
BMX Race Regulations – REG-002

INTRODUCTION

BMX began its resurgence in Saskatchewan. At that point in time, the Saskatchewan Cycling Association (SCA) did not have any regulations in place for BMX. SCA researched the Union Cycliste Internationale / International Cycling Union (UCI), Cycling Canada Cyclisme' (CCC), and other provinces regulations to form the framework for SCA BMX competition in Saskatchewan that was fair, safe, consistent across the province, and met the governing body regulations with small adaptations for the Saskatchewan field of play. The following regulations provide the framework for BMX racing in Saskatchewan.

PURPOSE

These regulations are intended to supplement existing CCC and UCI Regulations and provide a summary of the BMX Race Regulations of the SCA. It should be noted that the UCI Regulations are a dynamic reference document, and a particular section may be updated at any time during the year. It is recommended SCA members refer to relevant sections on a regular basis through the UCI / CCC websites. All preceding regulations will be considered invalid as of the date of the updated regulation.

The SCA reserves the right to change these regulations at any time.

The regulations contained herein ensure that a well-documented, consistent approach to BMX racing 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.

SCOPE

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

REGULATIONS

General Membership / Licensing Regulations

Person's racing must be licensed by a SCA / CCC / 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 race in any BMX cycling race event in Saskatchewan and accumulate District Series Points, Sask Cup Series Points, and Race Day Wins (RDW) in any BMX race event. Riders must hold a UCI license to race out-of-province.

See [General Race Regulations](#)

Sanctioned Race Regulations

An *'Expression of Interest'* applications 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 Provincial Championships by December 31 for consideration.

As the Sask Cup Series or BMX District Series are not limited in the number of events that can be sanctioned in any Series, in any discipline, Clubs are encouraged to request to host as many events as their goals and resources allow for one season.

Once all *'Expression of Interest'* applications have been received, the Technical Committee will begin developing the SCA BMX Race Calendar for the District and Sask Cup Series, and once the calendar has been approved by the Technical Committee, host Clubs will be notified of their event dates and can begin the race sanctioning process and other event planning.

An ***'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 Provincial Championships at least **45 days in advance of the series or event start**.

For District Series and Sask Cup Series BMX events, the SCA provides RDW, and series points tally assistance.

See [Expression of Interest Application](#)

See [Event Sanction Application](#)

See [General Race Regulations](#)

Competition Rules and Regulations

All BMX races will follow the UCI / CCC rules and regulations, except as modified by this document.

See [UCI Regulations](#)

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

While the UCI / CCC reserves the right to modify the regulations at any time during the year, the SCA will use the UCI / CCC regulations published as of January 1 of the current year for the entire calendar season for provincial, district, and club races. Exceptions to this regulation would be any rule modification that relates to athlete equipment and safety.

1. Race Personnel

The following personnel are required to run a well-organized, low risk, successful BMX race.

At club races, a single person can do several of these jobs so long as their ability to perform each task is not hindered (e.g., Commissaire should not also be providing medical support), and some personnel may not be required for events with fewer riders registered. Good judgement is key.

At district and provincial races, the minimum requirements recommended for race personnel, are a Race Organizer, Chief Commissaire, Head Stager, Head Scorer, Starter, Race Secretary, Corner Judges (one (1) for each corner), Track Official (1), medical support and volunteers.

1.1. Race Organizer: The person responsible for hosting the race.

1.2. Commissaires

1.2.1. Chief Commissaire: A licensed **Commissaire A** must be present to serve as the ‘**Chief Commissaire**’ and should have a team of licensed Commissaires as assistants. The number of Commissaires required for a Sask Cup race will be decided by the SCA Technical Committee and the Provincial BMX Chief Commissaire in consultation with the event Chief Commissaire, keeping in mind the minimum required Commissaire requirements as noted below.

1.2.2. Assistant Chief Commissaire: Assist the Chief Commissaire, at district and provincial events this person should hold a Commissaire B license or higher.

1.2.3. Head Stager: Supervises staging of riders, at district and provincial events this person should hold a Commissaire B license or higher.

1.2.4. Staging Assistants: Stage riders, at district and provincial events these persons must hold a Commissaire C license or higher. Adequate staging to keep the race flowing smoothly, requires; four (4) staging assistant holding a Commissaire C license or higher.

1.2.5. Head Scorer: Scores the riders, at district and provincial events this person should hold a Commissaire B license or higher.

1.2.6. Race Secretary: Supervises registration, builds motos, and compiles results, at district and provincial events this person should hold a Commissaire B license or higher.

1.2.7. Starter: Supervises the start of the race; at district and provincial events this person must hold a Commissaire C license or higher. At club races, this person can sometimes be the person who operates the gate as well.

1.2.8. Corner Judges: People who observe the conduct of the race at the corners; at district and provincial events this person must hold a Commissaire C license or higher. There should be one (1) corner judge for each corner on the track.

1.2.9. Finish Judge: Supervises the finish of the race; at district and provincial events this person should hold a Commissaire B license or higher.

1.2.10. Finish Assistants: Record the finish order of the race; at district and provincial events this person should hold a Commissaire C license or higher. Two (2) recommended for district races, four (4) recommended for Sask Cup races.

1.2.11. Track Officials: Observe conduct of race on the track, maintain the track, before, during and after the race, at district and provincial events this person must hold a Commissaire C license or higher. Two are (2) recommended for District races, three (3) recommended for Sask Cup races. Parents or volunteers may be called on the track for assistance when accidents occur to carry riders off the track and to repair the track afterwards if required.

1.3. Medical Considerations: Medical support is required at all races, and on the track whenever there are riders on the track, whether they be club, district, or provincial race events.

See ‘Medical Support Policy’

1.4. Announcer: Calls riders to staging, calls the ply-by-play of the race, podium announcements, and changes in race schedule.

1.5. Volunteers: To assist with scoring the races, registration, moto building, moto and results posting, and track maintenance.

2. Commissaires

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

2.2. All Commissaires working at a Club, District, and Sask Cup race will be appropriately dressed in the provincial uniform.

2.3. The SCA will not assign Commissaires to District or Club races; it is the responsibility of the host track to recruit licensed Commissaires for each district or club race.

2.4. A BMX track cannot be opened to riders for any event at any time; including race, practice, testing, trials, coaching, etc. without a minimum of one (1) Commissaire and one (1) medical support person always present on the track.

2.5. A minimum of three (3) Commissaires are recommended for any sanctioned Club race events.

2.6. A minimum of five (5) Commissaires are **required** for any sanctioned District race events, one (1) of which is the Chief Commissaire.

2.7. A minimum of seven (7) Commissaires are **required** for any sanctioned Sask Cup race events, one (1) of which is the Chief Commissaire.

2.8. Special race events, such as sanctioned Canada Cup or Nationals may require up to twenty (20) Commissaires.

2.9. At Saskatchewan district and provincial races, Commissaires should be the only persons assigned on the track during racing; volunteers / parents should not be on the track. Volunteers / parents may be called on the track occasionally for track maintenance or assisting riders off the track.

2.10. To work as a Commissaire, a person must first attend a Provincial BMX Commissaire course. Following that course, such officials will be designated as Provincial 'TA' Commissaires and be required to complete 2 – 4 practical training assignments to gain practical experience by shadowing an active Commissaire in an unpaid role, before receiving a Commissaire C license. At the end of each season, the Provincial Chief BMX Commissaire and the Technical Committee will review the performance of each Commissaire and upgrade them as is deemed appropriate. See [Commissaire Upgrade Policy](#)

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

2.12. 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 Chief Commissaire at the race. If the Technical Committee finds that a Commissaire has acted inappropriately, the Technical Committee will recommend appropriate disciplinary action. Violations could result in a warning, reprimand, suspension of Commissaire license, or other disciplinary actions. See [Commissaire Code of Conduct](#)

2.13. Chief Commissaire

2.13.1. For all SCA BMX races, including all district and provincial races, there will be a Chief Commissaire to perform the following duties:

- i. Complete a track inspection for safety and meets regulations.
See [BMX Track Inspection Report](#)
- ii. 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.
- iii. 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.
- iv. 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.
- v. In the case of Provincial BMX Championships, assist the organizer in awarding the provincial championship plates.
- vi. 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.
- vii. 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 SCA 'BMX Regulations'.

2.14. Commissaire Fees

Approved Commissaire Fee forms will be presented to the Chief Commissaire for review, who will in turn hand to the Race Organizer / Race Director for immediate 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.

See [Commissaire Fees](#)

3. Race Day Documentation

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

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.

Race Schedule: The document describing the conduct of the race including timing of registration, practice, racing, and awards.

Moto Sheets: Posted once registration is complete.

Race Results: Posted when they are available. Posted for 15 minutes before being declared official results.

Other items to post: Rider sheets, official communique', practice times, training schedule, etc.

4. Race Registration

- 4.1. Registration must close when scheduled. Late registrations are not accepted.
- 4.2. Corrections to moto sheets and race numbers are the responsibility of the riders; those not reported within 30 minutes of moto sheets being posted won't be corrected.
- 4.3. At District and Sask Cup races, pre-registration is available and encouraged.
- 4.4. At Sask Cup races, registration must close 24 hours before the scheduled start of racing. Final moto sheets must be posted 1 hour before the scheduled start of racing.
- 4.5. At Sask Cup races, same day on-site registrations should not be allowed. If the races are a two (2) day event, registration for the Day 1 should be made by the announced closing of registration. On-site registration for Day 2, should occur on Day 1.

5. Race Cancellation

- 5.1. A race may only be cancelled due to unfavorable weather conditions, such as rain, lightning, snow, extreme temperatures, etc., or some circumstance rendering the track unusable or particularly unsafe. See SCA 'Weather Policy'.

6. General Racing Policies

- 6.1. **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.
- 6.2. **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 will be penalized. Malicious will be defined as the intent to hurt or harm another rider.
- 6.3. **Interlocking pedal-cleat systems:** Interlocking pedal-cleat systems are allowed for all riders aged 13 and older. For avoidance of doubt, riders aged 12 and under must use flat pedals with no interlocking pedal-cleat system.
- 6.4. **Alcohol Consumption:** The SCA has zero tolerance for alcohol consumption by athletes during any SCA sanctioned event, which includes club, district, and provincial events.
- 6.5. **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. Series Points will not be awarded at any Open Class race at the 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.

- 6.6. 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.
- 6.7.** Junior Devo men will be expected to take the pro section if available, and all Junior Devo riders can practice during the championship practice time.
- 6.8.** Junior Devo racers must also race class at all Provincial Series races except for Canada Cup races held in conjunction with a Provincial Series race.

7. 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 CCC 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

- Elite Male - Age 19+
- Elite Female - Age 19+
- U23 Male - Age 19 – 22
- U23 Female - Age 19 – 22
- Junior Male - Age 17 & 18
- Junior Female - Age 17 & 18
- Junior Devo Male - Age 14 – 16
- Junior Devo Female - Age 14 – 16
- Master - Age 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

8. Moto Building and Class Combinations

- 8.1.** 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.
- 8.2.** 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.
- 8.3.** Championship class motos will be built on a ranking system, in line with what is done at National level races. The ranking will be based on Sask Cup Series Points to date, with the first event based on the previous years' standing.
- 8.4.** 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.

8.4.1. 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 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 aged 13 and younger in the Novice Male class 1 year younger and those 14 and older in the Novice Male Class 2 years' younger

8.4.2. 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 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 aged 13 and younger in the Intermediate Male class 1 year younger and those 14 and older in the Intermediate Male class 2 years' younger

8.4.3. Combining Junior Female

If there are fewer than 3 females in a Championship class, then they will be given the option of a refund or to race the Junior Male class (including all obstacles).

8.4.4. 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 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

8.4.5. 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 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

8.4.6. 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 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

8.4.7. Combining Junior Male

If there are fewer than 5 Junior Male riders, they are combined with the Elite Male class.

8.4.8. 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.

8.4.9. 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

8.4.10. 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 rider(s) will have their race fees refunded and will not race that day

8.4.11. 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.

8.4.12. 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 Commissaire can decide to cancel the race for the class in question and refund any such riders' race fees

8..4.13. Combining the Junior Devo Classes

Attempt each of the moves in the order described below until a class with at least 3 riders is formed. Applies to both male and female Devo classes respectively.

Move 1: Place the rider(s) in the Junior Class of the same gender

Move 2: If, after placing the Junior Devo rider(s) with the Junior riders a class is still not formed, then cancel Junior Devo class for the day and move Junior to Elite as per move up rules 9.4.3.

9. Upgrade Policy

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

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

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

9.1.3. Intermediate Male to Expert Male: 20 wins

9.1.4. Novice Female to Expert Female: 20 wins

9.2 Championship Upgrades: Those riders who are of the correct age and of Expert ability can elect to upgrade from Challenge to Championship class in either Junior (age 17 – 18) or Elite (age 19+) when registering for their license. Championship riders cannot switch to Challenge class for period of 1 year when the rider must write a letter to the Provincial Chief BMX Commissaire and SCA Technical Committee stating the reasons why they should be allowed to return to Challenge status. All such riders will begin their Junior or Elite career with 0 Sask Cup points.

9.2. All riders who upgrade from Novice to Intermediate, Intermediate to Expert, Novice to Expert in the case of Female classes, **Challenge to Championship and Junior to Elite** 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 they achieve another valid awarded number.

9.3. When a rider accumulates enough wins 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 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 an Sask Cup BMX Race or provincial championship with an incorrect license will be fined \$50.

- 9.4. When downgrading from Championship Class to Challenge Class, or in any ability level downgrade at the amateur level, a rider will lose all accumulated Provincial Series points earned at the higher level.
- 9.5. When a rider upgrades from Novice to Intermediate or from Intermediate to Expert their District Series 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.
 - 9.5.1. District Series 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.
- 9.6. **Age Group Upgrades:** Currently, the SCA respects the UCI regulations concerning Age-Group upgrades. As such, Age-Group upgrades are not permitted. As a result, upgrades to Junior (17 & 18) or Elite (19+) by those not old enough to be in those classes are not permitted.
- 9.7. **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. Championship riders are permitted to register in their respective “Expert” ability category if inactive for a period of more than one year.
- 9.8. **Double Wins:** Any rider who earns a win at an event with higher rank than a District Race (e.g., Sask Cup, Canada Cup, or National Championships), will be awarded double wins towards an upgrade in ability.

10. Race Plates and Race Numbers

- 10.1. All riders must use a number plate that conforms to the CCC/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. The SCA will also recognize plates for places 1 through “X”, achieved in the Sask Cup BMX Series of the previous season. Such plates designated “P1” through “PX” are only valid at Saskatchewan Provincial and District races.
- 10.2. 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).
- 10.3. Riders who are General Members only and therefore do not have a UCI ID will use the last 3 digits of the date of birth. (Example a rider with a date of birth of Jan 01, 1901, would use 101).
- 10.4. 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 23119840515 will use number 515). This new number must be used until the rider achieves a new earned number.
- 10.5. In any given class where there are two or more identical plates of equal priority, then a letter will be supplied to place over the number of the rider who is youngest on the day of competition. If the riders are the exact same age, they shall determine who gets the ‘sticker’ by flipping a coin.
- 10.6. 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.

10.7. Number Plates: Each bicycle entered into competition must have a number plate attached to the front handlebars.

10.7.1. The upper edge of this number plate may not extend above the crossbar safety bar on any handlebars having a crossbar.

10.7.2. Numbers must be clearly visible and not obscured by cabling.

10.7.3. 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

10.7.4. 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.

10.7.5. 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:

Championship Level

Men Elite, Women Elite White plate, black numbers

Men U23, Women U23 Grey plate, white numbers

Men Juniors, Women Juniors Black plate, white numbers

Challenge Level / Masters Level

Men, Boys, Masters Yellow plate, black numbers

Girls, Women Blue plate, white numbers

Cruiser Red plate, white numbers

10.7.6. If a photo finish system is utilized, each bicycle entered into competition must display a lateral number plate / sticker located just behind the steer tube, if one is required within the technical guide. The digits shall be black placed on white background, or white placed on a black background.

11. Protests and Appeals

11.1. 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.

11.2. Series Points: Protests or appeals concerning either Sask Cup Series Points or District Series Points will be accepted until 3 days prior to the Sask Cup 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 10.1.

11.3. Final Series Points Standings: Appeals to the final series standings for both the Sask Cup Series Points and District Series 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 10.1. If 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.

12. Sask Cup Provincial BMX Racing

12.1. Calendar

12.1.1. The SCA Technical Committee will determine the number and location of all District and Sask Cup BMX races

12.2. Race Day Schedule

12.2.1. 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.

12.2.2. For Sask Cup races, the race schedule will include practice times for individual age classes.

12.2.3. 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.

12.2.4. For Sask Cup races, all those classes with a main will have their 3rd round motos run before any intermission.

12.3. Race Results

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

12.4. Race Software

- 12.4.1.** All Clubs hosting Sask Cup BMX races, Saskatchewan Provincial BMX Championships, and Grands races must use a software system that follows UCI rules to manage registration, moto building and results, thereby streamlining the processes, while providing accuracy, uniformity, stability, and reduction of errors. These tasks will not rely on manual processes. It is strongly recommended that the same software system be used by all Clubs for consistency, with Sqorz being the defacto standard BMX software being promoted nationally at this point in time.
- 12.4.2.** The software system must be use for all SCA sanctioned Sask Cup BMX races hosted during the 2023 season and beyond.
- 12.4.3.** The organizer of an event is responsible for providing staff and equipment necessary to allow the use of the software system.

12.5. Race Cancellation

- 12.5.1.** 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. See '*Weather Policy*'. A make-up race may be offered if the SCA and Race Organizer determine that it is practical to do so. If a makeup 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 makeup race, the rider must race in their upgraded category.
- 12.5.2.** 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.
- 12.5.3.** The CCC 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.
- 12.5.4. Other:** The SCA Technical Committee or Provincial Chief 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.

12.6. Invalid Results Marks (IRMs) (As per UCI 6.1.034)

Different types of Invalid Results Marks (IRMs) are defined as follows:

- a. Did Not Finish (DNF):** A rider who starts, but for some reason, or in some way does not complete a heat or a run as pronounced by the Chief Commissaire, will be recorded as "Did Not Finish" and will receive a score equal to the number of riders who started the heat. This rider will be eligible to transfer to the next phase or round of the competition. This will be noted with the abbreviation DNF.
- b. Relegation (REL):** A rider who starts but has been relegated by the Chief Commissaire will be recorded as "Relegated" and will receive a score equal to the number of riders who started the heat plus 2. This rider will be eligible to transfer to the next phase or round of the competition. This will be noted with the abbreviation REL.

- c. **Did Not Start (DNS):** A rider who fails to start in a heat, regardless of the reason, will be scored as “Did Not Start.” For the purpose of determining his transfer eligibility, such a rider will be awarded 2 more points than the number of riders on the start list for that heat. This will be noted with the abbreviation DNS. The rider will be ineligible to transfer from the Motos to the next Phase of the BMX Race if he is scored as “Did Not Start” two or more times.

12.6.1. In case of a situation where one or more riders are to be scored with an IRM, the Chief Commissaire must announce the IRMs to the timing operator as soon as possible. The decision of the Chief Commissaire concerning the application of any IRM is final and is not open to appeal.

12.6.2. Riders may not register for a race if they are injured and do not plan to race.

12.7. Minimum Track Standards

12.7.1. It is recommended that all BMX tracks hosting provincial, or district 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.

12.7.2. Open tracks must have clearly marked event boundaries.

12.7.3. The track should have adequate parking, washroom facilities and spectator seating for a race with up to 300 participants.

12.7.4. All tracks hosting a Sask Cup race must have the track inspected for suitability prior to the race. The Chief Commissaire or designated track inspector(s) will inspect the track and facilities 1 week 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.

See *BMX Track Inspection Report*

12.7.5. The SCA reserves the right to cancel any provincial or district 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.

12.8. Sask Cup Series Points

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 Sask Cup Series Points standings on its web site within two (2) weeks of each Sask Cup Race. Final Sask Cup Series Points will be published on the SCA website within seven (7) days of the Sask Cup Grands. The Sask Cup Series Points will be referred to as the “*Sask Cup Series Points*”.

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

RANK	NOVICE MALE	INT. MALE & NOVICE FEMALE	EXPERT	JUNIOR & ELITE & MASTERS	CRUISER
1 st	100	200	300	700	100
2 nd	80	180	280	680	80
3 rd	70	170	270	660	70
4 th	60	160	260	650	60
5 th	50	150	250	640	50
6 th	40	140	240	630	40
7 th	30	130	230	620	30
8 th	20	120	220	610	20
*9 th or lower	10	110	210	550	10

***9th or lower and riders that do not transfer to qualifiers (quarters, semis, mains)**

12.8.1. Number of Races: To determine the overall Sask Cup Series Points standings, the riders four (4) best Sask Cup results will be used, plus the result achieved at the Sask Cup Grands. To receive a Sask Cup Series placing, attendance at the Sask Cup Grands is mandatory. In the event of a tie, the tiebreaker will be the higher placing at the Sask Cup Grands.

12.8.2. Wrong class Registration: If a rider races in the wrong class (e.g., 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.

12.8.3. Scale of Races: All races in the series are single point races.

12.8.4. Series Awards: Once the Sask Cup Grands is complete, "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. Trophies may be awarded as determined by SCA.

12.8.5. Upgrades: Sask Cup Series 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.

12.8.6. 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)

12.8.7. 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 the rider with the higher ranked plate, then by coin toss.

12.8.8. 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.

12.8.9. Finish Line Camera Results and Protests. For races when the camera is in use at the finish line, a charge of \$20 cash will be issued for protests. If the rider's protest is correct, they will be refunded. If the camera is not in use, there is not a charge to protest.

12.8.10. Ties: Any ties on points for the Sask Cup Series Points will be resolved by having the finish at Grands race act as the tie breaker.

12.8.11. Sask Cup / Canada Cup combined weekend: In the event of a combined Sask Cup / Canada Cup event weekend, there will be NO duplicate Elite & Junior Elite classes. Provincial Series points will be awarded to top riders regardless of home Province.

12.8.12. Out of Province Racers: Out of province racers may compete and earn provincial series points. Out of province riders are eligible to earn 'P' plates for the series.

See [Race Day Wins and Series Points Regulations](#)

13. Sask Cup Provincial BMX Championship

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

13.2. 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 January 1, 2021, a rider must be age 8 on Worlds race day. This will eliminate the 8 and under age groups.

- 13.3.** 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.
- 13.4.** If the Provincial Championship is cancelled due to weather, it will then be moved to the following weekend at the same track.
- 13.5.** Out-of-province riders may contest Provincial Championship races but are not eligible to claim any medal or provincial title.

14. Saskatchewan District BMX Racing

- 14.1. District:** All tracks affiliated with the SCA are considered to be a District when identifying top male and top female riders provincially.
- 14.2. 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. Each BMX club’s District race events must be sanctioned and posted on the SCA website calendar so that all clubs are informed. District race events should not overlap; giving all riders an equal opportunity to obtain District Series Points.
- 14.3. Season:** The season where District Series Points are accumulated extends from January 1 to December 31.
- 14.4. 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.
- 14.5. Scale of Races:** All races are single point races. UCI Points Races and National Championships do not award District Series Points.
- 14.6. Responsibility of District Event Chief Commissaire or Race Organizer**
 - 14.6.1. Race Results:** For District races, the host track will send an electronic copy of the results to the SCA and the Provincial Chief BMX Commissaire within 48 hours of the race. The Chief Commissaire will receive a copy of the results as well.
 - 14.6.2. Race Software**
 - 14.6.3.** All Clubs hosting District BMX races must use a software system that follows UCI rules to manage registration, moto building and results, thereby streamlining the processes, while providing accuracy, uniformity, stability, and reduction of errors. These tasks will not rely on manual processes. It is strongly recommended that the same software system be used by all Clubs for consistency, with Sqorz being the defacto standard BMX software being promoted nationally at this point in time.

14.6.4. The software system must be use for all SCA sanctioned BMX District races hosted during the 2023 season and beyond.

14.6.5. The organizer of an event is responsible for providing staff and equipment necessary to allow the use of the software system.

14.7. District Series Points

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

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

14.7.1. Double Points: Any SCA 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 (e.g., bad weather).

14.7.1.1. 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.

14.7.2. Class Combinations: In cases where one or more classes are combined due to low attendance, District Series Points are given to each rider according to the class in which they race. Example: An Intermediate boy finishing in 3rd place overall when racing with Expert boys will receive 110 Expert points for that race.

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

See [Race Day Wins and Series Points Regulations](#)

15. Saskatchewan Cycling Association Amendments to the UCI Rules

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

16. Staging System

The purpose of the staging system is to line up the next Motos to race in order behind the gate. It is critical that the staging system is well organized and efficient to:

- Support the required race pace; Motos supplied to the gate quickly
- Maintain the event schedule
- Ensure that rider equipment and clothing meet regulations
- Prevent rider from missing their motos
- Minimize the possibility of riders entering the wrong Moto or gate position

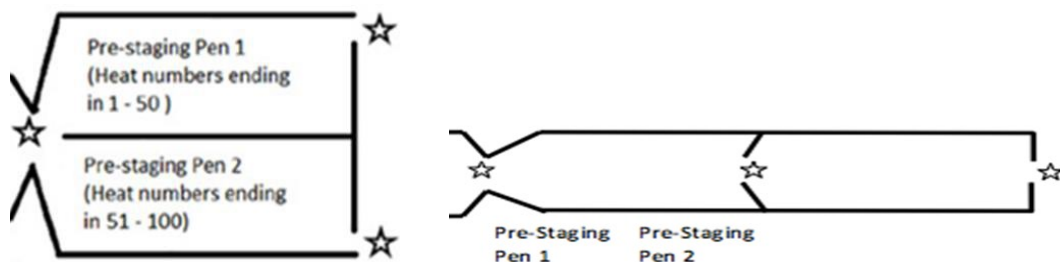
To accomplish this, one of the most important tasks of the Commissaires before the race is to make sure that the staging system is set up well enough to accomplish these goals.

Staging Best Practices

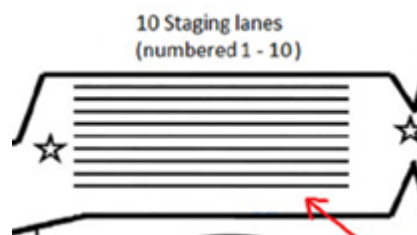
- Use as much space as available
- Staging team members – calm and organized
- Setup before practice / training sessions
- Loud P/A system
- Additional megaphones
- Cover / shade for riders if possible
- Current version of Moto sheets
- Keep Express Lane clear
- Hard fencing; not snow fencing
- Ropes at each end of lanes

Basic Principles behind the design of an effective staging system are:

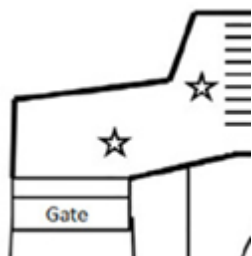
1. There is an Announcer with a loud P/A system that calls the next category to the pre-staging pens.
2. Commissaires have megaphones to call up riders, especially if event is noisy
3. There is a warm up area close to the pre-staging area that is large enough for several dozen riders to slowly circle.
4. There are two (2) pre-staging pens with a capacity for at least ten (10) full heats that can be used to assemble individual riders into their Motos.
5. Entrance of riders into the pre-staging pens should be controlled allowing only two (2) riders at a time so that Commissaires can perform first equipment and clothing checks.



6. Once grouped, the riders in each Moto are kept together through the rest of the staging system.
7. Ensure that there is enough space in the staging system to allow full Motos to pass through the system, but no unused space beyond that; there should be no place for riders to loiter.
8. The staging system should be fenced (hard fencing, not snow fencing).
9. There are individual staging lanes, numbered 1 – 10, with an 11th express lane available. Ideally staging lanes are long enough to hold two (2) Motos per row. If space or number of registrants is limited, staging lanes that are 25' long and be 30 – 36" wide should hold one (1) moto per row. It is a good idea to place the Express Lane between lanes 5 & 6 for ease of monitoring progress and conduct within the lanes.
10. Ideal is to have the staging lanes long enough to support two (2) full motos; each lane 16 bike lengths long and only wide enough to support and bike with little movement.



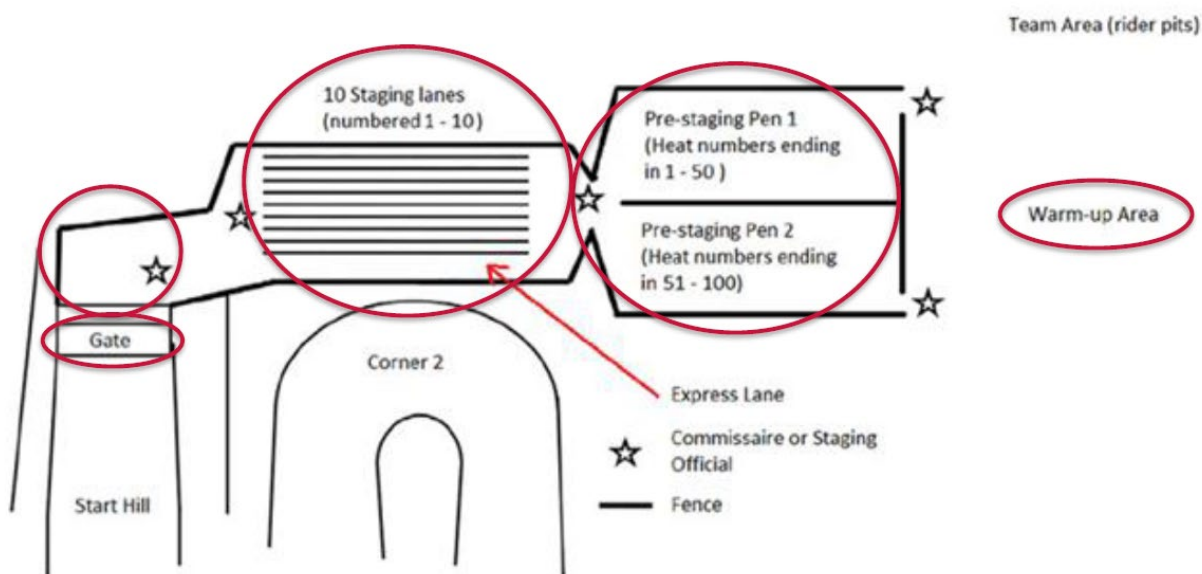
11. Riders exit the staging lanes with their Moto and enter the Back of Start Hill / Buffer Zone and span across the hill filing into their gate positions. Riders are confirmed again at the top of the hill before entering the gate.



12. Typically, there will be one (1) heat in the gate and two (2) – three (3) Motos positioned behind the gate and ready to clip in as soon as they roll into the gate.
13. There should be a place for team managers (or parents) to stand just outside of the staging system where they can see the riders currently on the gate.
- 14. Parents, coaches, and managers are not allowed in the staging system or on the start hill.**
15. Enough Commissaires are available to make the staging system work; this usually means a Commissaire team with a minimum of 2 in pre-staging, 1 to direct Motos into the correct staging lanes, 1 behind the gate to direct riders on to the gate, and 1 to double check the Moto sheets to ensure that the riders on the gate are in the correct Moto.
16. All Commissaires in each position in staging should have a current copy of the rider moto list for reference.
17. All Commissaires should mark off each moto as it passes through their section of the staging system.

18. All Commissaire positions in the staging system should be checking for clothing and equipment infractions so that when the rider reaches the gate, he / she is ready to race.

Staging System Example



The diagram above describes the plan for an effective staging system, that incorporates 5 Commissaires, that follows the principles listed above as follows:

1. Riders are called by category to the pre-staging pens by the Announcer.
2. **Pre-Staging Entry:** Riders are checked for equipment and clothing as they enter the pre-staging pens and checked off on the moto sheets.
3. After entering the 'Pre-staging Pens', riders are grouped into their Motos. Riders in each Moto may also be grouped in order of their positions on the gate in the pre-staging pens.
4. **Pre-Staging Exit:** Once assembled, whole Motos are directed in the correct race order into the 10 staging lanes, numbered 1 through 10. Additional equipment and clothing checks are performed.
5. Lane 11 is designated as an 'Express Lane' for any last-minute call ups, etc.
6. **Staging Lane Entrance:** Commissaire opens and closes the ropes to ensure Motos enter into correct lane.
7. Motos are identified on the Moto Sheets by a Moto Number. Each Moto enters the lane corresponding to the last digit in the Moto number... so for example, all the riders in Moto 37 would enter lane 7.
8. **Staging Lane Exit:** Commissaire performs equipment and clothing check, drops the rope, and releases the Motos out of the staging lanes in race order to the back of the start hill.
9. **Start Hill:** Commissaire guides riders to their proper gate position lane in race order on the apron behind the gate, keeps the Motos together, and prevents Motos from overlapping.
10. Typically, there should be space for two (2) or three (3) Motos behind the gate.

11. **Behind Gate:** Commissaire reminds riders to get ready for their race (e.g., helmets, gloves, etc.), performs a final equipment and clothing check, makes sure that the Moto is still intact, and instructs the Moto to roll into the gate.
12. **Front of Gate: Starter Commissaire** confirms the gate position and confirms missing / extra riders.
13. As soon as the gate drops and a race begins, the next scheduled Moto waiting on the Apron moves onto the gate, and the race start procedure begins again, keeping a regular flow of motos lined up on the apron behind the gate.

Equipment Inspection

- Not a *‘formal’* equipment inspection
- If an infringement is noticed, refuse rider access to staging until fixed
- Staging Commissaires to confirm:
 - Safety equipment; helmets, visors, bare ends, no clipless pedals – 12 years old and under, gloves, jersey, pants, etc.
 - Refusal of cameras
 - Numbers; plates
 - Jerseys; National Team, National Champion, World Champion

COMPLIANCE

All participants must comply with the SCA Code of Conduct. Commissaires must also comply with the SCA / CCC / UCI Commissaire Code of Conduct.

Failure to comply with the BMX Race Regulations may result in disciplinary action, up to and including loss of race sanctioning privileges or loss of a Commissaires license.

A sanction may be withdrawn, or Commissaire license suspended / revoked, if in the opinion of the Technical Committee, the sanction holder does not respect the responsibilities and conditions as set out by the BMX Regulations, and / or takes action considered contrary to the development of cycling in Saskatchewan.

Furthermore, a Provincial or District Race sanction may be withdrawn the day of the race by either the VP Technical, Provincial Chief Commissaire or the event Chief Commissaire, should the conditions of the sanction and / or BMX Regulations not be satisfied.

DEFINITIONS

Term	Definition
SCA	Saskatchewan Cycling Association.
UCI	Union Cycliste Internationale / International Cycling Union.
CCC	Cycling Canada Cyclisme’.

Commissaire	Commissaires are the sports officials that supervise races in each cycling discipline. Their responsibilities are to ensure a safe and fair play competition, in accordance with SK / CCC / UCI Rules and Regulations.
SCA Provincial Chief Commissaire	Elected or appointed person in charge of Commissaires in Saskatchewan for each discipline – Road / CX, MTB, and BMX.
Sask Cup Races	Series of SCA sanctioned Provincial races, culminating with the Grands and Championship races. Series points are awarded for achievement and upgrading. Medal and prizes may be awarded by the SCA. Clubs apply to host Sask Cup races and the schedule is determined by the SCA Technical Committee.
District Races	Series of SCA sanctioned Provincial District races within each district in Saskatchewan (Saskatoon and Regina). Series points are awarded for achievement and upgrading. Medals and prizes may be awarded by the District Clubs. Each District Club determines the schedule for their Club and notifies other Clubs.
Club Races	Series of Club members only races as determined by each Club. No district or provincial points are awarded at Club races.
Sanction	Official permission given an organizer by the Saskatchewan Cycling Association (SCA) to hold an event. The sanction recognizes the validity of the Organizer and the race, and offers protection under SCA insurance.

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