

Saskatchewan Cycling Association BMX Race Regulations

Overview

The purpose of this document is to provide a summary of the policies of the Saskatchewan Cycling Association (referred to as the “SCA” from herein). The SCA reserves the right to change these policies at any time.

The policies contained herein ensure a well-documented, consistent approach to BMX competition in Saskatchewan is maintained and will help to ensure that all participants are treated fairly and that the risk of injury resulting from participation is minimized.

These policies apply to all District and Provincial BMX activities held in Saskatchewan and to National or International level events where noted.

SCA Event Sanction

An **SCA Event Sanction Application Form must be completed** by the hosting Club and sent to the SCA office for BMX District and Sask Cup race series, along with Grands and Provincials at least **45 days in advance of the series or event start**.

SCA sanctioned races receive the following benefits:

- Listing on the SCA events calendar (newsletter and website)
- Eligibility for liability insurance via race being open only to holders of UCI licenses, SCA In-Province licenses, or a single event membership (only granted for one race per season)
- For District and Sask Cup BMX events – SCA race day wins (RDW) and points tally assistance

Race Rules and Regulations

All BMX races will follow the Cycling Canada (referred to as the “CC” from herein) or International Cycling Union (referred to as the “UCI” from herein) UCI/CC rules and regulations, except as modified by this document.

Any modifications made by the SCA to the CC regulations will be used at provincial and district races. Such provincial modifications do not apply at national or international races.

While the UCI reserves the right to modify the regulations at any time during the year, the SCA will use the UCI regulations published as of January 1 of the current year for the entire calendar season for provincial and District races. The national modifications to the UCI regulations released by the CC will be used for the entire current season as well. Exceptions to this policy would be any rule modification that relates to athlete equipment and safety.

1. SCA General Membership / Licensing Policies

Persons riding or racing on a BMX track must be licensed by a CC/UCI affiliated cycling association. This applies to national and international level races as well.

All riders must hold a valid SCA In-Province or UCI license to be eligible to accumulate points and race day wins (RDW) in any race event.

1.1. Definition of Membership and Licenses

1.1.1. SCA General Membership

All athletes, parents and officials must be a member of the Saskatchewan Cycling Association to receive insurance coverage at any event.

1.1.2. SCA Provincial License

Athlete is eligible to race in club, district or provincial events only, such as the Sask Cup BMX series or District BMX series, but is not eligible to race in events outside the province, such as races in Alberta, Nationals or Worlds.

1.1.3. UCI License

Athlete is eligible to race in club, district, provincial, inter-provincial, national and international events.

1.2. Only UCI/CC licenses and Sask Cup Provincial licences are recognized as accepted at BMX races in Saskatchewan. Before being permitted to enter a race, every participant must present a valid, accurate race license at registration. This applies to National and International level races as well. Saskatchewan Cycling Association General Membership holders are not permitted to register for Sask Cup races.

1.3. At Sask Cup races, membership can be verified with the SCA's membership database. In the event that a rider forgets their licenses they will be warned for first occurrence and then fined \$10 for each subsequent occurrence. This service is not available at National and International BMX events.

1.4. Registration staff at any provincial BMX race must examine each rider's license before allowing them to enter the race. No exceptions. The person examining the license should be an appointed Commissaire. Commissaires must examine the licenses of all those racing at each district and provincial race.

- 1.5. A rider will be entered in the class listed on their license; in the event of an upgrade, the rider must return their license to the SCA office for replacement within 2 weeks of the upgrade. In the interim, a temporary copy of the rider's new license is accepted. Failure to return an out-of-date license following an upgrade may result in a \$50 fine and a suspension from racing for a period of time to be determined by the Technical Committee.
- 1.6. Should a rider receive the requisite number of wins to upgrade part-way through an event weekend comprising more than 1 race, that rider should make the Chief Commissaire for the event and registration staff aware of the fact that they have received enough wins to upgrade. That rider will then be registered in his / her new class for the remainder of the event and from that point forward. Such riders must then return their license to the SCA for re-issue as described in 1.5.
- 1.7. Licenses will not be sold at Club, District or Sask Cup BMX races. Riders are required to license in advance of attending their first Club, District or Sask Cup race.
- 1.8. License applications received more than 5 days in advance of a race will be processed in time for that race. License applications are not processed on Fridays.
- 1.9. Incomplete license applications received by the SCA won't be processed until all materials are received (full payment, completed application forms, original signatures on all waivers, and proof of age if required). Should a cheque be returned NSF, the license paid for with that cheque is invalid until full payment plus any fees is received by the SCA.
- 1.10. General Membership holders are only permitted to race at club races hosted by the Club through which they are affiliated. General Membership holders will not receive District Points at Club Races and may not use wins toward an eventual upgrade in ability. Lastly, General Membership holders may only be classified in the Novice ability level at all Club Races.

2. Race Personnel

At minimum, the following personnel are required to run any BMX race. At district races, a single person can do several of these jobs so long as their ability to perform each task is not hindered. For example, the Commissaire should not also be doing first aid.

Note: A BMX track **cannot be opened for any event**; including race, practice, testing, trials, coaching, etc. without at **minimum of one (1) Commissaire and one (1) First Aid person present on the track at all times. A minimum of three (3) Commissaires are required for all sanctioned race events.**

2.1. Race Organizer / Director: The person responsible for hosting the race.

2.2. Commissaires: A Commissaire must be designated to serve as the ‘**Chief Commissaire**’ and should have at minimum 2 licensed Commissaires as assistants. The number of Commissaires required for a Sask Cup race will be decided by the Provincial Chief BMX Commissaire.

- i. **Stager:** Stages riders; at provincial events this person must be a Commissaire.
- ii. **Head Scorer:** Scores the riders; at provincial events this person must be a Commissaire.
- iii. **Starter:** Supervises the start of the race; can sometimes be the person who operates the gate as well. At Sask Cup races, this person should be a Commissaire.
- iv. **Corner Judges:** People who observe the conduct of the race at the corners. These should be Commissaires at Sask Cup races.

2.3. Medical Considerations:

2.3.1. First Aid: At least one (1) person currently certified in basic First Aid training and a first aid kit shall be stationed at the track at all times for each race

2.3.2. Ambulance: Although an ambulance on site is not mandatory, it is recommended to have an ambulance on site if access to an ambulance takes longer than 15 minutes

2.3.3. Having an ambulance on site is recommended for Sask Cup series races, Grands and Provincials

2.4. Volunteers: To assist with scoring the races, registration and moto building.

3. Commissaires

3.1. The SCA requires that all Commissaires obtain a license valid for the current year before working at any race or practice.

3.2. All Commissaires working at all Club, District and Sask Cup races will be appropriately dressed in the provincial uniform.

3.3. A minimum of 3 licensed Commissaires must be present at all sanctioned BMX races, one of which must be designated as the Chief Commissaire. The SCA will not assign Commissaires to club or district races; it is the responsibility of the host track to recruit licensed Commissaires for each club and district race.

3.4. In order to work as a Commissaire, a person must first attend a Provincial BMX Commissaire course and attend a practical session. Following the course and practical, such officials will be designated as Provincial 'C' BMX Commissaires. At the end of each season, the Chief Commissaire for BMX & Staff will review the performance of each Commissaire and upgrade them as is deemed appropriate. Upgraded Commissaires may achieve Provincial 'B' status, gained from working at Sask Cup races or Provincial 'A' status, gained from having worked any 4 out of 6 college positions at Sask Cup races. Provincial 'A' status Commissaires or National BMX Commissaires will generally be assigned as Chief Commissaire to Sask Cup races, though Provincial 'B' Commissaires may be so assigned where necessary or appropriate.

3.5. The Provincial BMX Commissaire will assign Commissaires for Sask Cup races. The Chief Commissaire for each District race will assign Commissaires for that District race.

3.6. The Technical Committee will review the conduct of Commissaires as needed; usually based on the receipt of one or more written complaints and on the observations of the Provincial BMX Commissaire. If the committee finds that a Commissaire has acted inappropriately, the committee will have the right to not assign that Commissaire for a period of time that it will determine.

3.7. Saskatchewan Cycling Chief Commissaire

3.7.1. For all Sask Cup BMX Races and Saskatchewan Provincial BMX Championships, there will be a Chief Commissaire to perform the following duties:

- i.** Check the licenses of all participants and serve as the final authority on the class in which a participant may register or even whether they may register at all. This may be delegated to one or more Commissaires working at the event with the Chief Commissaire as the final authority on any licensing or registration issues that may arise.
- ii.** Either warn or issue a \$10 fine to all SCA members who are unable to produce their license at race registration, but whose membership can be verified with the SCA membership database.
- iii.** Write a short report evaluating the event and performance of the officials for later review by the Technical Committee, if such a review is needed.
- iv.** In the case of Provincial BMX Championships, assist the organizer in awarding the provincial championship plates.
- v.** Receive any written complaints from participants concerning the technical aspects or requirements of the event, conduct of Commissaires or for review by the Technical Committee.

- vi. Contact the Race Organizer in the weeks leading up to the race to ensure that the organizer is aware of and prepared to follow all current Saskatchewan Cycling Association BMX race regulations.

3.8. Commissaire Fees

Approved Commissaire Fee form will be presented to the Chief Commissaire for review, who will in turn hand in the Race Organizer for payment at the end of the race day or race event, if the event runs more than one day.

Commissaire fees may be credited in lieu of Club member associated dues where approved.

Chief Commissaire	\$75 / day
Commissaire Assistants	\$40 / day
Travel	\$.30 / km
Meals	\$26 / day
Accommodation	Hotel receipt attached

4. Race Day Documentation

At minimum, the following documents must be posted for any race:

- 4.1. **Emergency Action Plan:** A document describing emergency procedures, phone numbers, location of nearest hospital, etc. This should be posted on all notice boards at the track.
- 4.2. **Race Schedule:** The document describing the conduct of the race including timing of registration, practice, racing and awards.
- 4.3. **Moto Sheets:** Posted once registration is complete.
- 4.4. **Race Results:** Posted when they are available. Posted for 15 minutes before being declared official results.

5. Race Registration

The following policies apply to race registration:

- 5.1. Registration must close when scheduled. Late registrations are not accepted.

5.2. Corrections to moto sheets and race numbers are the responsibility of the riders; those not reported within 30 minutes of moto sheets being posted will not be corrected.

5.3. At District and Sask Cup races, pre-registration is available and encouraged.

5.4. At Sask Cup races, registration must close 2 hours before the scheduled start of racing. Final moto sheets must be posted 1 hour before the scheduled start of racing.

6. Race Cancellation

6.1. A race may only be cancelled due to unfavourable weather conditions, such as rain, lightning, snow, extreme temperatures, etc., or some circumstance rendering the track unusable or particularly unsafe.

7. General Racing Policies

7.1. Ghost Riding. Ghost riding is defined as any rider who completes race registration and sign-on but fails to present themselves at all motos. Ghost riding is also defined as the act of having someone other than the actual license holder substitute and ride in place of the licensee. If a rider is caught deliberately ghost riding in any class, they will be issued a \$100 fine without question. This is at the discretion of the event's Chief Commissaire.

7.2. Malicious Interference. Interference is often a complex offence, given that BMX is a contact sport. The Commissaires will determine whether it was malicious or not. If an infraction or interference can be avoided, and is caused, the officials may determine it as being malicious. Malicious interference between two or more riders may be penalized. Malicious will be defined as the intent to hurt or harm another rider or to affect the outcome of the race.

7.3. Clips. All riders, male and female, aged 12 and under are not permitted to use clips at any Saskatchewan Cycling Association affiliated track. For all National and UCI sanctioned events in Saskatchewan, clips may be used as per CC or UCI rulebooks respectively. If, for whatever reason, riders 12 and under race in a combined class, the use of clipless pedals to the rider's age division must be maintained.

7.4. Alcohol Consumption. The SCA has zero tolerance for alcohol consumption by athletes, parents, event personnel or spectators during any SCA sanctioned event, which includes club, district and Sask Cup events.

7.5. Open Class Racing. An Open Class race is a race of age classes only; no ability categories within an age class and usually contain monetary payouts. District Points will not be awarded at any Open Class race at the club, district or provincial level. Additionally, riders who achieve wins at any Open Class race will not be permitted to use those wins towards eventual upgrade in ability.

7.6. Parental Assistance. Riders aged 6 and under may receive parental assistance at the start gate provided the rider gains no forward momentum from such assistance. Assistance must be limited to use of legs only; no hands.

8. Provincial BMX Classes

These classes apply only at District and Sask Cup Provincial races.

National Series races, Provincial & National Championships and UCI races use either the CC classes or the UCI age-group classes.

20" Male Challenge Classes

(Novice, Intermediate & Expert)

- 5 Male
- 6 Male
- 7 Male
- 8 Male
- 9 Male
- 10 Male
- 11 Male
- 12 Male
- 13 Male
- 14 Male
- 15 Male
- 16 Male
- 17-24 Male
- 25-29 Male
- 30-34 Male (Novice & Expert only)
- 35+ Male (Novice & Expert only)

20" Female Challenge Classes*

(Novice & Expert)

- 5 Female
- 6 Female
- 7 Female
- 8 Female
- 9 Female
- 10 Female
- 11 Female
- 12 Female
- 13 Female
- 14 Female
- 15 Female
- 16 Female
- 17-24 Female
- 25+ Female

20" Championship Classes

- Junior Female - Aged 17 & 18
- Junior Male - Aged 18 & 18
- Elite Female - Aged 19 and over
- Elite Male - Aged 19 and over
- Master - Aged 30+

Male Cruiser Classes

- 12 and Under Male
- 13-14 Male
- 15-16 Male
- 17-24 Male
- 25-29 Male
- 30-34 Male
- 35-39 Male
- 40-44 Male
- 45-49 Male
- 50+ Male

Female Cruiser Classes

- 12 and under Female
- 13 – 16 Female
- 17-29 Female
- 30-39 Female
- 40+ Female

9. Moto Building and Class Combinations

9.1. At least 3 riders in any class are needed to form a moto. If fewer than 3 riders are present in any given class, then those riders must be combined with a different class as defined below.

9.2. For 20" classes, moto building always begins with the youngest female Novice Class, then builds by order of increasing ability first and then age; starting each age category with the novice category. For male riders the process is the same however the intermediate category is added to the process. For Cruiser classes, moto building always begins with the youngest class present.

9.3. At provincial and district races, classes will be combined according to the following system: The system used at national and international races may be different.

9.3.1. Combining Novice 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 Novice Female Class 1 year older

Move 2: Place the rider(s) in the Expert Female Class of the same age

Move 3: Place the rider(s) in the Expert Female Class 1 year older

Move 4: Begin the process again with the rider(s) as an Expert Female Class of the same age.

Move 5: Once all of the other Novice and Expert Female 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, then put those riders age 13 and younger in the Novice Male class 1 year younger and those 14 and older in the Novice Male Class 2 years younger.

9.3.2. 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 Male Class 1 year younger

Move 3: Place the rider(s) in the Novice Female Class 2 years older

Move 4: Begin the process again with the rider(s) as Novice Female Class of the same age.
–**Move 5:** Once all of the other Expert Female 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, then put those riders age 13 and younger in the Intermediate Male class 1 year younger and those 14 and older in the Intermediate Male class 2 years younger.

9.3.3. Combining Junior Female

If there are fewer than 3 Junior Female Riders, they are combined into the Elite Female class. The riders are responsible for paying any difference in registration

9.3.4. Combining Elite Female

If there are fewer than 3 Elite Female Riders (including any Junior Female Riders moved to the Elite Female Class), any such rider(s) are first combined with the Junior Male Class. If this combined class still has less than 3 riders, then all riders (Male & Female) are moved to the Elite Male Class.

9.3.5. 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 "Commissaire Discretion" to make the most reasonable class.

9.3.6. 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 "Commissaire Discretion" to make the most reasonable class.

9.3.7. 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 "Commissaire Discretion" to make the most reasonable class.

9.3.8. Combining Junior Male

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

9.3.9. Combining Elite Male

Elite Male will always be the last 20" class created. If after all Male and Female moves there are not at least 3 riders in Elite Male, the Junior Male class will be combined with the Elite Male class.

9.3.10. Combining Cruiser Classes (U29)

If there are fewer than 3 riders in any such Cruiser class, then the following moves are used in the order listed to create a class:

Move 1: Use "Commissaire Discretion" to make the most reasonable class.

Move 2: Place the rider(s) in the class in question in the next oldest Cruiser class. Should the class in question be the oldest age group of those 29 and younger, the riders move to the next youngest age group, if a younger class has not yet been combined with it.

Move 3: Place the rider(s) in the class in question youngest possible Cruiser class that will form a moto of at least 3 riders. If more than 1 age grouping is spanned by this move, the riders in the older class must agree to allow the younger riders to join them.

9.3.11. Combining Cruiser Classes, (30 +)

If there are fewer than 3 riders in any such Cruiser class, then the following moves are used in the order listed to create a class.

Move 1: Use "Commissaire Discretion" to make the most reasonable class.

Move 2: Place the rider(s) in question in the next oldest Cruiser class

Move 3: Place the rider(s) in question in the next youngest Cruiser class

Move 4: If a class still can't be formed, then all such rider(s) will have their race fees refunded and will not race that day.

9.3.12. Combining the Open Junior Cruiser Class

If the Open Junior Cruiser class has fewer than 3 riders, then it will be combined with the Open Elite Cruiser class.

9.3.13. Combining the Open Elite Cruiser Class

If the Open Elite Cruiser class has fewer than 3 riders even with any Juniors combined into it, the Track Operator may either run the class anyway or refund the rider(s) race fees and not run the Elite Cruiser race.

9.3.14. 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 youngest class within a 2 age group spread. If a class still cannot be formed, use "Commissaire Discretion" to create the most reasonable class possible.

9.3.15. Commissaire Discretion

Class combinations made with Commissaire Discretion are subject to the following provisions:

Provision 1: Intermediate and Expert Male class can never be combined with a Novice Male Class.

Provision 2: Championship classes can never be combined with Challenge classes.

Provision 3: Though it is to be avoided if possible, a class with 2 people is permitted if no reasonable class with 3 or more people can be created.

Provision 4: If a class can't be created, then the Track Operator can decide to cancel the race for the class in question and refund any such riders' race fees.

10. Upgrade Policy

10.1. Mandatory Upgrades: A rider must upgrade to the next most difficult ability class whenever the following conditions occur:

10.1.1. Novice Male to Intermediate Male: 10 wins. A rider's wins will reset to 0 after an upgrade has been issued.

10.1.2. Novice Male to Expert Male: 15 wins. This will apply to 30-39 and 40+ Male 20" categories only.

10.1.3. Intermediate Male to Expert Male: 20 wins

10.1.4. Novice Female to Expert Female: 20 wins

- 10.2.** All riders who upgrade from Novice to Intermediate, Intermediate to Expert, Novice to Expert in the case of Female classes may continue to use their awarded plate with the requirement of placing a zero (“0”) in front of the first digit on the plate. They shall use this number until such time as they achieve another valid awarded number.
- 10.3.** When a rider accumulates enough wins in order to upgrade to the next skill level, it shall be that rider’s responsibility to return their current license to the SCA for replacement. If the SCA office does not receive the rider’s license within 2 weeks of this upgrade, the rider will not be permitted to register at any Sask Cup BMX race following the expiry of the 2 week grace period until such time as that rider returns their incorrect license for re-issue. Further, following the expiry of the grace period, such a rider who attempts to register at a Sask Cup BMX Race or provincial championship with an incorrect license will be fined \$50.
- 10.4.** When downgrading in any ability level at the amateur level, a rider will lose all accumulated Provincial Series points earned at the higher level.
- 10.5.** When a rider upgrades from Novice to Intermediate or from Intermediate to Expert their District Points are transferred to their new ability class. For example, a Female rider with 300 Novice Points who upgrades to Expert will begin her Expert career with 300 Expert Points for the current season.
- 10.6.** District Points are not used to determine ability class upgrades; this is still done by tracking the number of wins earned by each Novice and Intermediate rider.
- 10.7. Age Group Upgrades:** Currently, the SCA respects the UCI regulations concerning Age Group upgrades. As such, Age-Group upgrades are not permitted.
- 10.8. Returning Licensees:** Any rider who has not purchased a license for a period of more than one year must return to the same ability class as stated on their last-known license.
- 10.9. Double Wins:** Any rider who earns a win at an event with higher rank than a District race (EG Sask Cup, Canada Cup, or National Championships), will be awarded double wins towards an upgrade in ability.

11. Race Plates and Race Numbers

- 11.1.** All riders must use a number plate that conforms to the CC/UCI rules and regulations. The race number that a rider receives will depend on their standing (in order of priority) at the World Championship, Canadian Championship, and Provincial Championship ranking from the previous year. Each rider is required to use their provincially issued number, for the current calendar year, at all district, provincial and national races. The SCA will also recognize plates for places 1 through "X", achieved in the Sask BMX Cup Series of the previous season. Such plates, designated "P1" through "PX" are only valid at Sask Provincial and District races.
- 11.2.** If a rider moves into an age group that spans 2 years or more, they must place a "0" in front of their awarded number (Example, SK4 in 16 Expert moves to 17-24 Expert and becomes SK04).
- 11.3.** If riders are to stop using their awarded plate because of an upgrade, from that point on, they use the last 3 digits of their UCI ID (Example, a rider with the UCI ID Xxxx515 will use number 515). This new number must be used until such time as the rider achieves a new earned number.
- 11.4.** In any given class where there are two or more identical plates of equal priority, then a letter or number will be supplied to add to the plate number of the rider who is youngest on the day of competition. In the event that the riders are the exact same age, they shall determine who gets the 'X' by flipping a coin.
- 11.5.** A rider who earns a plate at the Canadian National BMX Championship of the previous season will use that plate for the remainder of the competitive season of the following calendar year. Similarly, should a rider earn a plate at the World BMX Championship of the previous calendar year, they will use that plate for the remainder of the following competitive season
- 11.6. Number Plates:** Each bicycle entered into competition must have a number plate attached to the front handlebars.
- 11.6.1.** The upper edge of this number plate may not extend above the crossbar safety bar on any handlebars having a crossbar.
- 11.6.2.** Numbers must be clearly visible and not obscured by cabling.
- 11.6.3.** The characters, panels and plates shall be of the following dimensions:
Plate Height – 20 cm
Plate Width – 25 cm
Number Height – 10 cm
Number Width – 1.5 cm

Area for Advertizing – 6 cm on top only

- 11.6.4.** The area of the plate that provides a background for the number must, during the entire duration of a competition, be kept free of markings, stickers or other impediments to the number's legibility. Riders may not cut, mutilate or put additional stickers or markings on their number plate.
- 11.6.5.** Riders must use the plate number color combinations specified for the category in which they are racing in at the Challenge level / Master level as follows:

Men, Boys, Masters	Yellow plate, black numbers
Girls, Women	Blue plate, white numbers
Cruiser	Red plate, white numbers

12. Protests and Appeals

- 12.1. Race Results:** Protests concerning the results of any first-round moto will be accepted for a period of 15 minutes following the results from that moto being posted. In any case, no protests will be accepted once the motos for any main or semi-main in that class have been posted. The results from any main or semi-main can only be appealed within 15 minutes of the main or semi-main being run. Once the Chief Commissaire has declared the results of any BMX event as final, no changes to those results will be made. It is the responsibility of participants or their parent / guardian to examine posted race results for accuracy.
- 12.2. Series Points:** Protests or appeals concerning either Sask Cup BMX points or District Points will be accepted until 3 days prior to the Sask Cup BMX Grands. If an error has been made in the tabulation of points, it will be corrected. No changes to series points will be made for appeals concerning the results of individual races; all such appeals concerning race results will only be accepted as defined in item 9.1.
- 12.3. Final Series' Standings:** Appeals to the final series standings for both the Sask Cup BMX and District points will be accepted for a period of 15 days after the Sask Cup BMX Grands. If an error has been made in the tabulation of points, it will be corrected. No changes to series points will be made for appeals concerning the results of individual races; all such appeals concerning race results will only be accepted as defined in item 9.1. In the event that changes to the results of either series are made during this 15 day period, those affected by such changes are required to exchange any awarded plates or trophies as defined by the changes made to the series results.

13. Sask Cup Provincial BMX Racing

13.1. Calendar

- 13.1.1.** The Technical Committee will determine the number and location of all District and Sask. Cup BMX races

13.2. Race Day Schedule

- 13.2.1.** Once approved by the Chief Commissaire, the posted schedule will not be changed unless weather or some other circumstance beyond the control of the organizer. Any changes will be discussed between the Organizer and Chief Commissaire and will be communicated on all notice boards and by the announcer.
- 13.2.2.** For Sask Cup races, the race schedule will include practice times for individual age classes.
- 13.2.3.** At Sask Cup races, race results for all pre-final motos will be posted for 15 minutes for rider inspection before any main or semi-main moto sheets are posted.
- 13.2.4.** For Sask Cup races, all those classes with a main will have their 3rd round motos run before any intermission.

13.3. Race Results

- 13.3.1.** For Sask Cup races, the host track or SCA delegate will send an electronic copy of the results to the SCA within 48 hours of the race. The Chief Commissaire will receive a copy of the results as well.

13.4. Race Software

- 13.4.1.** The BEM system is recommended at all Sask Cup races for registration, moto building and results.
- 13.4.2.** For all Sask Cup BMX Races and Saskatchewan Provincial BMX Championships, the BEM software package is recommended to register all participants, draw all motos and lanes (Excluding quarter, semi and final mains, where riders choose their lane based on their qualifier and moto finishes), supply results and manage Sask Cup points.
- 13.4.3.** The organizer of an event is responsible for providing staff and equipment necessary to allow the use of BEM when it is being used.

13.5. Race Cancellation

- 13.5.1.** Any Sask Cup race may only be cancelled due to weather as the result of a decision made by the Chief Commissaire and Race Organizer on the day of the race. A make-up race may be offered if the SCA and Race Organizer determine that it is practical to do so. If a make-up race is scheduled a rider can register for the make-up race if they were not registered in the cancelled race. If a rider has been upgraded between the cancelled race and the make-up race, the rider must race in their upgraded category.
- 13.5.2.** In the event that the Sask Cup Grands are cancelled due to weather, the race will not be re-held. It will still count as a qualifier; there are no refunds and all Sask Cup races count for the year-end total.
- 13.5.3.** The CC policy on race fee refunds will be followed in this instance; 50% of the race fees are refunded. This refund may be in the form of a credit for another race. If the event is cancelled after the scheduled racing officially begins, there will be no refunds.
- 13.5.4. Other:** The Saskatchewan Cycling Association Technical Committee or Provincial BMX Commissaire may decide to cancel a Sask Cup race up to and including the day before that race, if in their opinion, the track or organization is determined unsuitable for some reason.

13.6. Minimum Track Standards

- 13.6.1.** It is recommended that all BMX tracks hosting Sask Cup races comply, or strive to comply as closely as possible with the UCI track dimensions and regulations, particularly those with respect to safety requirements, such as fencing. Also, the gate and start light system must be UCI compliant.
- 13.6.2.** Open tracks must have clearly marked event boundaries.
- 13.6.3.** The track should have adequate parking, washroom facilities and spectator seating for a race with up to 300 participants (for tracks hosting Sask Cup BMX races).
- 13.6.4.** All tracks hosting a Sask Cup BMX race must have the track inspected for suitability prior to the race. A designated track inspector(s) will inspect the track and facilities prior to the Sask Cup race. Sask Cup race organizers are bound to make any changes recommended by the inspector(s). Aside from normal maintenance, any changes that alter the nature of the track between the inspection date and the event must be re-inspected and approved. The

purpose of this is to produce a consistent Sask Cup race experience that minimizes the risk involved in participating.

13.6.5. The SCA reserves the right to cancel a Sask Cup BMX race should the recommendations of the SCA-designated inspector(s) not be followed or should an unapproved change to the track be made between the inspection and event.

13.7. Sask Cup BMX Provincial Points Series

Recognizing that maintaining the points for a large Sask Cup race can be a complicated and time-consuming process, the SCA will make every effort to publish updated points standings on its web site within 2 weeks of each Sask Cup Race. A final points spreadsheet will be published on the SCA website within 7 days of the Sask Cup Grands. The points series will be referred to as the “Sask Cup BMX Provincial Points Series”. The Sask Cup BMX Provincial Points Series works as follows:

13.7.1. Provincial Points

Sask Cup BMX Provincial Points will be awarded according to the following process and table:

RANK	NOVICE MALE	INT. MALE & NOVICE FEMALE	EXPERT	CRUISER
1st	100	200	300	100
2nd	80	180	280	80
3rd	70	170	270	70
4th	60	160	260	60
5th	50	150	250	50
6th	40	140	240	40
7th	30	130	230	30
8th	20	120	220	20
9th or lower	10	110	210	10

13.7.2. Number of Races: In order to qualify for the Sask Cup Grands, a rider must participate in the number of Sask Cup races as determined by the Technical Committee at the beginning of each season. In order to receive a series placing, attendance at the Sask Cup Grands is mandatory.

- 13.7.3. Wrong Class Registration:** If a rider races in the wrong class (EG races Expert when they should have been Intermediate) and places in the top 8, he / she will be disqualified from that day's competition and his / her points from that race will be stripped. The rider in question will not be credited for completing the race and will not be able to use that race to qualify in the series.
- 13.7.4. Scale of Races:** All races in the series are single point races.
- 13.7.5. Series Awards:** Once the Sask Cup Grands are completed, "P" plates will be awarded to all riders qualified in each age / ability category. Award plates will be awarded from 1 to "X" where "X" represents all riders that qualify for awards in the series in their age / ability group.
- 13.7.6. Upgrades:** Sask Cup Points are not used to determine ability class upgrades; this is still done by tracking the number of wins earned by each Novice and Intermediate rider. When a rider upgrades to Intermediate or Expert, their Novice or Intermediate points are transferred to their new class.
- 13.7.7. Class Combinations:** In the case of combined classes (due to small numbers), the point's structure will work as follows; this is the same for both combined ability and combined age:
- i. The riders will receive points from the table corresponding to the class they are registered in.
 - ii. The combined rider(s) will take those points to their class as they WOULD HAVE PLACED for THEIR ability.
 - iii. The awards of the day are still awarded as placed for that race.
 - iv. Examples:
 - There is only one 8 Novice Male so he moves to the 8 Intermediate Male class for that race. He takes second place. He receives a second place award for that race and FIRST place NOVICE points towards his class SERIES ranking (which would be 8 Novice Male in this example).
 - There is only one 7 Expert Female so she moves to the 8 Expert Female class for that race. She takes third place. She receives a third place award for that race and FIRST place Expert points towards her class SERIES ranking (which would be 7 Expert Female in this example).

13.7.8. Mains and Qualifiers: In categories where there are mains and qualifiers, riders then get lane choice based on their qualifier and moto finishes. Lane choice will be selected by the riders in staging. Ties for lane choice will be decided by moto finish count back.

13.7.9. Nine Rider Category: In the event of any 9-rider category, the final will then be 7 riders, not the usual 8. The 8th and 9th place riders will both receive 9th place points.

13.7.10. Finish Line Camera Results and Protests: For races when a finish line camera is in use, a charge of \$20 cash will be issued for protests. If the rider's protest is correct, they will be refunded. If a finish line camera is not in use, there is no charge to protest.

13.7.11. Ties: Any tie on points for the series is first resolved by use of the Countback Method. EG Rider with the most 1st place finishes in the series is awarded higher rank, should both riders have the same number of 1st place finishes, rider with the most 2nd place finishes will be awarded higher rank, and so on... Should a tie still exist, it is resolved based upon the better overall finish at the Sask Cup Grands.

14. The Saskatchewan Provincial BMX Championship Race

14.1. The Saskatchewan Provincial BMX Championship shall be a 1-day race, held annually on a date determined by the SCA Technical Committee.

14.2. The Saskatchewan Provincial BMX Championship will feature only age-group racing; no ability classes for either male or female riders will be used. All riders will register in the age group corresponding to their UCI Age; **age as of December 31 of that year.**

a. Boys – ages: 5 and 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16; (11 categories)

b. Girls – ages: 5-7, 8, 9, 10, 11, 12, 13, 14, 15, 16; (10 categories)

c. Men – ages: 17-24, 25-29, 30-34, 35 and over; (4 categories)

d. Women – ages: 17-24, 25 and Over. (2 categories).

As per UCI effective Jan 1 2021, a rider must be age 8 on Worlds race day. This will eliminate the 8 and under age groups.

- 14.3.** Number plates 'SK1' through 'SK8' will be awarded to those Saskatchewan-licensed riders placing in the top 8 in each age group for both 20" and Cruiser. Also, a medal will be awarded to the top 3 riders in each age group for both 20" and Cruiser.
- 14.4.** If the Provincial Championship is cancelled due to weather, it will then be moved to the following weekend at the same track.
- 14.5.** Out-of-province riders may contest Provincial Championship races but are not eligible to claim any medal or provincial title.

15. Saskatchewan District BMX Racing

- 15.1. District:** All tracks affiliated with the Saskatchewan Cycling Association are considered to be a District when identifying top male and top female riders provincially.
- 15.2. Number of Races:** There is no minimum or maximum number of races; each track may hold as many races per week as its goals and resources allow. If a race is cancelled however, a make-up race must be advertised at least two weeks in advance.
- 15.3. Season:** The season where District Points are accumulated extends from January 1, to December 31.
- 15.4. District Race Cancellation:** A track cancelling a District race must hold a make-up race; other tracks in the province need to be informed about the make-up date 2 weeks in advance.
- 15.5. Scale of Races:** All races are single point races. UCI Points Races and National Championships do not award District Points.
- 15.6. Responsibility of District Event Chief Commissaire or Race Organizer**
- 15.6.1. Results Submission:** District race host Districts are responsible for submitting the race results to Sask Cycling in a timely manner. Delete the red districts
- 15.6.2. Race Software:** Clubs may use the software of their choice for district and provincial racing. It is strongly recommended that BEM or some other software package be used.

15.7. District Points:

District Points will be awarded according to the following process and table:

RANK	POINTS
1 st	100
2 nd	80
3 rd	70
4 th	60
5 th	50
6 th	40
7 th	30
8 th	20
9 th or Lower	10

15.7.1. Double Points: Any Saskatchewan Cycling Association affiliated track may decide to host double-points races to make up for lost races. Double-points races will only be permitted in circumstances where races have been missed due to uncontrollable circumstances (i.e. bad weather).

4.7.1.1. Riders competing in district double-points races will not be awarded double wins.

14.7.1.2. Any track wishing to host a double-points race will be required to give all other SCA affiliated tracks at least two weeks' notice of any upcoming double-points races.

15.8. District Points Series Awards: The top Male and top Female rider, **both from Challenge and Cruiser** from each District will receive District Awards. District Awards are determined by the final ranking in the year-end District Points tally. A rider's home District will correspond to the Affiliated Club as listed on his/her UCI Racing License.

16. Saskatchewan Cycling Association Amendments to the UCI Rules

16.1. Amendment to UCI rule 6.1.055. In extenuating circumstances, a Commissaire **may** permit a rider to race without a visor.