Move 4: Begin the process again with the rider(s) in the Intermediate Male class of the same age.;
- Move 5: Once all of the other Novice, Intermediate and Expert Male classes are built, check and see if the rider(s) in question have been placed in a class of 3 or more. If they haven't, use "Track Operator's Discretion" (T.O.D.) to make the most reasonable class you can.

4.5. Combining Intermediate Male Classes

Attempt each of the moves in the order described below until a class with at least 3 riders is formed.

- Move 1: Place the rider(s) in the Intermediate Male class 1 year older ;
- Move 2: Place the rider(s) in the Expert Male class of the same age;
- Move 3: Place the rider(s) in the Expert Male class 1 year older;
- Move 4: Begin the process again with the rider(s) in the Expert Male class of the same age;
- Move 5: Once all of the other Intermediate and Expert Male classes are built, check and see if the rider(s) in question have been placed in a class of 3 or more. If they haven't, use "Track Operator's Discretion" (T.O.D.) to make the most reasonable class you can.

4.6. Combining Expert Male Classes

Attempt each of the moves in the order described below until a class with at least 3 riders is formed.

- Move 1: Place the rider(s) in the Expert Male class 1 year older;
- Move 2: Place the rider(s) in the Intermediate Male class 1 year older;
- Move 3: Place the rider(s) in the Intermediate Male class 2 years older;
- Move 4: Begin the process again with the rider(s) in the Intermediate Male class 1 year older;
- Move 5: Once all of the other Expert Male classes are built, check and see if the rider(s) in question have been placed in a class of 3 or more. If they haven't, use "Track Operator's Discretion" (T.O.D.) to make the most reasonable class you can.

4.7. Oldest Class of the Day

If the oldest class of the day is too small, the rider(s) will be moved down to the next available class within the 2-year age spread. If that is not possible, use T.O.D. (Track Operators Discretion). An Expert or an Intermediate may never move down to a Novice class, with the exception on 5 & under Intermediate Male.

EXAMPLE: 16 Exp. to 15 Exp. 16 Int. to 15 Int.. If 16 Exp. moves to 15 Exp. and does not make a class, he/she goes back to 16 Exp. and moves to 16 Int. If a class is still not made the 16 Exp. would move to the 15 Int., then to the 14 Exp. then the 14 Int. etc. Again, the 2-year age difference is in effect. Mark your Moto sheets with O.C.D to designate that this is the oldest class of the day.

4.8. Track Operators Discretion (T.O.D.)

If a class of 2 riders cannot be combined with a higher class within a 2-year age difference a moto can be formed using 2 riders as long as the moto sheet is marked T.O.D. (Track Operator's Discretion) and the Track Operator signs the moto sheet.

4.9. Standard Open Classes

Open classes are run at the discretion of the Track Operator. They are non-points classes run solely for awards, experience and fun. The open class allows riders a chance to race against riders of different ability levels. It is up to the Track Operator to decide what will be allowed as a minimum entry.

4.10. Special Classes

In some conditions, modified or reduced OPEN classes may be used but Cycling BC will recognize no points for these events. They may include events that are but not limited to; events on highly skilled courses and training classes. To apply for special classes, please notify Cycling BC in advance to make sure that proper insurance will be provided.

4.11. Cruiser Classes

Cruiser riders are subject to a 3-rider minimum to make a class at all events. The guidelines that apply to Cruiser classes are that no more than 2 years in age separate the rider from ages U9 to 29. Cruiser riders receive Expert points.

4.12. **Move-ups – U9-29 years**

For purposes of move-ups Cruiser riders U9 to 29, will be considered specific to the age group no matter the age of the rider. Cruiser classes will move up one class at a time with no more than a one class spread until a moto forms. If a moto cannot be formed within one class then the younger riders may move to the next available class. The oldest class consisting of riders 29 years and younger is allowed to move down 1 class ONLY, but they may move only if that class is made solely of riders within the 2 year age limit. If younger riders have moved up to make a class then the riders *may not move down*.

4.13. **Move-ups - 30-34, 35-39, 40-44, 45+**

Cruiser riders 30 years and older may be moved up or down to the nearest available class, these riders will first be moved up to make a class, if this is not available then they will be moved down to the next available class.

4.14. **Moto Building for Championship Classes**

Combining Junior Female

If there are fewer than 3 Junior Female riders, they are combined with the Elite Female class.

Combining Elite Female

If there are fewer than 3 Elite Female riders, they are combined with the Junior Female class. Second move is to Junior Male. Third move to Elite Male.

Combining Junior Male

If there are fewer than 3 Junior Male riders, they are combined with the Elite Male class.

Combining Elite Male

If there are fewer than 3 Elite Male riders, they are combined with the Junior Male class. Second move is to Elite Female.

Combining Masters

If there are fewer than 3 Masters Male riders, they are combined with the Elite Male class. If the track has a pro section Masters athletes may be combine with 30+ Expert.

If fewer than 3 championship athletes register they will be treated as challenge athletes.

5. Cycling BC Specific Policies & Procedures

5.1. License Types

UCI License (BC Race License)

The UCI license allows members to race at all Cycling BC and UCI events around the World.

The only athletes that will be **required** to purchase a full UCI License will be Junior, Elite and athletes competing outside BC.

BC Ride Licence

Available to riders 16 & over who wish to compete only at Cycling BC Sanctioned events in the challenge classes.. This licence will not allow you to race outside of BC.

- All members must reside in British Columbia for 6+ months of the calendar year in order to be eligible for a license.
- All members must be covered under a federal or provincial hospital or medical plan.
- A passport-style photo of the license holder (for UCI licenses only). If you have registered for your license, but have yet to upload your photo, **Your license will not be issued until a suitable photo has been uploaded.**
- All members must sign a waiver. This is done through the online registration process. **For riders under 19 years of age, a parent/guardian must sign the electronic waiver.**
- All members must choose a primary discipline (BMX- Bicycle Moto Cross | CX- Cyclo-Cross | DH- Downhill | XC- Cross-Country | Road | Track)
- **Important note for all UCI Athletes over 30 years old:** All athletes aged 30 years or older must decide at the time of license application to compete in the either Elite or Master **for the entire season**. Changes between Master and Elite are only possible at the time of annual license renewal. Mid-season changes between Elite and Master are not possible.

5.2. First-time Trial Membership Policy

Any new rider to Cycling BC has a chance to experience the sport for **free** by signing up for a First-time Trial Membership. This membership is for one practice or one district race **only** and is not transferable or reusable. The Free First-time Trial Membership is available to BMX athletes from different sanctions who have never held a Cycling BC membership.

5.3. Ability Levels and Advancement:

5.3.1. Female

Novice

This ability level is for the new female rider who is new to the sport. All female riders start at this level and will race other girls the same age and same ability when there is enough to form a class.

A Novice girl must advance to Expert after earning **25 first place finishes** in her racing career.

Expert

This ability level is for female racers who have accumulated enough wins to move up to the highest amateur skill level. Once the rider attains Expert classification she remains there for the rest of her racing career. Riders may also apply to be reclassified as an Expert through the 'Reclassification process (See Reclassifications).

5.3.2. Male

Novice

This ability level is for the new male rider who is new to the sport. All male riders will start at this level and will race other boys the same age and ability when there is enough to form a class. A Novice male **must** advance to the Intermediate class after earning **10 first place finishes** in his racing career.

Intermediate

This ability level is for racers who have accumulated enough first place wins to move up to the intermediate skill level.

An Intermediate male rider **must** advance to the Expert class after earning **25 first places** in his racing career at the intermediate level.

Expert

This ability level is for racers who have accumulated enough wins to move up to the highest amateur skill level. Once the rider attains Expert classification he remains there for the rest of his racing career. Riders may also apply to be reclassified as an Expert through the 'Reclassification process (See Reclassifications section).

It will therefore take a Novice Male rider a total of 35 first place finishes to achieve expert status.

P Only riders (male & female) in the 6 & Under Novice Classes may be assisted in the gate. Persons assisting may help balance the rear wheel between their legs, but must not in any other way, assist or touch the rider once the gate call has started.

5.3.3. Win tracking

- For the Challenge (Amateur) classes: Each win counts as one win;
- It is important to note that it is the rider's responsibility to keep track of his first place wins. **You must move up as soon as you accumulate enough points or wins.**

5.3.4. Championship Classes

Junior Elite (17-18)

This class is for riders who are progressing and are considered as Experts in the 17 and 18 year old classes.

Elite (19+)

This class is the premier money class of Cycling Canada. Riders in this class typically race for cash, prizes and year-end awards. Riders at this level have a responsibility as professionals to act accordingly at all times when they are at the track.

A rider aged 17 years or over may choose to compete at either Championship, Challenge or Masters (only if aged 30 and over) level at the beginning of the season, - You must decide when you get your licence. You can't change mid-term.

5.4. Reclassification

A Cycling BC Official will review all amateur applications for reclassification and the rider will be notified prior to the race. All riders must send a 'Request to Reclassify' to Cycling BC prior to an event.

Voluntary Move Up

An Intermediate Male or Novice Female can apply for an upgrade to 'Expert' status. In order to do so, such riders must email Cycling BC explaining why they think an early upgrade is warranted. Cycling BC will consider all such requests and will decide to either allow or not allow each such request based upon its merits.

1. Moving Up in Skill Categories

- a. **Amateur:** A rider may advance to the next highest amateur classification level (Intermediate, Expert) voluntarily, but they must notify Cycling BC before doing so.
- b. Any rider who moves up in classification **MUST** remain in that classification for the entire year.

2. Moving Down in Skill Categories

- a. A rider who feels they have advanced in competition level too quickly may move down a level. The rider will be notified by mail if their request is approved or not.
- b. A rider may not move down a class in order to dominate that class.

3. Amateur Females Reclassifying to Male –

Expert Female athletes have the opportunity to race Expert Males at Club events.

At club level races Expert Female athletes have the option of choosing to race in the expert male class of the same age or remaining in the female class. **The move must be made at sign up prior to the rider's list being posted.** The Female athlete will move to the Male class of the same age, in the event moto building is required the class will follow the Expert Male moves.

This opportunity is only available at club level racing; BC BMX Premier Series, BC Championships and National level events DO NOT apply.

5.5. BC BMX Premier Series information

Specific series information is available on the Cycling BC website.

5.5.1. Points Table

BC Premier Series Points Table

	Novice Male	Int. Male Novice Female	Expert / Cruiser/ Teams	Junior	Elite
1 st	100	200	300	500	700
2 nd	80	180	280	480	680
3 rd	60	160	260	460	660
4 th	50	150	250	450	650
5 th	40	140	240	440	640
6 th	30	130	230	430	630
7 th	20	120	220	420	620
8 th	10	110	210	410	610
9 th +	5	50	150	350	550

5.5.2. Tie Breaking Procedure for Determining a BC Premier Series Winner

In the event of a tie between two or more riders, the following procedure will determine the higher standing.

1. Highest Provincial points total as per series guidelines;
2. Highest Placing at BC Premier Series finals.

5.5.3. Points Awarded for Combined Classes

In cases where one or more classes are combined due to low attendance, points are given to each rider according to how they would place in their regular class. Award of the day however will be given relative to the outcome of that particular day.

Example: 2 Intermediate riders are grouped together with 3 Expert riders. The points will be given as first and second to the Intermediate riders in their class and the award of the day will be given by their actual finish for that day.

5.5.4. Points Check

If a rider feels that their points are incorrect, they may submit a detailed list of their races, tracks raced at, class raced in and finishes earned to Cycling BC. The list will be checked and returned to them

Ties: The better overall finish at the Provincial Final resolves any tie on points once the series is over.

5.5.5. Unfavourable Weather Schedule for BC BMX Premier Races

The Race Organizer will assess the weather at 8:30am and reassess at 11am & 1pm on race day.

Notice of delayed races will be posted as follows, please make sure to check.

Exact details of where to check for this update will be made public on the Club's Facebook page and/or Hotline

First weather check at 8:30am or Start of Practice

Good Weather:

Update 1: If the weather is suitable for racing the original schedule provided will be followed.

Poor Weather:

Update 1: If the weather is not suitable for racing the event will be delayed until, the event organizer reassess at 11am & 1pm.

Second weather check at 11am

Good Weather:

Update 2: Schedule if the weather improves after initial update:

Registration	11:30am – 12:00pm
Practice	12:00pm – 12:50pm
Rider List and Corrections	12:10pm – 12:25pm
Race Start	1:00pm

Poor Weather:

Update 2: If the weather is not suitable for racing the event will be delayed by 2 hours. The event organizer will reassess the weather at 1pm..

Third weather check at 1pm

Good Weather

Update 3: Schedule if the weather improves after second update:

Registration	1:30pm – 2:00pm
Practice	2:00pm – 2:50pm
Rider List and Corrections	2:10pm – 2:25pm
Race Start	3:00pm

Poor Weather

Update 3: If the weather does not show signs of improving the event will be rescheduled to another day.

Saturday Event: If the event was scheduled on a Saturday the host club will decide on a new date. Sunday may be a rescheduled date.

Sunday Event: If the event was scheduled on a Sunday the host club will decide a new date.

Registration will be available on the new date as long as motos were not already posted.

Riders registered and then can't make the rain delay or rescheduled event have the option of:

- Remain registered and receive a race credit for the event and zero points or
- Refund of entry fee

If rain delay occurs after race registration is closed and motos are posted, no new registrations will be taken.

Appendix 1 – BC Provincial Class Tables

BC BMX Premier Series

<i>20" Class</i>			<i>Cruiser Class</i>		
Male & Female Novice	Male Intermediate	Female Expert	Male Expert	Female	Male
		Jr Devo (14-16)	Jr Devo (14-16)		
		Junior Elite	Junior Elite		
U5	U5	U5	U5	U12	U12
6 - 7	6 - 7	6 - 7	6 - 7	13 - 16	13 - 16
8 - 9	8 - 9	8 - 9	8 - 9	17 - 29	17 - 29
10 - 11	10 - 11	10 - 11	10 - 11	30 - 40	30 - 40
12 - 13	12 - 13	12 - 13	12 - 13	40 +	40 +
14 - 16	14 - 16	17 - 29	17 - 29		
17 - 29	17 - 29	30 +	30 +		
30 +	30 +				

Provincial Championships

<i>20" Class</i>		<i>Cruiser Class</i>	
Female	Male	Female	Male
Junior Elite	Junior Elite		
	Masters Male 30+		
5 - 7	5 & 6	U16	U12
8	7	17 - 29	13 & 14
9	8	30 - 39	15 & 16
10	9	40 +	17 - 24
11	10		25 - 29
12	11		30 - 34
13	12		35 - 39
14	13		40 - 45
15	14		45 - 49
16	15		50 +
17 - 24	16		
25 +	17 - 24		
	25 - 29		
	30 - 34		
	35 +		

Appendix 2 – Transfer System and Lane Choice

Transfer System

When more than 8 riders have registered in a class, it will be necessary to place them in motos of no more than 8 riders. After 3 motos have been run, the top 4 riders in each moto transfer on to either the semi-finals or the final. The transferring of riders from moto to the next and subsequent qualifying rounds shall be according to the order in which they are listed on the moto sheets, from top to bottom.

The following rules apply:

1. The maximum number of riders permitted in any first round qualification moto shall be eight (8).
2. All classes with 9 or more riders will be 'scrambled' or moto-mixed. This is where the moto is mixed up differently three times. Each moto may contain a different combination of riders.
3. For any motos with 8 or less riders, they will run 3 motos to decide the winner.
4. Nine or more follow the chart below using the scoring method outlined in the 'Scoring' section:

# OF RIDERS	# WITH LOWEST PTS advance	SEMI	# RIDER MAIN
9 (2 groups)	7 riders		7 riders main
10 -16 (2 groups)	8 riders		8 riders main
17-19 (3 groups)	12 riders	12 riders. Each semi is composed of 6 riders, top 4 riders from each semi advance	8 riders main
20-32 (4 groups)	16 riders	16 riders. Each semi is composed of 8 riders, top 4 riders from each semi advance	8 riders main
33+	See UCI Rule Book		

Championship classes – May use transfer system according to UCI regulations, depending on level of competition.

Optional Pro Transfer System – Pro Ams

This rule may be used but must stay the same for the full series:

- 10 - 16 riders (Two groups), 3 motos are run and the six (6) riders with the lowest point totals qualify to the MAIN automatically. The remaining number of riders is combined into a 'Last Chance' moto with the top two (2) qualifying to make up the 8 RIDER MAIN.

Appendix 3 Number Plate Colors

Number plates must be made of plastic or other similar flexible material.

Riders must use the plate and number colour combinations specified for the category in which they are racing as follows:

Class		Plate background	Number colours
Challenge Level	Amateur Male, Masters	Yellow	Black
	Amateur Female	Blue	White
	Cruiser (All)	Red	White
Championship Level	Junior (Male & Female)	Black	White
	Elite (Male & Female)	White	Black

See Plate numbering rules with any Provincial and/or National amendments, in the Provincially Modified UCI Part VI - link found in **Section 3**.

Appendix 4 - Glossary of BMX Terms

-A-

Axle: The shaft on which the wheel revolves.

-B-

Berm: A corner on a track built up on the outside of a turn to create a banked curve.

BMX: Abbreviation for bicycle motocross.

Bottom Bracket: The mechanism at the bottom of the bicycle frame, which holds the spindle and crank.

Brakes: Any bicycle braking system which works by opening and closing two brake shoes on the rim in a clamping motion, like jaws.

Brake Lever: A lever mounted on the handlebar used for activating the brake.

-C-

Cables: Steel wires braided into cables and sometimes covered with plastic coating. Cables are used to connect the brake levers to the brakes.

Case: Coming up short on a jump & the back wheel of the bike hits the peak of the landing.

CC: Cycling Canada, our national body

Chain Stay: The part of the bicycle frame that runs parallel to the chain. It connects the bottom bracket to the rear dropouts.

Chain Wheel: A one-piece front gear. The chain wheel is attached to the bottom bracket and crank.

Clipless Pedals: attach or “clip” to your clip less shoes.

Cruiser: A BMX Bicycle with 24 " wheel diameter.

Cycling BC: Our provincial cycling body

-D-

Down Tube: Part of the bicycle frame, which slants downward at an angle. It runs from the head tube to the bottom bracket.

DNS: Designation on a moto sheet that a rider “Did Not Start” in any particular race, rider is awarded last place plus 2 points.

DNF: “Did Not Finish”, usually due to injury or mechanical difficulty.

Dropouts: Small, slotted openings, which hold the front and rear wheel axles.

-E-

Entry Fee: Amount required to register for any event.

Expert: Highest level of amateur competition.

-F-

Fork: The double-pronged section of the frame, which holds the front wheel in place.

Freewheel: A one-piece rear gear that allows the rider to back-pedal. Bearings are built in.

-G-

Gear Ratio: A number, which indicates the relationship between the two gears and tells you how much work a particular combination of gears will do.

Grips: Rubber or Plastic cover who goes on the handle bars at the end to aid in grip.

-H-

Headset: Bearing set for which your front end rotates on and your fork/handle bars slide into.

Head Tube: A short vertical tube at the very front of the bike. The front fork fits inside the head tube.

Hole Shot: Taking the lead position out of the starting gate and going into the first turn.

Hub: Cylinder, which holds the axle of each wheel.

-I-

Intermediate: Skill level for riders with limited experience and ability.

-L-

Lane: Position 1 thru 8 on the starting gate.

-M-

Main Event: Final class race, after all qualifying has taken place, to determine class placing.

Manual: The act of riding a wheelie without pedaling typically over the top section of various jumps.

Moto: a.) A single racing heat. b.) Any rider's specific race.

Moto Board: An area where the moto sheets are posted before and during the race.

Moto Number: Number corresponding with any specific race (moto).

Moto Sheet: Paperwork displaying the races in moto number order.

-N-

Novice: New rider to the sport.

Number Plate: Displays rider's earned or temporary number for identification purposes.

-P-

Platform Pedals: Are the most commonly used pedals for trails, street, and ramps. They have a platform that your foot rests on with little pegs that stick to your shoe.

-R-

Rhythm Section: A series of jumps or rollers back to back on a track that pose as an obstacle.

Rims: Round part of the wheel that the tires attach onto.

Registration: Where you go to sign up to compete in a race (moto)

Roller: An obstacle on a track that is rolled over as opposed to being jumped.

-S-

Sandbagging: Intentionally allowing other rider(s) to pass during a main event or within any round of a total points race so as not to gain wins towards classification advancement.

Seat Stays: Section of the frame, which runs from the seat tube to the rear wheel dropouts.

Seatpost: The tube, which holds the seat and goes into the frame.

Staging Area: The area where the riders gather for loading into the gate.

Starting Gate: Flat formed area with a hinged portion. This is where each race commences.

Stem: The part connected to the forks that hold the handlebars; sometimes referred to as a gooseneck.

Step-Up: A jump in which the landing is elevated above the launch.

Sprocket: Same as a chain wheel or either the front or rear gear assembly. Sprockets are strong. They are a combination of a chain ring and a spider together.

-T-

Table Top: A jump on a track that is completely level or flat all the way across it from the lip to the landing.

Top Tube: The top horizontal tube on a bicycle frame, between your head tube and seat tube.

Track Director or T.D.: a person who runs and maintains all aspects of a BMX track. Does all this for no pay to help the kids and parents who love BMX. Thanks to all track operators in BMX!

-U-

UCI: Union Cycliste International: International cycling body

-V-

Volunteer: a special person who **voluntarily** undertakes or expresses a willingness to undertake help for the track and riders for no pay or free merchandise.