



Official 2009 ABA Rulebook



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Forward

The American Bicycle Association was formed to provide organized racing and give national prominence to the sport of BMX. Under the ABA rules of sanction riders may accumulate district points at any ABA sanctioned track in the U.S. Additionally, a national level points program will be offered for an increased interest of competition.

Each ABA BMX facility is a separate entity with the common goal of providing competitive yet safe and fun BMX racing. The staff of each track is committed to operating under ABA guidelines to insure those goals. It is, however, the riders and his/her parent's responsibility to understand and follow these racing regulations.

With these ideals in mind, the only requirements needed to excel are skill and determination.

ABA Membership

Every rider practicing or competing on any ABA sanctioned track must obtain an ABA membership prior to riding on the track. Memberships can be purchased at the track. There are four types of memberships available, which are as follows:

- A. One day free membership – This membership is intended **ONLY** for the new rider to have a chance to experience the sport prior to joining with one of the memberships below. This membership is for one practice or one race only and is not transferable or reusable.
- B. Temporary – This membership is intended only for the new riders to the sport and is valid for 30 days at any ABA sanctioned track. This membership allows riders to participate in practice and single points races **only**, yet no ABA points will be awarded. If within the 30 day period the rider wishes to become a full (annual) member, he/she needs to show the proper temporary membership receipt and submit the conversion fee as noted on the full membership application.
- C. Full (annual)—This membership is valid for one (1) full year at any ABA sanctioned event in the U.S. and Canada. Points will be awarded to all riders competing in any ABA sanctioned race with those points returning to each rider's home district. Full membership riders will receive the official membership card and a subscription to the BMXer magazine. Additionally, each rider joining at a local track will receive a current rulebook; a BMX New Rider Manual and an official ABA number plate.
- D. Gold Card (upgraded annual)—This membership has all of the characteristics of the Full membership and includes these additional benefits:
 - "Gold Card member only" line at all ABA nationals events.
 - First class delivery of the BMXer magazine.
 - Two (2) "free" Open class entries at any ABA national (after racing in 10 ABA nationals).
 - Discount coupon for ABA Racewear (after racing 20 single point races).
 - A monthly race history report sent to their address.

All ABA members receive a secondary medical insurance benefit with a cash deductible.

No ABA membership under any circumstance is transferable or refundable.

All members must submit a birth certificate to the ABA within 30 days of membership purchase.

Important: Every rider **MUST** show proof of membership each and every time they sign up to race. This must be either a current ABA membership card or a renewal receipt. The ABA makes every attempt to issue a renewal notice to riders prior to their membership expiration. It is ultimately the rider and parent's responsibility to keep memberships current. Any points earned on an expired membership will be forfeit, as there is no officially written grace period. Additionally, memberships must be current through the end of the ABA points season (December 15th) to earn year end rankings and awards.

ABA Points Scoring

1. The points racing season will be from January 1 through December 15 of each year.
2. Points will be tabulated using the total accumulated point's method; the rider with the most points will be the #1 rider in each respective category.
3. Every new full ABA member will receive points immediately as he/she competes. These riders shall run a temporary number on their number plate, which will be assigned, to them by the track until an official number is received from the ABA by mail.
4. Members can compete for three types of points: District, State and National. (See section V for Points Tables.)
5. District points are received during the normal racing season at all ABA sanctioned events.
6. A rider may race in any other district with those points returning to his/her home district.

7. The location of predominant residence and/or where a rider attends school will determine that rider's district.
8. Any rider that changes residence **must** notify ABA in writing within 30 days. Any rider misrepresenting his/her residence may be suspended.
9. No rider may transfer into a district and assume the #1 position in points. The transferring rider will be positioned in the #2 placement forfeiting as many points as necessary to show 1 point less than the current #1 rider.
10. The deadline for district transfers is August 1st of each season. After this date, riders will remain in their respective district even though a geographic move has been made.
11. **There will be an overall district standing published in the January-February issue of the BMXer magazine. The number that precedes each rider's name will be that rider's earned district number for the year.**
12. In the event of a tie between two or more members in final district points, the following will be used to break the ties.
 - 1) Most first place finishes
 - 2) Most second place finishes
 - 3) Most third place finishes
 - 4) Most fourth place finishes
 - 5) Most fifth place finishes
 - 6) Earliest membership date
 - 7) Lowest rider number of last season
9. Riders may use any earned ABA district, NAG, National, Redline Cup or ROC number at any ABA sanctioned event.
10. **The number being used on each rider's bike must appear on the moto sheet or that rider may not be scored and points may be withheld.**
11. **Any rider not having his/her eight-digit serial number on the moto sheets will not receive points for that race. There will be absolutely no exceptions to this rule.** Tip: Check the moto sheets when posted and make sure the correct serial number is there.
12. A rider **MUST** participate in at least 1 moto of competition to receive points for that particular event.
13. ABA finish points are awarded to all riders in any main event or legally formed total points class at every ABA sanctioned race. (For races utilizing the Total Point system of scoring, all last place finishers in classes of 4 or more riders will receive rider points only).
14. For any qualifier or main, a rider will be scored and receive a finish placement respective to how he/she crosses the finish line provided that rules 37 & 38 of Section XIII are satisfied.
15. Any rider that has qualified to a main event will receive main event finish points respective to his/her actual finish position within that main event.
16. The following situations will result in a rider receiving no worse than a last place main event finish along with those respective points (Ex: 4 riders in the main—last place is 4th):
 - A. Not racing his/her main event for any reason.
 - B. Starting the main but not crossing the finish line for any reason.
 - C. Any type of disqualification within that main event.
21. A rider may miss any qualifying moto (excluding total point racing) at their discretion without penalty. However, all other ABA rules still apply.
22. Total point races shall be scored in the following manner: Finish positions shall be tallied for each of three motos awarding one point for first, two points for second and three points for third. (Only a rider that misses a moto or receives a flagrant disqualification [foul] from a moto will receive one point more than the total number of riders in the class.) The total of these three motos will determine order of finish with lowest points getting first place and so on. If a tie exists after the three motos, the best finish in the third moto between tied participants will determine the winner.
23. Riders may verify their qualifier or main event finishes during that day's race with the scorekeeper at the finish line. This must be taken care of within 10 motos or mains.

IV. Video Scoring Assistance

1. Throughout the national series, including the Redline Cup finals and Race of Champions, the ABA may set up and utilize a video system to aid in the accuracy of scoring. This system is considered a backup for the official scoring crew of the day.

2. If any technical problem occurs with the video system during any given race(s) resulting in the loss of review capabilities, decisions on finishes will be made using the scoring sheets and these decisions will be final.
3. Riders have 10 motos to protest a finish for video review.
4. The official has the right to view any video at anytime for scoring purposes.

V. Points Tables

A. District Points

Novice		Intermediate		Expert / Girl /Cruiser	
1 st	25 points	1 st	50 points	1 st	100 points
2 nd	20 points	2 nd	40 points	2 nd	80 points
3 rd	15 points	3 rd	30 points	3 rd	60 points
4 th	12 points	4 th	25 points	4 th	50 points
5 th	10 points	5 th	20 points	5 th	40 points
6 th	7 points	6 th	15 points	6 th	30 points
7 th	5 points	7 th	10 points	7 th	20 points
8 th	3 points	8 th	5 points	8 th	10 points

Plus all riders receive one point for each rider in their class.

At all races, riders earn points for their finish in the main, plus one point for each rider in their class. For multi-point tabulating, take your overall points total and multiply it by the amount corresponding to the event (i.e. double, triple or quadruple). Riders not qualifying to the main event will still receive one point for each rider in his/her class for the day's point tally.

B. Bonus District Points

At national events, riders who transfer from their moto to at least a semi will receive bonus district points. Riders will receive bonus points equaling one point for every rider in his/her eighth main, quarter main or semi main. These points will be tripled and added to all other district points earned at that event.

Example: An expert rider has 12 groups or 90 riders in his class at a national. Upon transferring to his quarter mains of 36 total riders, he earns 36 bonus points. If he does not advance further he earns $36 \times 3 = 108$ bonus points. If he transfers to the semi mains of 15 riders, he earns an additional $15 \times 3 = 45$ bonus points to add to the 108 equaling 153 total bonus points. If the rider goes on to transfer to the main event and place 3rd, his points would be as follows: 153 bonus points + 270 rider points (90×3) + 180 finish points (60×3) = 603 total district points earned. However, only the initial class rider points will be **automatically** added to any rider's district standing. **All bonus points and main event finish points shall go automatically into a Bonus Points file for each rider and will be distributed when certain criteria have been met by that rider.** As each rider competes at any single point race, 10% of that year's bonus points will be added into the respective rider's district standing file. When a rider has competed in 10 single point races, 100% of the year's bonus points already earned or to be earned, will be added automatically.

C. Redline Cup/ State/ Provincial Points Table*

Novice		Intermediate		Expert / Girl /Cruiser	
1 st	18 points	1 st	19 points	1 st	20 points
2 nd	17 points	2 nd	18 points	2 nd	19 points
3 rd	16 points	3 rd	17 points	3 rd	18 points
4 th	15 points	4 th	16 points	4 th	17 points
5 th	14 points	5 th	15 points	5 th	16 points
6 th	13 points	6 th	14 points	6 th	15 points
7 th	12 points	7 th	13 points	7 th	14 points
8 th	11 points	8 th	12 points	8 th	13 points
DNQ	10 points	DNQ	10 points	DNQ	10 points

*There will be no rider points added to this points table.

D. National amateur points

Novice		Intermediate		Expert	
1 st	60 points	1 st	120 points	1 st	240 points
2 nd	50 points	2 nd	100 points	2 nd	200 points
3 rd	40 points	3 rd	80 points	3 rd	160 points
4 th	30 points	4 th	60 points	4 th	120 points
5 th	20 points	5 th	40 points	5 th	80 points
6 th	10 points	6 th	20 points	6 th	40 points
7 th	8 points	7 th	15 points	7 th	30 points
8 th	5 points	8 th	10 points	8 th	20 points

Plus all riders receive one point for each rider in their class.

E. National Pro Points

A PRO		AA PRO, PRO CRU, GIRL PRO & VET PRO	
1 st	120 points	1 st	240 points
2 nd	100 points	2 nd	200 points
3 rd	80 points	3 rd	160 points
4 th	60 points	4 th	120 points
5 th	40 points	5 th	80 points
6 th	20 points	6 th	40 points
7 th	15 points	7 th	30 points
8 th	10 points	8 th	20 points
Semi	5 Points	Semi	10 Points
Quarter	3 Points	Quarter	6 points

Plus all riders receive one point for each rider in their class.

VI. Amateur Classifications & Proficiency Advancement

These are the current classes offered for amateurs by the ABA for competition purposes:

BOYS

5 & Under Novice	5 & Under Inter	5 & under Expert
6 Novice	6 Inter	6 Expert
7 Novice	7 Inter	7 Expert
8 Novice	8 Inter	8 Expert
9 Novice	9 Inter	9 Expert
10 Novice	10 Inter	10 Expert
11 Novice	11 Inter	11 Expert
12 Novice	12 Inter	12 Expert
13 Novice	13 Inter	13 Expert
14 Novice	14 Inter	14 Expert
15 Novice	15 Inter	15 Expert
16 Expert	16 Inter	16 Expert
17-18 Novice	17-18 Inter	17-18 Expert
19-27 Novice	19-27 Inter	19-27 Expert
28 & Over Novice	28 & Over Inter	28 & Over Expert

GIRLS

5 & Under Girls	6 Girls	7 Girls
8 Girls	9 Girls	10 Girls
11 Girls	12 Girls	13 Girls
14 Girls	15 Girls	16 Girls
17 & over Girls		

CRUISER

9 & Under Cruiser	10 Cruiser	11 Cruiser
12 Cruiser	13 Cruiser	14 Cruiser

15 Cruiser	16 Cruiser	17-20 Cruiser
21-25 Cruiser	26-30 Cruiser	31-35 Cruiser
36-40 Cruiser	41-45 Cruiser	46-50 Cruiser
51 & Over Cruiser		
GIRLS CRUISER		
10 & Under Girls Cruiser	11-13 Girls Cruiser	14-16 Girls Cruiser
17-20 Girls Cruiser	21-25 Girls Cruiser	26-30 Girls Cruiser
31-35 Girls Cruiser	36-40 Girls Cruiser	41 & Over Girls Cruiser
NATIONAL / STATE /REDLINE CUP / RACE OF CHAMPIONS ONLY		
BOYS		
28-35 Novice	28-35 Inter	28-35 Expert
36-40 Novice	36-40 Inter	36-40 Expert
41 & Over Novice	41 & Over Inter	41 & Over Expert
GIRLS		
17-27 Girls Cruiser	28 & Over Girls	
CRUISER		
8 & Under Cruiser	56 & Over Cruiser	
GIRLS CRUISER		
46 & Over Girls Cruiser		

Proficiency Advancement

1. When a Novice Girl has received **eight (8)** wins, she will be required to move up to the Girls class. If a girl classified as Novice voluntarily competes in a Girls class at any ABA race before reaching **eight (8)** Novice wins, she will automatically be moved up to the Girls classification and can no longer compete as a Novice.
2. A boy Novice rider will move to Intermediate upon a total of **eight (8)** class wins (of any type of race) or a total of 5 national, Redline Cup Final or Race of Champions wins during his Novice career.
3. An Intermediate rider will move to Expert upon a total of twenty-five (25) class wins (of type of race) or a total of 5 national, Redline Cup Final or Race of Champions wins during his Intermediate career.
4. Open and cruiser wins do not count for advancement.
5. **It is the rider's responsibility to move him/herself up when he/she reaches the allotted number of wins. Riding out of class will result in the forfeiture of points and possible suspension. Do not wait until you receive your new card, it will follow in a few weeks.**
6. **Sandbagging is prohibited.** Any Novice or Intermediate rider having been judged to have intentionally avoided getting a win towards advancement will be disqualified and moved to last. Last place points will be issued but the applicable award (if any) will be forfeit. Additionally, a win towards advancement will be credited.
7. A track operator may request to the ABA that a rider be moved up in skill level based on that rider's ability and/or actions.
8. The ABA reserves the right to modify any rider's proficiency at its discretion.
9. A rider may advance to the next higher-skill level voluntarily without acquiring the total amount of wins by racing in a higher skill level. No ABA approval is required for this action; the right to reclassify is forfeit for one (1) full year.
10. Any rider competing with another association or organization must compete in the similar classification at any ABA sanctioned event. If a rider's classification status changes in another association or organization, that rider's ABA status must immediately be changed to be comparable.
11. Any rider having exited the sport for any period of time and reapplying for membership must re-enter the sport with the same number of wins that they had when he/she left. Exceptions are available per Section IX, rules 3 & 4.
12. Any current ABA Cruiser rider holding a NAG (#1-10), Redline Cup or ROC plate, upon entering into 20" competition with a new full 20" membership, will be classified as NO LESS than an Intermediate rider. This will not affect the classifications of current 20" license holders.

VII. Class Creation & Move-up

Procedures

The following describes class requirements as well as explains the procedures for combining classes when necessary.

A. Girls

1. Bicycles for competition must have no more than 20" wheel diameters. Bicycles with 12", 16" & 18" wheel diameters are therefore allowable.
2. **All new Girl members have the option to be classified as Novice Girls and will ride with all other boy and girl novice riders in their appropriate age classes and should sign up as novice at ABA events. Novice Girls will follow the move-up procedures as outlined in Section VI, rule 1.**
3. Any Novice Girl rider racing at a National event will be placed in the Novice class with Novice boys and other Novice girls of the same age.
4. Any Novice Girl that moves up to the Girl classification at a National will be considered a Girl and from that moment on will be required to race in the Girls class at all events.
5. Girl classes will be formed according to this format:
Start at 5 & under Girl and build upward.
3 Girl riders are required to make a legal class at all non-national events.
At all national events, 4 Girl riders are required to make an individual age class.
Girl riders will be moved UP through the Girl spectrum looking to form legal classes within a three-year age barrier. This means that a Girl rider may be moved up 3 actual years of age above her own. (Example: a 9-year-old Girl can move as high as the 12-year-old class. $12 - 9 = 3$ years).
Any rider in the 5 & Under class will be determined a 5 year old regardless of actual age.
Any rider in the 17 & over class will be determined a 17 year old regardless of actual age.
If a Girl rider cannot move into a legal class, then she will be moved into the boy's Intermediate class of her respective age. (Girls in the 17 & over class will move to the appropriate boy's class corresponding with her ACTUAL age.)
6. If the oldest Girl rider(s) of the day cannot form a class, that oldest rider(s) may then move down no more than 3 age groups looking to form a legal class. (Keep in mind that the three-year age barrier cannot be compromised.) There can be occasion where when the oldest Girl rider moves down, another rider of different age may follow that move down to the next legal class. (Example 1: Three 15 Girls (a legal class), one 16 Girl and one 17 Girl (oldest rider of the day). The 16 Girl moves up looking for a legal 3-rider class but finds only the one older rider. She would then attach to the 17 & over class to become a 17 Girl and one of the oldest riders of the day for the sake of the move up system. Both riders would then move down to 15 Girls and form a class of five riders.) (Example 2: two 13 Girls, one 14 Girl, one 15 Girl and one 17 Girl. The two 13 Girls would combine with the 14 Girl to form a class. The 15 Girl would move to the 17 Girl but no class is formed without a third rider. The 15 Girl would attach to the 17 Girl and both would move down a maximum of 3 ages looking for a class. It would appear that a combination at the 14 Girls class is legal but as there are 13 year old riders in that class, the 3 year age barrier is violated ($17 - 13 = 4$). Now, the 2 oldest Girls would move back to their respective classes (15 Girl & 17 Girl) and would move into the boys Inter class of their respective age. The 15 Girl cannot move back on her own merit, as she was not the oldest rider registered that day.)
7. When a class is formed, that class should be labeled by the title of the group in which it was formed. (Ex. When the 13 Girl class moved up to the 14 Girls, the class should be labeled as 14 Girls as that is where the class formed.)
8. Girl points will be tabulated separately and Girl racers will receive points corresponding with the Expert & Girl points table. If a Girl moves into an Intermediate boy class, the Girl rider will receive Girl points while the Inters will receive Inter points.
9. Novice Girls will receive points corresponding to the Novice points table. **This applies to any type of points being awarded (District, State / Provincial, National)** and these points will show in the Girls points of that rider's respective district.
10. All Girls and Novice Girls may race open classes at any local or national race.
11. All Girls and Novice Girls must race in their correct age class. Riding out of class will result in a forfeiture of points and possible suspension.

B. Boys (Novice, Intermediate, Expert)

1. Bicycles for competition must have no more than 20" wheel diameters. Bicycles with 12", 16" & 18" wheel diameters are therefore allowable.
2. Classes will be formed according to these specifics:
At all non-national events, 3 riders are required to form a legal class in any situation.
At all national events, 4 riders of a single age and/or skill level are required to form a legal class.

At both national and non-national events, 3 riders of any combined ages (one 6 Novice & two 7 Inters) makes a legal class provided the move up system has been satisfied.

3. When necessary, classes will be combined according to the following process:
 - The move-up procedure will always begin at the class of the youngest age and lowest skill level available. This rule applies even as the move-ups are underway. Once a class is formed, the process picks up the next available class (youngest age and lowest proficiency) and moves ahead from there.
 - In an effort to facilitate Novice class formation, the Novice groups will have the ability to check ahead as many as 2 age groups above their own for the required number of riders before moving up into the Intermediate and Expert classes. Ex: One 6 Novice will check into the 7 Novice class looking for at least 2 other riders to combine with. If that minimum were not met, then the 6 Novice would check one more age group (the 8 Novice class) looking for the total of 3 riders. Important note: If there was a 7 Novice rider available, both the 6 & 7 Novice riders would move together, checking the 8 Novice class for at least a 3rd rider. If at this point no legal 3-rider class can be formed, the 6 Novice rider will move back to his respective class.
 - A Novice's following move will be to the next skill level of the same age. (Ex. The 6 Novice rider will move to the 6 Inter group searching for a legal class of 3 riders.) If no legal class is formed, that rider will remain with this Inter group for move up purposes.
 - An Intermediate class (in this case with the Novice rider attached) will check the next age group of the same classification. (Ex. The 6 Inter group checks the 7 Inter group looking to make a legal class of 3 riders.) If no legal class is formed, the Inter group will return to its home group (6 Inter).
 - An Intermediate class' subsequent move is to the Expert group of the same age, looking to form a legal class of 3 riders. (Ex. The 6 Inter group will move to the 6 Expert group.) If no legal class is formed, the Inter group will remain with the expert group for move up purposes.
 - An Expert class will check the next older age group of the same classification looking to form a legal class of 3 riders. (Ex. The 6 Ex group will move to the 7 Ex group.) If no legal class is formed, the Expert group will return to its home age group (6 Ex).
 - At this point, the Expert group's next move will be to the Intermediate group of the next age level and remain there for move up purposes. However, any Novice rider attached will move down to the Novice class with the corresponding age of that Inter class: (Ex. The 6 Ex group will move to the 7 Inter group, however the 6 Novice rider will move into and become a 7 Novice.)
 - Now, the process begins again with the youngest age and lowest proficiency (the 7 Novice class).
 - Once a class has been formed, the legally formed class should be labeled with the title of the group in which it was formed—even if there is no rider of that particular class involved.
4. If the oldest class of the day does not form a legal class, it may then move through the groups in reverse until a legal class is found, in the following order:
 - The 28 & Over Novice rider(s) will have the ability to check one (1) Novice age group below their own looking for a legal class of 3 or more riders (Ex: One 28 & Over Novice will check into the 19-27 Novice class looking for a class to combine with.). If no legal class is available, the rider's subsequent move is to the 28 & Over Inter group looking to form a legal class of 3 or more.
 - If 28 & Over Inter does not form a legal class, the rider will check the 19-27 Inter group looking for a legal class of 3 or more riders. If no legal class is available, the rider's subsequent move is to the 28 & Over Expert looking to form a legal class of 3 or more. If no legal class is available, the Inter group will remain with the Expert group for class building purposes.
 - If 28 & Over Expert does not form a legal class, their first move will be to move down one age group in the same proficiency. If no legal class is available, they will return to the 28 & Over age group and then check the Intermediate group for a legal class of 3 or more riders. If no legal class is available, the rider will move to the 19-27 Expert group and this pattern will repeat itself until a legal class is found.
 - If the event is a National, State / Provincial Series, Redline Cup Series or the Race of Champions, 41 & Over is the oldest 20" group of the day and will follow the same pattern as 28 & over in order to create a legal class.
5. All riders must ride in their correct classes, no arbitrary class changing is allowed. Example: no Intermediate may move up to a class above his own to avoid getting a first or turning Expert. No Expert may move up to the next Intermediate class for easier competition. Riding out of class will result in a forfeiture of points and possible suspension.
6. Any rider combined with rider(s) of a higher skill level will receive the corresponding points from the higher skill level. **This applies to any type of points being awarded (District, State / Provincial, National).** Example: If a 12 Novice rider is ultimately moved up to the 12 Expert class, that 12 Novice rider will receive Expert points. If a 13 Expert is moved into a 14 Inter class, that becomes an Intermediate class receiving **Expert points**.

7. Any Girl rider that combines into a boy Inter class will not affect the Inter points structure. (i.e.: The Girl rider will compete for regular Girl points while the Intermediates will continue to compete for intermediate points.

C. Girls Cruiser

1. Bicycles for competition must have no less than a 24" wheel diameter. Bicycles with a 26" wheel diameter or larger are therefore allowable.
2. All cruiser riders must have an ABA cruiser membership to compete.
3. Girl Cruiser classes will be formed according to this format:
 - No less than 3 riders are required to form a legal class in any situation.
 - Start at 10 & under and build up, however the move up process stops at the 26-30 group. (Classes 31 and above are considered to be "protected" from younger riders moving up with exception.)
 - At this point, go to the 41 & Over Girl Cruiser group and begin moving riders **DOWN** until legal classes are formed. Continue combining groups working down to 21-25 Cruiser. If there are still younger riders without a legal class, they can be moved up to the last legal group that formed. (This is the only "exception" that will allow younger riders move up into the older, protected classes.)
 - The only time a Girl Cruiser rider will ever move into a boy Cruiser class is when there is not enough Girl Cruiser riders to form at least 1 legal class within the entire Girl Cruiser spectrum, **to include protected classes**. In this situation, the Girl Cruiser rider(s) will be moved to the boy Cruiser class of corresponding age.
4. Always label the legally formed class by the title of the group in which it was formed.
5. Girl Cruisers will receive points corresponding to the Cruiser points table.
6. Girl Cruiser points will be separate from all other points.
7. All Girl Cruiser riders must compete in their correct age class. Racing out of class will result in forfeiture of points and possible suspension.

D. Cruiser

1. Bicycles for competition must have no less than a 24" wheel diameter. Bicycles with a 26" wheel diameter or larger are therefore allowable.
2. All cruiser riders must have an ABA cruiser membership to compete.
3. Boys cruiser classes will be formed according to this format.
 - 3 riders in the same age group form a legal class at all non-national events
 - At all national events, 4 riders of a single age and/or skill level are required to form a legal class. Multi-age classes will require only 3 riders to form a class.
 - Start at 9 & under and build up, however the move up process stops at the 26-30 class. (Classes 31 and above are considered to be "protected" from younger riders moving up—with exception.)
 - At this point, start with the 51 & over Cruiser group and begin moving riders **DOWN** until legal classes are formed. Continue combining groups working down to 21-25 Cruiser. If there are still younger riders without a legal class, they can be moved up to the last legal group that formed. (This is the only "exception" that will allow younger riders move up into the older, protected classes.)
4. Always label the legally formed class by the title of the group in which it was formed.
5. Cruiser riders will receive points corresponding to the Cruiser points table.
6. Cruiser points will be separate from all other points.
7. All Cruiser riders must compete in their correct age class. Riding out of class will result in forfeiture of points and possible suspension.
8. **Pro Cruisers will never be moved into an amateur class.**

E. Opens

1. Open categories (opens) offer riders an additional opportunity to compete at any ABA sanctioned event. Opens are generally of mixed age groupings and open to riders of any age and skill level respectively.
2. A "Mixed Open" designation means that only Novice, Intermediate and Girl riders will be allowed.
3. When a Mixed Open is offered, an Open class will also be available which will be available to only Expert riders.
4. Opens may be run at the local track operator's discretion using promotional value and fairness as guidelines.
5. There will be no points awarded for opens.
6. To sign up for and race a 20" bike in open, a rider must first be registered to compete in his/her regular 20" points class.
7. The ABA recommends the following age groupings for opens: 6 & under, 7-8, 9-10, 11-12, 13-14, 15-16, 17 & over.

8. If a pro class does not form, a Pro-Am open class may be created. This class can include both amateur and PRO riders. **It is recommended that any amateur be Expert rated and at least 15 years of age to compete.**
9. Riders 15 and older may compete in an open class with cash as the award of the day so long as that rider also competes in their primary class (class or cruiser).

VIII. ABA Pro Classifications

The ABA recognizes pro classes and pro riders, and was the originator of large pro purses. Pro racing is exciting and can be profitable; however, it is not for everyone as it is a very large step requiring dedication to succeed. Also, upon becoming a pro BMX rider, you could be disqualifying yourself from some or all amateur sports, according to state and/or federal laws.

A. A and AA Pro

1. A rider must hold a valid Pro membership to compete in any Pro class at any ABA sanctioned race. At no time will any ABA sanctioned track run a Pro class unless all riders are current Pro members.
2. All ABA Pro members must be at least 15 years of age. Proof of age is required with any Pro membership application.
3. To apply for an ABA Pro membership, a rider must have held the status of Expert.
4. **No ABA Pro may ever again race in an amateur class with the exception of a PRO-Am open. Any Pro doing so will have his Pro membership immediately revoked.**
5. Any Pro membership application can be turned down or revoked by the ABA Competition Committee. ABA Pro membership is a privilege and a responsibility. Pro riders, you are the example for all future BMXers. You are in the spotlight and they are watching you. Good sportsmanship, fair play, clean riding, and good conduct are very important. You must act accordingly.
6. Any rider that competes in another sanction as a Pro or an equivalent class is required to race in the Pro classes with the ABA.
7. Pros will be graded into A and AA proficiencies.
8. ABA Pros compete for cash prizes at all ABA district and national events.
9. All bicycles in A and AA Pro will have no more than 20" diameter wheels.
10. The Pro season begins January 1 of each year and concludes after the Grand Nationals.
11. A new Pro member will be classified as A Pro. Any A Pro earning \$3000 (in class only) at national races in one season will be automatically moved to the AA Pro class.
12. At all national events, there must be at least 4 riders in the Pro class to compete for prize money.
13. No less than 100% of the pro entry fee must be paid back as prize money. If 100% of the entry fees equals more than any guaranteed pro purse, the 100% must still be paid out. Example: A track operator guarantees a \$500 purse and collects \$600 in Pro entry fees. He must pay out the entire \$600, as that is 100% of the fees.
14. Pro members may request for reclassification as per Section IX, rule 8 or rule 9.
15. National Pro competition is run under the total points system—the following rules apply:
 - a) Each rider races the predetermined number of motos and is given the number of points that corresponds with his finish: 1st place=1 point, 2nd place=2 points, etc. The rider with the lowest total of points is the winner.
 - b) Ties in points are broken by determining which rider finished best in the last moto.
 - c) Each rider must cross the finish line to be scored. Riders not finishing for any reason, including bike malfunctions or rider injuries, will receive a last place score.
 - d) Any rider not starting in a moto will be scored with 1 point more than the total number of riders in the moto.
 - e) Any rider being DQed in a race will be scored in the last place position.
 - f) In a class of two groups, four riders from each will be qualified to make an eight man main.
 - g) In a class of three or more groups, the motos are run and, at that time, the ABA qualifying system rules will apply for any quarter and semi mains to transfer riders to the main event.
16. ABA Pros will be ranked by national points earned.
 - a) National points will be awarded for both Saturday and Sunday at **ABA Pro Series events only**. Points will be scored according to Section V Points Tables.
 - b) When an A Pro advances to the AA Pro class, no points will be carried forward.
 - c) Each AA Pro's ten (10) best **ABA Pro Series** national finishes plus the Grand Nationals will be counted. The Grand Nationals will be double points, and the mains at the Grand Nationals will run three times.

- d) To be eligible to earn year-end Pro number plates #1 thru #10, a Pro rider must race a minimum of ten (10) **ABA Pro Series** nationals plus the Grand Nationals. Any rider not meeting these requirements will be placed below the last rider that has met those requirements.
 - e) Year-end national numbers 1-100 will be reserved for AA Pro riders.
 - f) A Pro's will count their ten (10) best national scores plus the Grand National and year-end national numbers will begin at 101.
17. Any AA Pro may apply to be reclassified to A Pro upon meeting criteria outlined in Section IX, rule 11.
 18. If no Pro class is available for any Pro rider, the track director may, at his/her discretion, form a Pro-am open according to guidelines in Section VII, E, rule 8.
 19. All other ABA rules governing riders, apparel, bicycles, and equipment also apply to the ABA Pro rider.
 0. All Pro riders must use a number plate with a black background and white numbers.

B. Pro Cruiser

1. A rider must hold a valid Pro Cruiser membership to compete.
2. All bicycles in the Pro Cruiser class must have wheels with no less than a 24" diameter.
3. All rules governing ABA Pro riders will pertain to Pro Cruiser as well.
4. Pro Cruiser riders will accumulate points towards a national ranking according to the ABA Pro points tables.
5. The Pro Cruiser class will be competing for an overall yearend title.
6. All ABA Pro points rules will apply to ABA Pro Cruiser.
7. A rider's ten (10) best **ABA Pro Series** national finishes plus the Grand Nationals will be tabulated to determine the year-end standings.

C. Girl Pro

1. A rider must hold a valid Girl Pro membership to compete.
2. All bicycles in the Girl Pro class will have no more than 20" wheel diameters.
3. Any Girl rider that competes in any other sanction as a Girl Pro or an equivalent class is required to race in the Girl Pro class with the ABA.
4. All rules governing ABA Pro riders will pertain to Girl Pro as well.
5. Girl Pro riders will accumulate points according to the ABA Pro points tables towards a national ranking.
6. The Girl Pro class will be competing for an overall yearend title.
7. All ABA Pro points rules will apply to ABA Girl Pro.
8. A rider's ten (10) best **ABA Pro Series** national finishes plus the Grand Nationals will be tabulated to determine the year-end standings.

D. Vet Pro

1. A rider must hold a valid Pro membership and be a minimum of 30 years old in order to compete in Vet Pro.
2. Only Vet Pro riders will be allowed to race in any Vet Pro class.
3. All bicycles in the Vet Pro class will have no more than a 20" wheel diameter.
4. No current AA Pro rider may enter the Vet Pro class without satisfying the AA Pro to A Pro reclassification criteria (Section IX, rule 11).
5. All rules governing ABA Pro riders will pertain to Vet Pro as well.
6. Vet Pro riders will accumulate points according to the ABA Pro points tables towards a national ranking.
7. The Vet Pro class will be competing for an overall yearend title.
8. All ABA Pro points rules will apply to ABA Vet Pro.
9. If no Vet Class is offered, a Vet Pro rider may register to compete in the A Pro class.
10. Vet Pro riders can win unlimited A Pro money, as they will be exempt from moving into the AA Pro class.
11. A riders ten (10) best ABA Pro Series national finishes plus the Grand Nationals will be tabulated to determine the year-end standings.

IX. Reclassification

1. **There will be no reclassification back to the Novice skill level.** (Novice class is reserved for brand new riders to the sport.)
2. If a rider feels he has advanced in classification too rapidly, he may apply for reclassification at his local track. A reclassification form must be obtained from the track operator, filled out completely and submitted to the ABA Competition Committee for review. That rider will be notified by mail if his request is approved or not.

3. Any Expert rider being removed from competitive BMX racing (to include any cruiser racing) for a period of time corresponding with the following table may return to the ABA as an Intermediate with the respective number of wins already credited towards advancement:
 - No less than 2 years = 15 wins
 - No less than 3 years = 10 wins
 - No less than 4 years = 5 wins
 - No less than 5 years = 0 wins
4. Any Intermediate rider being removed from competitive BMX racing (to include any cruiser racing) will return to the ABA as an Intermediate with the a win count based on the following table:
 - Less than 2 years = actual win total.
 - No less than 2 years = 15 wins or actual win total, whichever is less
 - No less than 3 years = 10 wins or actual win total, whichever is less
 - No less than 4 years = 5 wins or actual win total, whichever is less
 - No less than 5 years = 0 wins
5. A rider may apply for reclassification only one time during his birthday year.
6. A fee of \$3 is required for an amateur request for reclassification.
7. An A Pro or Vet Pro rider may be reclassified back to amateur by meeting one of the following criteria:
 - a) Must have earned no money in the past 10 months and must get three signatures from riders holding a top 25 national ranking in the current points for the class he will be moving into (ex. 19-27 expert or 21-25 cruiser). Forms for this procedure must be requested from the ABA office.
 - b) Having been removed from competitive BMX racing for a period of more than 5 years, that rider may return to the ABA at no less than an expert without going through the reclassification process.
8. Any AA Pro may be eligible to request reclassification to amateur by meeting the following criteria:
 - a) Must be removed from competitive BMX racing for not less than 5 years.
 - b) Must get three signatures of riders holding a current top 25 national ranking in the class he will be moving into (ex. 19-27 expert or 21-25 cruiser). Forms for this procedure must be requested from the ABA.
9. Any Pro rider earning reclassification approval to amateur will be ineligible for team competition for a period of 1 year (365 days from date of reclass approval).
10. AA Pro riders may be eligible to request reclassification to A Pro after 7 consecutive national races of participation with no Pro payout (including non-qualifying dollars) or one full year's absence from any competition.
11. The ABA will make all final determinations on reclassification approvals.

X. Rider Identification

1. **All riders must present a current and valid ABA membership card or membership receipt at all ABA tracks to participate in any sanctioned race, practice or other activity.**
2. All riders will be issued an eight-digit serial number. That number must be shown at registration and must appear on the day's moto sheets or no points will be issued for that race.
3. In the case of new members, a track operator should write "NFM" (new full member) in the place of the serial number on the moto sheet. This may be used until the rider receives his/her official serial number from the ABA. For any rider holding temporary membership status, the word "Temp" should replace the serial number.
4. **A rider's current earned or ABA issued number must appear on that rider's number plate during all competitions*.** This identification can appear in the following forms only:
 - a) District number—solid black number (minimum 3" high) on a white background.
 - b) National age group number—solid black number, #1-10 (USA) on a light gray background.
 - c) Overall national number—solid white number, #1-999 (USA) on a black background. (Effective Jan 1, 2010; riders will only be allowed to use a two-digit number).
 - d) Redline Cup Championship number—solid black #1 - 3 on a yellow background.
 - e) Race of Champions number—solid white #1 on a red background.

***Any rider not using his/her earned number may not be scored for that race.**
5. ABA PRO Career numbers can be applied for in the following classes
 - AA PRO
 - Women PRO
 - PRO Cruiser
 - Vet Pro

All PRO Career Numbers must be applied for to ABA in writing. Career PRO numbers are subject to approval by ABA. All PRO's will have the option to use their ABA approved career number or their earned number from the

previous years ranking. No single digit career numbers are allowed. It is preferred by ABA that all ABA PRO Champions from the previous year use the ABA PRO # 1 plate at ABA BMX PRO SERIES events. To keep your PRO career number for the next season you must earn at least 500 ABA PRO points in a season.

6. All number plates shall have legible numbers at least 3" in height. The number shall be unobstructed by other decals so as to be read clearly.
7. All numbers must be placed on the number plate so that they do not overlap.
8. The number plate must be attached securely to the front of the bicycle's handlebars.
9. In classes where riders have the same number, a letter may be required to be displayed on the number plate for identification purposes. This letter will be supplied in staging and must remain on that rider's number plate for the duration of the day's race or until told otherwise. Riders to receive a letter will be determined at the track's discretion.
10. ABA has the right to reject any number plate that it deems illegible and these decisions are final.

XI. Apparel and Equipment

1. **All riders must wear helmets with a permanent strap attached; snaps are not allowed.** Helmets must have sufficient padding and be of good quality. The ABA highly recommends a full-face helmet or a helmet that covers the ears.
2. All riders must wear enclosed shoes, which are sufficient to protect the rider's feet.
3. It is recommended that riders wear long pants. Loose fitting short pants made of tear-resistant material are permitted as long as no skin shows above the knee if used together with one-piece knee and shin protection with a rigid surface. The short pants fabric must have a minimum of 3 inches of doubled up excess material, without stretching the fabric. This shall be measured by pinching the fabric between the index finger and thumb. All combinations of shorts with knee and shin guards are subject to the approval of the ABA and or Track Operator.
4. It is recommended that riders wear long sleeved shirts. Short sleeved shirts and sufficient elbow protection is allowable per the discretion of the track operator.
5. All riders, mechanics and pit crews should have a clean and neat appearance.
6. Handlebars may not exceed 30" in width.
7. Handlebar grips are required and must be sufficient to fully cover and enclose all metal and openings on the handlebar ends.
8. All kickstands, chain guards, fenders and reflector brackets must be removed.
9. Padding securely fastened to the bike on the top frame tube, stem and handlebar crossbar is recommended safety equipment.
10. The bicycle frame and its parts must be in good condition with no broken weld or jagged exposures.
11. Axle ends may not exceed 1/4" beyond the axle nut or must be cut.
12. No wing nuts are allowed to secure the wheels to the frame or fork.
13. No bicycle with any freestyle type pegs will be allowed on the track at any time.
14. Seats must be fastened so as not to slip during competition. The seat must not have any exposed metal or sharp edges.
15. All bikes must have some form of operating braking system—hand and/or coaster (foot) brake.
16. All equipment must be safe and in good condition in order to compete or practice.

XII. Track Regulations

1. The race director shall have complete control of all officials, scorers and riders. The race director's decisions are final, and he/she may rule on a situation not covered by the ABA Rules. Any ruling made by any director that is not covered in this ABA rulebook must be submitted in writing immediately to the ABA.
2. There shall be one head official on the track at all times. The head official's decisions regarding disputes on the track will be final.
3. There shall be enough assistant officials so as to conduct the race in a safe manner.
4. All disputes must be taken to the head official.
5. The stager shall be the person calling the racers to their motos. He/she has complete charge of the staging area and starting hill.
6. There shall be a starter whose job it will be to start and police that start for each race. The starter's commencement of each race shall be official and can only be changed by the race director.
7. There shall be a head scorer located at the finish line along with enough assistant scorers necessary to accurately call race finishes. All of the head scorer's decisions regarding finishes and scoring will be final.

8. Each track's moto sheets and membership applications **MUST** be postmarked within 2 working days after each event or risk the possibility of sanctions being levied by the ABA.
9. Only one set of points per day will be counted from any one track. ABA sanctioned tracks are restricted to one complete race per day. **Exception:** A postponed race, as per Section XIII, rule 3, may be made up on a regular race day prior to the day's actual event.
10. All ABA sanctioned tracks should have a starting gate wide enough to maintain 8 riders. The gate must be run in a safe manner and placed to be fair to all riders.
11. Every ABA sanctioned track **must** offer awards of some type; Trophies, ribbons, plaques or ABA Saver Stamps are recommended.
12. **The discounting of entry fees for points only will not be allowed. Any track running an event for points only may have its ABA sanction suspended.**
13. All single and double point races must offer a _____ **minimum** award distribution of:
 - a) Total points class of 3 riders = 1 award (though the ABA recommends no more than 2 awards)
 - b) 4 riders in a class (3 in main) = 2 awards
 - c) 5 or more riders in a class = 3 awards
14. Each track is allowed specific multi-point events and has the ability to earn additional events to be run within each year. A description of each is as follows:
 - a) Race For Life (RFL)—This is a charity district points race to benefit the Leukemia & Lymphoma Society (LLS).
 - b) State / Provincial Championship Race (SCR/PCR)—This is a double district points race also offering state / provincial championship points towards the state / provincial championship title.
 - c) Earned double—basic double district point's event.
 - d) Redline Cup Qualifier—This is a triple district points race for the purpose of qualifying riders to participate at the Redline Cup Final of their respective region.
 - e) State / Provincial Championship Final (SCF/PCF)—This is a triple district points race, which concludes the State / Provincial Championship series in each respective state / province.
15. Redline Cup Qualifier events must offer awards 1st-4th per class (opens excluded).
16. State / Provincial Championship Final events must offer awards 1st-8th per class (opens excluded).
17. Novice, intermediate and expert awards must be of the same kind and size.
18. Any increase in race fees for multi-point events must be accompanied by a comparable increase in trophy size or worth of other awards.
19. **All ABA multi-point events must be run using the ABA transfer system.**
20. The ABA will issue an authorization card for all multi-point events to be posted in a conspicuous place. **Riders: If you do not see this card, ask for it as any earned points at an unapproved multi-point race will not be issued.**
21. No event may be moved or transferred from one facility to another without WRITTEN APPROVAL from the ABA.
22. **The ABA strongly recommends that first aid personnel be available at every event. Every track must at least have a first aid kit on the premises at every event.**

XIII. Racing Rules

1. The race director may modify a rule to meet local track conditions but only to make the event safer. Any modifications must be fair for all riders. These modifications must be made known to all participants prior to any event through P.A. announcements or printed materials.
2. The race director may not modify any rules pertaining to the ABA points system or advancement except as referred to in rule 1 above.
3. Once a race has begun, meaning the first gate of the first round of motos has dropped, the track director due to inclement weather or other extreme circumstances may postpone that race. The track director's decision to postpone will be final.
4. Moto sheets of a postponed race **may not be altered**. Under no circumstances will sign-ups be added nor any refunds given.
5. The use of any drugs, stimulants or intoxicants is prohibited unless prescribed by a licensed physician.
6. No betting or soliciting bets is permitted at any ABA sanctioned race.
7. Only riders who are officially registered for the day's competition or practice, having provided proper ABA membership proof, may ride on the track.
8. No rider shall, at any time, ride in an unsafe manner as to endanger other riders, officials or spectators.

9. The use of radio assistance for any rider on the track is strictly prohibited.
10. A rider may be disqualified or suspended for his/her actions or the actions of his/her parent(s), guardian(s), sponsor(s), pit crew or any other affiliate.
11. Any parent, guardian, sponsor, pit crew member or other affiliate may have his/her event attendance privilege revoked for their own actions or actions of their rider(s).
12. A rider may be disqualified for team riding—letting another rider of same team or other affiliation pass so as to affect the overall outcome of any race.
13. A rider may be disqualified if any parent, team member, pit crew or other assists that rider in any situation on the track during any qualifier or main.
14. **A rider may be suspended up to one year for damaging, stealing or destroying public or private property such as hotels, motels or arenas. (Parents, this is your responsibility, also.)**
15. **Any rider found intentionally misrepresenting his/her age may be suspended for up to one full year.**
16. **Any rider competing in place of another rider shall receive a one-year suspension along with the rider he/she has replaced.**
17. **Any rider disqualified from a qualifying moto will be put to last in that respective moto. That rider may still be eligible, however, to compete in remaining qualifying motos, if any, for that particular race.**
18. **Any rider misrepresenting his/her presence at any race (“ghost rider”) will not be scored for that event and may face suspension. Additionally, any class that is illegally formed with a “ghost rider” will forfeit all points. Adding ghost riders to moto sheets is an illegal practice and will not be tolerated.**
19. **Any rider participating in a “ghost riding” situation may be suspended.**
20. **Any rider knowingly racing out of class shall receive no less than a 3-month suspension.**
21. All classes must meet minimum class requirements to be legal.
22. Any rider not responding to the call of his/her name or number in staging has one minute to get to the staging area. The gate starter is never required to hold a gate for a missing rider.
23. Any rider in the gate having difficulties, not ready to race or questioning another rider's lane position or safety equipment can only put that race on hold by **putting his/her front wheel over the gate**. This action must only take place **before** the starting cadence begins.
24. Riders must take the lane assigned to them in each race. Any rider that is found in the wrong lane upon another rider's protest, prior to that moto/main commencing, may be disqualified and removed from the gate for that race.
25. The only riders that may be assisted at the starting gate are those 5 years old and under. This assistance shall only include the rear wheel being placed between the assistant's legs. No hands may be used to prop the rider up and any pushing off will result in the rider's disqualification.
26. Parents of any rider 6 years of age and older may accompany their rider through the staging area. However, these parents are NOT ALLOWED to assist their rider at or on the starting gate.
27. All riders must have their wheel against the gate when the starter begins the starting cadence.
28. A rider's wheel may not break the plane of the gate until the gate is released. Doing so will constitute a “gate jump” and that rider may be disqualified from that moto or main.
29. A rider determined by an official to have intentionally impeded the progress of another rider during the first 30 feet of the race may be disqualified. To facilitate this rule, it is recommended that a clearly visible line extend across the width of the track, placed at a point 30 feet from the starting gate.
30. **Three riders falling down before the crest of the first obstacle will constitute a restart.** The “crest” shall be defined as the top of the front most part of any jump.
31. During the course of a race, should a rider leave the track as a direct result of contact with another rider, that rider must re-enter the track at the nearest point that is safe to all riders, without improving his/her position. (A rider re-entering the track in an improved position may delay him/her self to the original position and then continue racing from there.)
32. Any rider judged by an official as maliciously forcing another rider off the track may be disqualified.
33. Should a rider leave the track purely on his/her own accord, that rider must make sure **NO** obstacles have been missed before returning to the track in a safe manner. (Hay bales, cones, chalk lines or other markers signifying the inside of a turn are also considered obstacles.)
34. Any chalk line, cone, or other type of designation on any straightaway (including the finish line area) is NOT considered an obstacle. These are understood to be guidelines only.
35. The lead rider can take any line available on the track (This relates to any rider ahead of any other—2nd place ahead of 3rd, 5th ahead of 6th, etc.). However, if the lead rider intentionally moves over and makes malicious contact with another rider, then that rider may be disqualified.

36. **When on the final straight, a rider determined by an official to have intentionally impeded the progress of another rider may be disqualified.**
37. Any rider the victim to an officially recognized foul will **NOT** be given the placement he/she was currently in when the foul occurred. The only exception is if the infraction took place on the final straight between the last obstacle and the finish line. That rider would then be awarded the placement he/she was currently in before the infraction.
38. **A rider must finish any moto or main on the same bicycle that he/she started on.**
39. A rider may push or pull his/her bicycle across the finish line to be scored. However, that rider must be touching his/her bicycle when crossing the line.
40. Any rider whose bicycle becomes entangled with another bicycle must separate the bicycles before continuing the race.
41. Any rider lodging a protest about a particular race must present his/her case to the head official within 10 motos after the race in question. After this time frame, a protest may not be lodged.
42. **Officials will have the authority to call fouls and levee a disqualification without the need for a protest being lodged by any rider.**
43. Officials look for the intention of any circumstance on the track. Situations deemed under malicious intent may result in disqualification.
44. Any race that is directly interfered with by a race official may be rerun. The head official will validate any interference and that decision will be final.
45. A moto or main may not be rerun due to track surface conditions.
46. A moto or main may not be rerun if a rider fails to have him or herself fully prepared in the starting gate upon release of the gate.
47. **Important—It is the responsibility of each rider and that rider's pit crew, i.e. parents, guardian or sponsor, to be in the staging area when necessary and be prepared to race.**

XIV. The ABA Transfer System

The ABA recommends the use of the ABA Transfer System for qualifying riders from heat races (motos) to main events. This system is not mandatory except for multi-point events. A track operator may use any system that fits the track's locality. When the ABA transfer system is not to be utilized, that track operator must submit to the ABA a detailed description of the system to be used. Upon approval by the ABA Competition Committee, that different system may be initiated. The ABA Transfer System proceeds as follows:

1. A rider will transfer (qualify) out of his/her respective moto by attaining an appropriate finish. Qualifying finish spots will be predetermined on the moto sheet.
2. **Once a rider qualifies for a semi or the main event, he/she does not race again until that time. Doing so may result in disqualification.**
3. With the ABA Transfer System, **only** a class of nine riders shall have its final round of qualifying motos combined.
4. Any track operator has the option of running a 2-moto-transfer system at their discretion.
5. At all National, Redline Cup Final & Race of Champion events, the ABA will limit qualifying to a total of 2 rounds.
6. The ABA US Open and the Grand Nationals will operate under the 3-moto-transfer system for qualifying.

The ABA Transfer System is a very unique way of qualifying riders from the motos to the main events at each race. This system is the fairest to the rider and the easiest for the parent or spectator to understand. The system involves each entire set of motos being run a predetermined number of times (2 or 3) to qualify riders to quarter-mains, semi-mains or directly to main events depending on the number of riders competing. The following are examples of how the qualifying works and are all based on an eight rider gate: (When riders are referred to as **qualified**, it means they have transferred out of their moto and into the next applicable race. These riders will **not** race the remaining qualifying motos, if any remain.)

Under the 3 moto transfer system:

Class of three or fewer riders—1 group:

First round—total points

Second round—total points

Third round Olympic—total points

No main event.

(The third round can be run in the third round of qualifying motos or included with the main events.)

Class of 4 riders—1 group:

First round—first place rider qualifies.
Second round—first place rider qualifies.
Third round—first place rider qualifies.
One rider does not qualify and a three rider main event is run.

Class of 5 riders—1 group:

First round—first place rider qualifies.
Second round—first place rider qualifies.
Third round—first and second place riders qualify.
One rider does not qualify and a four rider main event is run.

Class of 6 riders—1 group:

First round—first place rider qualifies.
Second round—first and second place riders qualify.
Third round—first and second place riders qualify.
One rider does not qualify and a five rider main event is run.

Class of 7 riders—1 group:

First round—first and second place riders qualify.
Second round—first and second place riders qualify.
Third round—first and second place riders qualify.
One rider does not qualify and a six rider main event is run.

Class of 8 riders—1 group:

First round—first and second place riders qualify.
Second round—first and second place riders qualify.
Third round—first, second and third place riders qualify.
One rider does not qualify and a seven rider main event is run.

Class of 9 riders—2 groups:

First group will contain 5 riders while second group will have 4.
First round—qualify first place rider out of each group.
Second round—qualify first place rider out of each group.
Third round—combine remaining 5 riders and qualify the first 4 riders.
One rider does not qualify and an eight rider main event is run.

Class of 10-14 riders—2 groups:

Two even groups will be formed unless there are an odd number of riders. The additional (odd) rider will always be placed into the top group.
First round—qualify first place rider out of each group.
Second round—qualify first place rider out of each group.
Third round—qualify 2 riders out of each group.
Two riders do not qualify and an eight rider main event is run.

Three groups in a class (15-19 riders):

First round—qualify first place rider out of each group.
Second round—qualify first place rider out of each group.
Third round—qualify first and second place riders out of each group.
Total of 12 riders are qualified, making up 2 semi-mains containing 6 riders each.
Semi-main—qualify the first four riders out of each semi to main event.
Eight rider main event.

Four groups in a class (20-24 riders):

First, second and third rounds—qualify the first place rider from each group.
Total of 12 riders are qualified, making up 2 semi-mains containing 6 riders each.
Semi-main—qualify the first four riders out of each semi to main event.
Eight rider main event.

Five groups in a class (25-30 riders):

First, second and third rounds—qualify the first place rider from each group.
Total of 15 riders are qualified, making up 2 semi-mains containing 7 & 8 riders respectively.
Semi-main—qualify the first four riders out of each semi to main event.
Eight rider main event.

Under the 2 moto transfer system:

Class of three or fewer riders – 1 group

Same as three-moto system—total points.

Class of 4 riders – 1 group

First round – first place rider qualifies

Second round – first and second place riders qualify

A three rider main is run.

Class of 5 riders – 1 group

First round – first and second place riders qualify

Second round – first and second place riders qualify

A four rider main is run.

Class of 6 riders – 1 group

First round – first and second place riders qualify

Second round – first, second and third place riders qualify

A five rider main is run

Class of 7 riders – 1 group

First round – first, second and third place riders qualify

Second round – first, second and third place riders qualify

A six rider main is run.

Class of 8 riders – 1 group

First round – first, second and third place riders qualify

Second round – first, second, third and fourth place riders qualify

A seven rider main is run.

Class of 9 riders – 2 groups

First group will contain 5 riders while the second group will have 4

First round – first and second place riders will qualify from each group

Second round – combine remaining five riders and qualify the first 4 riders

An eight rider main is run

Class of 10 riders or more – two or more groups

First round – first and second place will qualify

Second round – first and second place will qualify

Riders will continue to qualify through any quarters and semis to an eight rider main.

XV. ABA National Team Rules

1. Team competition consists of three classifications: Trophy, Bike Shop and Factory.
2. A Factory team is any team where the sponsor manufactures any component for bicycles or calls itself a Factory Team.
3. A Factory Team may not roster a Novice or Intermediate rider.
4. Any rider being on a National Team (that which excludes inter and novice riders) in another sanctioning body is eligible only for Factory Team in ABA team competition.
5. Factory and Bike Shop teams must submit and maintain a roster of team members, in writing, with the ABA office. **A new roster must be submitted each year.** This roster shall be published in both the BMXer and ABABMX.com.
6. **The ABA reserves the right to determine the classification of any team.**
7. Teams adding a rider to their roster must do so prior to close of registration on the day of the event. This must be submitted on a roster addition form, which shall be available at registration.
8. Any rider dropped or removing themselves from a Factory Team shall be ineligible for another team (Factory or Bike Shop) **for a period of 120 days, commencing on the date that ABA receives notification** by either the

rider and/or parents (if a minor). Notification must be in writing or fax. **(Rider & parents: Don't get caught napping. If you are released from a team, notify us in writing or fax YOURSELF to make sure your name gets removed from the roster).**

9. Any rider moving from a Bike Shop team to another Bike Shop team or a Factory Team will not become eligible for team competition for 45 days.
10. A Factory, Bike Shop or Trophy Team may enter up to two team sheets per race. Only the best of the two scores will be counted. (In case of miscalculation, it is recommended to turn in both team sheets from that race.)
11. **Each national team sheet includes an optional fifth and sixth rider slot. This fifth slot may only be used for a girl rider and the sixth slot may only be used for a Pro rider. The team will still only count the best 4 scores towards a final team tally.**
12. A rider may not be used more than once on any single team sheet.
13. A Team may use the same rider on both team sheets however, that rider must be in different classes.
14. Any rider that races in a class combined with a rider of a higher proficiency will be scored with team points from the table of the higher proficiency.
15. Team sheet entries must be turned in before motos are posted.
16. Factory Team standings will be determined from the best 12 National scores plus the Grand Nationals.
17. Bike Shop Team standings will be determined from the best 8 National scores plus the Grand Nationals.
18. Trophy team standing will be determined from your best 6 National scores plus the Grand Nationals.
19. Bike Shop and Factory Teams shall be competing for cash awards at each event plus cash awards for the year-end.
20. **A Trophy Team shall have no roster and shall be competing for trophies of the day plus a year-end award.**
21. Entry fees of \$10 per Trophy Team sheet, \$25 per Bike Shop Team and \$50 per Factory Team sheet shall be charged.
22. Unofficial results will be announced at the conclusion of each event. Official results will be determined after validating each team sheet's rider eligibility, finishes and point total at the ABA office.
23. Results will be sent to each team that entered on a particular weekend as well as being published in the BMXer and placed under team results on our web site.
24. Payment will be done by check from the office following team sheet verifications.
25. A final trading date has been established, and that date is **August 1**. After this date, a rider moving from one team roster to another team will not be eligible for team competition until after the Grand Nationals.
26. After **August 1**, teams may add, for team competition, only those riders not on a Factory or Bike Shop team roster, and this rider must be submitted at registration prior to sign-ups closing on the event at which he or she is to be used.
27. Any Bike Shop or Factory team rider **MUST** wear a respective team jersey during all competition at any event or risk losing team points for his/her finish of the day.
28. Team jersey restrictions:
 - a) All Factory teams are to include the word "Factory" on their jerseys.
 - b) Bike shop team jerseys must have the Bike shop team name as the predominant logo on the jersey. Any manufacturer name recognition can only be 50% of the size of the bike shop name.
29. Cash awards at each national will be:

FACTORY		BIKE SHOP	
1st	\$500	1st	\$300
2nd	\$300	2nd	\$200
3rd	\$200	3rd	\$150
4th	\$100	4th	\$100

30. Team competition rules at the local level will be the responsibility of the local track operator using fairness and promotional value as guidelines.

XVI. ABA Local Team Rules

1. Team competition rules at the local level will be the responsibility of the local track operator using fairness and promotional value as guidelines.

XVII. State & Provincial Championship Series

A State Championship series (U.S.) or Provincial Championship series (Canada) will be conducted in each State / Province that possesses at least 1 ABA sanctioned track. Each series goal is to determine age group overall champions and distribute number plate rankings to eligible riders through the following structure of competition:

A. Award structure:

Number plate designations will be offered per age group within each State / Provincial Championship Series.

1. Number plate designations will be awarded with the following ratio and specifics:
 - a. 50% of total the number of riders with State / Provincial championship points (regardless of current eligibility status), in each age group according to the points listing presented for the state final event, not to exceed 10 plates per age.
 - b. Riders must have fulfilled all eligibility requirements.
(Ex: 30 riders in an age group—50% equals 15 but number plates will not exceed 10. If only 7 of those available riders have met the requirements, only 1-7 plates will be awarded. Odd numbers will be rounded up to the next even number in determining the 50% ratio.)
2. Each age group State / Provincial Champion will receive an ABA State / Provincial number plate and a custom award.
3. The State/Provincial number plate shall be white with blue lettering. The plate will feature your District number in black on a white background and your rank in the State / province shall be a 1" white number on a royal blue background in the upper left corner.
4. **State / Provincial number plates can be used at any ABA sanctioned events.** These plates can be displayed until the conclusion of the following year's State / Provincial Championship Final event.

B. Eligibility Requirements

To become eligible to obtain the State / Provincial Championship title and/or a State / Provincial number plate designation, a rider must meet the following requirements:

1. Race in the predetermined number of SCR / PCR events within his/her respective State / Province as per the following table:

<u>Number of tracks in state / province</u>	<u>Number of SCR/PCR events required</u>
4 or more	3
3	2
2	1
1	1

**A rider may race as many SCR/PCR events as he/she wishes, however only that rider's best finishes of the required number of races within that rider's respective State / Province will be counted going into the finals.

2. Race in the State / Provincial Championship Final event of his/her respective State / province.
Any rider racing out of class at any SCR/PCR or SCF/PCF will forfeit all State / Provincial and district points for that event.
3. Riders from a state or province with no ABA track may participate in a State / Provincial Championship Series for another state or province, providing they declare their intention (in writing) to ABA before their first State / Provincial Championship Race in that state or

C. Competition structure:

1. Every track in each state / province shall hold a State / Provincial Championship Race (SCR/PCR) offering State / Provincial Championship points as well as double district points.
2. All SCR/PCR events shall be run between January 1 and a date as designated by the ABA.
3. Each state / province shall have a State / Provincial Championship Final (SCF/PCF) which shall be a triple district point event. An additional double district point event will accompany the SCF/PCF event.
4. The SCF/PCF in each State / Province shall be awarded by the ABA via a statewide track contest.
5. All SCF/PCF events shall be scheduled with the ABA within a specific time frame outlined by the ABA.
6. No SCR/PCR event may be moved or transferred to another facility without WRITTEN APPROVAL from the ABA.
7. Riders shall be competing for the class championship title in their respective State / Province. When referring to class champions, the classes will be as follows: Cruiser—8 & under, 9, 10, 11, 12, 13, 14, 15, 16, 17-20, 21-25,

26-30, 31-35, 36-40, 41-45, 46-50, 51-55, 56 & over; **Girl Cruiser**—10 & under, 11-13, 14-16, 17-20, 21-25, 26-30, 31-35, 36-40, 41-45, 46 & Over; **Girls**—5 & under, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17-27 28 & over; **Boys**—5 & under, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17-18, 19-27, 28-35, 36 & Over.

8. In the boy classes, all Novice, Intermediate, and Expert points of the same age will be tabulated together towards the championship title.
9. Each rider's final State / Provincial points total will be listed within the age group that corresponds with his/her actual age as of their respective SCF/PCF date.
10. To determine a State / Provincial champion in each class, the point system will be used as represented in section V, Points table, C. State / Provincial points table.
11. Any track listed in the BMXer magazine as of the May issue will count as a valid track for state / provincial championship eligibility. The ABA reserves the right to modify this rule at its discretion.
12. As California is split into Northern and Southern regions, California riders may attain state points as required in either region. However, these riders must compete at the State Championship Final event of their corresponding region to be awarded a championship title.
13. The Northern California state series region will include the following districts: 04, 06, 08, 10, 11, 12, 15, and 18
14. The Southern California state series region will include the following districts: 01, 02, 03, 07, 14, 16, 17, 22, 23, and 24.
15. In the event of a tie in final points in any age group, the tie will be broken as follows:
 - a) Higher proficiency
 - b) Best finish at the State / Provincial final event
 - c) Total number of riders in class.
 - d) Order of transfer from the motos. (If a total points race, the finish order shall be used as the transfer order for that rider.)
 - e) Most number of single point races participated in
 - f) If riders are still tied at this point, it will be declared a tie and co-champions will be awarded.
16. Riders from other states / provinces may compete at any SCR/PCR or SCF/PCF for district points, however that out-of-state / province rider cannot receive that State / province's championship points and any position that rider earns will be omitted from the points standings for that race:

Example: Arizona State Race 8 Expert main results:

AZ	Fred Simpson	1 st	20 state points	200 district points
CA	Carl Jones	2 nd	-----	160 district points
AZ	Bill Taylor	3 rd	18 state points	120 district points

17. There will be a deadline of **August 1** for any rider to change State / Province eligibility. After this date, any transferring rider will be required to participate in the State / Provincial Championship series of their last state of residence.
18. **Any rider can compete in any State / Provincial Championship Race and/or State / Provincial Championship Final in any state. There is no qualifying necessary to compete, only to be eligible to win the championship title.**
19. The ABA reserves the right to review and make determinations in all aspects involving the State / Provincial Championship series.

XVIII. Race of Champions (R.O.C.)—Grand Nationals Pre-race

1. The R.O.C. will be a triple district point event.
2. The top 10 riders in each classification and skill level from each state / provincial championship series points will be eligible to race the Race of Champions. This means the top 10 novices, intermediates, experts, girls, and cruisers of each age class.
3. Girl novices will be eligible under the novice skill level.
4. Any rider may compete at the R.O.C. in the class and skill level that they competed as at their respective State / Provincial Championship Final event.
5. If a state or province has no State / Provincial Championship Final event, the top 5 riders in each age group from the district points standings as of August 31, which will be published in the October BMXer, shall become eligible

to race the R.O.C. Additionally, each rider will have the ability to compete in the age and skill level that they were as of that same August 31st date.

6. Foreign amateur riders are not required to qualify for the R.O.C. (Canadian riders are not considered foreign.). However, only those foreign amateur riders that have purchased an ABA membership and have met the qualifying measures per the State / Provincial Championship series will be eligible to earn the R.O. C. title and benefits. All other foreign amateur riders can race for the award of the day but will forfeit any title and included benefits to the next available qualified rider in the respective main event.
7. The winner of each class at the Race of Champions will be awarded a special R.O.C. #1 number plate, which may be run until the conclusion of the following year's R.O.C.
8. Any rider riding out of class at any State / Provincial Championship event will not be eligible to participate in the R.O.C.
9. Any rider qualifying for the R.O.C. in class or cruiser may race all classes—class, cruiser and open.
10. The ABA reserves the right to review and make determinations in all aspects involving rider qualification and classification for the R.O.C. event.

XIX. Redline Cup Championship Series

A. Award Structure

1. Redline Cup number plates will be awarded to 1st, 2nd, & 3rd place per age group and proficiency within each region.
2. The Redline Cup number plate shall be a yellow background with black numbers.
3. **Redline Cup number plates can be used at any ABA sanctioned events.** These plates can be displayed until the conclusion of the following year's Redline Cup Championship Final event.

B. Eligibility Requirements

1. Race in any Redline Cup Qualifier in any region (Redline Cup & triple district points).
2. Race both Saturday and Sunday of the Redline Cup Championship Final in that rider's respective region.
3. The **top three riders** in each **age/proficiency** will be **awarded 1st, 2nd, & 3rd number plates** based on their overall finishes from the three Redline events in each region.

C. Competition Structure

1. All Redline Cup Qualifier events shall be run between January 1 and a date as designated by the ABA.
2. Each Redline Cup qualifier shall award Redline Cup points as represented in section V, Points table, C. Redline Cup & State / Provincial points table as well as triple district points.
3. There will be three (East, Central and West) Redline Cup Championship Finals to be announced by the ABA (see ABA national calendar for dates).
4. Each Redline Cup Final weekend shall award the following points as represented in section V, Points table, C. Redline Cup & State / Provincial points table:
 - Friday - double district points only
 - Saturday - Redline Cup points & quadruple district points
 - Sunday - Redline Cup points & quadruple district points
5. To determine a Redline Cup Champion in each class/proficiency, the point system will be used as represented in section V, Points table, C. Redline Cup / State / Provincial points table.
6. **A maximum of three scores will be counted, one of which will be your best Redline Cup Qualifier finish, the other two being the Saturday and Sunday races at the Redline Cup Final.**
7. The winner of each class at each respective Redline Cup Championship Final will be awarded a custom Redline Cup jacket and a #1 Redline Cup number plate which may be run until the conclusion of the following year's

Redline Cup Final of that region. Riders finishing 2nd and 3rd place in the Series will also be awarded Redline Cup number plates.

8. Riders shall be competing for the class & proficiency championship title in their respective region. When referring to class champions, the classes will be as follows: Cruiser—8 & under, 9, 10, 11, 12, 13, 14, 15, 16, 17-20, 21-25, 26-30, 31-35, 36-40, 41-45, 46-50, 51-55, 56 & over; **Girl Cruiser**—10 & under, 11-13, 14-16, 17-20, 21-25, 26-30, 31-35, 36-40, 41-45, 46 & Over; **Girls**—5 & under, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17-27 28 & over; **Boys Novice/Inter/Expert** —5 & under, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17-18, 19-27, 28-35, 36-40, 41 & Over.
9. In the Boy classes, all Novice, Intermediate and Expert will be pointed and plated by proficiency (i.e. plates will go to 1st, 2nd, and 3rd overall for the Series).
10. All riders Redline points will be recorded with their actual age as of their respective Redline Cup Final date.
11. In the event of a tie in final points, the best finish at the Redline Cup Championship Sunday race will break the tie.
12. There will be a deadline of **August 1** for any rider to change Redline Cup region eligibility. After this date, any transferring rider will be required to participate in the Redline Cup Championship series of their last state of residence.
13. Any foreign rider wishing to participate in and win a Redline Cup title, he/she must have purchased a full ABA membership and have met the eligibility requirement of racing at a Redline Cup Qualifier.
14. Any rider racing out of class at a Redline Cup event will forfeit all Redline Cup and district point awards for that respective event.
15. The ABA reserves the right to review and make determinations in all aspects involving the Redline Cup Championship Series.

XX. ABA Nationals and ABA Grand Nationals

ABA Nationals

Any ABA member can participate in ANY national event with proper proof of membership. Riders can compete in as many national events as desired towards a U.S. national standing. U.S. national events offer triple district points as well as national points. All national event weekends will operate under the following guidelines:

- Friday will offer registration, track practice for all riders and a double point pre-race.
- Saturday will offer additional registration, practice for all riders and a national event.
- Sunday will offer the second national of the weekend. There will be NO registration or practice on this day.

ABA Grand Nationals

Any ABA member may participate in the ABA Grand Nationals, the finest ABA event of the year. The ABA Grand Nationals is the finale of a years worth of national competition and counts for double ABA national points on top of a rider's 6 best scores towards an ABA national year-end ranking. This race also offers quadruple district points as well as bonus points. The 4-day ABA Grand National structure of events will operate under the following guidelines:

- Thursday will offer weekend race registration as well as all-day practice for all riders.
- The Friday pre-Grands event will be the Race of Champions (R.O.C.) There will be NO practice for riders.
- Friday will also offer additional registration opportunity for the ABA Grand Nationals.
- The ABA Grand Nationals is a two-day event as it will commence on Saturday and will conclude on Sunday. There will be NO practice available on either day.

ABA National Points Tabulation

National Overall

1. Any rider may attend any ABA national event, at any time of the year or location and have the ability to earn ABA national points.
2. National points are awarded only at national events (see Section V. Points Tables.)
3. All national events will be set up and run by the ABA.
4. For amateurs, only his or her six best regular national main event finishes plus the ABA Grand Nationals main event finish will count towards an amateur overall national ranking.
5. For Pro specifications, see section VIII. Pro Classifications.
6. There will be an ABA National Overall point category and respective title for the following:
 - a) Amateur Boys—all ages and proficiencies combined.
 - b) Amateur Boys Cruiser—all ages combined.
 - c) Amateur Girls—all ages combined.
 - d) Amateur Girls Cruiser—all ages combined.
 - e) Vet Pro—all Vet Pros. (See section VIII, Item D for specifics.)

- f) Pro Cruiser—all Pro Cruisers. (See section VIII, Item B for specifics.)
 - g) Girl Pro—all Girl Pros. (See section VIII, Item C for specifics.)
 - h) AA Pro—all AA Pros. (See section VIII, Item A for specifics.)
7. Ties in the National points will be broken at the Grand Nationals as follows:
 - a) Most 1st, 2nd, 3rd, 4th, 5th, and 6th national finishes
 - b) Most riders in class
 - c) Best finish in each rider's open class
 8. If a rider feels that his/her points are incorrect, he/she may submit to the ABA a detailed list of races, events raced and finishes earned. That list will be checked and returned to the rider. A rider must submit any list within 30 days after the point standings are published in the BMXer magazine, and then only the points for the past month will be checked. **After thirty days of publication, the points become final.**

National Age Group (NAG)

1. Year-end National Age Group numbers 1-10 will be awarded to each individual amateur age group based on riders 6 best national main event finishes plus the Grand Nationals main event finish. Only the top ten riders may display a NAG ranking on their number plate at any ABA sanctioned event.
2. ABA will provide NAG plates to all NAG Top 10. If the given plate is not used, another plate may be substituted as long as the color scheme of plate & numbers(s) is adhered to.
3. The accumulation of NAG points will include all Novice, Intermediate and Expert riders of each respective age group.
4. From the start of the new race season, a rider's NAG points will be shown in the age group of that rider's respective age as of the ABA Grand Nationals.

B. Canadian National Series Nationals

Any ABA member can participate in any Canadian national event with proper proof of membership and riders can compete in as many Canadian national events as desired. Canadian national points are only available through the Canadian national series. Only Canadian riders will retain Canadian national points toward Canadian national rankings. A Canadian rider's 5 best main event finishes plus the Canadian Grand Nationals main event finish will count towards a Canadian national standing. Canadian regular national events will offer U.S. national points as well as triple district points to ALL ABA riders. All Canadian national event weekends will operate under the following guidelines:

- Friday will offer race registration, track practice for all riders and a double point pre-race.
- Saturday will offer additional race registration, practice for all riders and a national event.
- Sunday will offer the second national of the weekend. There will be NO registration or practice on this day.

Canadian riders participating in Canadian national events will receive Canadian national points, and have the ability to earn U.S. national points as well. Canadian riders participating in Canadian national series events will receive U.S. national points once they have participated in a U.S. national event(s). For each U.S. national participated in, one national score earned at a Canadian national event will be applied towards a Canadian rider's U.S. national standing. Example: A Canadian rider, who participates only in Canadian national series events, will be awarded only Canadian National Points. A Canadian rider who participates in two Canadian national events and two U.S. national events, will be awarded points for all four events toward his/her U.S. national standing.

Grand Nationals

Any ABA member may participate in the Canadian Grand Nationals, the finest ABA Canadian event of the year. The Canadian Grand Nationals is the finale of a year's worth of Canadian national competition and counts for double national points on top of a rider's 5 best Canadian national scores towards a national year-end ranking. There will be ONLY Canadian national points available at this event. NO U.S. national points will be offered. This race will also offer quadruple district points to all ABA members. The structure of the Canadian Grand Nationals weekend of events will follow these guidelines:

- Friday will offer race registration, track practice for all riders and a double point pre-race.
- Saturday will offer additional race registration, practice for all riders and a national event.
- Sunday will offer the Canadian Grand Nationals as a one-day event. There will be NO registration or practice on this day.

Canadian National Points Tabulation

Canadian riders earning national points will be good only toward a Canadian NAG or National standing.

National overall

1. For Canadian amateurs, only their 5 best national main event finishes plus their Canadian Grand National main event finish will count towards an overall national ranking.
2. For Canadian Pros, only their 5 best overall main event finishes plus their Canadian Grand National main event finish will count towards an overall national ranking.
3. There will be a Canadian National Overall point category and a respective title for the following:
 - Amateur Boys—all ages and proficiencies combined.
 - Amateur Boys Cruiser—all ages combined.
 - Amateur Girls—all ages combined
 - Amateur Girls Cruiser—all ages combined
 - Pro
4. National Number Plates will be awarded to the top 10% (maximum of 50) for each category for amateurs and 1-10 for Pro Class.
5. All other ABA rules pertaining to national points tabulations apply (see U.S. National points tabulation).

National Age Group (NAG)

1. Year-end National Age Group numbers will be awarded to each category per the following guidelines:
 - Boys regular class—1-5
 - Boys cruiser—1-3
 - Girls regular class—1-3
 - Girls cruiser—1-3

**These are the only NAG numbers that are eligible to be used.
2. The accumulation of NAG points will include all Novice, Intermediate and Expert riders of each respective age group.
3. From the start of the new season, a rider's NAG points will be shown in the age group of that rider's respective age as of the Canadian Grand nationals.

Canadian National Team Competition

1. National Team Competition is available at all Canadian Nationals events to include the following three-team distinctions: trophy, bike shop and factory.
2. Canadian National Team Competition will follow the same rules as outlined under ABA National Team Rules.
3. ABA will award Canadian National Champion titles in each of the three Canadian Team Categories by totaling each team's best five team scores plus the Canadian Grand Nationals.
4. Only teams consisting of all Canadian riders can earn Canadian Team titles.
5. All team payout for Canadian National Series races will be in Canadian funds and require seven team sheets per category per day for full payout. When there are less than seven team sheets the payout will be half.
6. U.S. teams may enter team sheets at Canadian National Series races and those scores will count towards the U.S. National Series standings, excluding the Canadian Grand Nationals.

XXI. ABA District Year-End Awards

1. Year-end awards will be issued to riders of each district on a 1-10 ratio making the awards equal across the nation and will hold true for boy, girl and cruiser classes. Example: District 1 has 320 riders with points at the end of the season. ABA will issue 10% of these riders (or 32) awards.
2. Up to the top 10 riders in each district (if applicable) will receive a custom award directly from the ABA. (If there are only 90 riders in a district, 10% (or 9) will receive awards but as they are all among the top 10, those 9 will all receive a custom award.)
3. There will be a maximum of 50 awards issued per district in each respective class (Boy, Cruiser, Girl Cruiser & Girl).
4. Any rider earning a USA National Age Group (NAG) ranking will be ineligible for district year-end ranking and any district year-end award (Canadian (NAG) series is exempt). Any subsequent riders in the district point standings will move up in the district year-end point standings to fill the open positions. However NAG riders will still be eligible for 20,000 Points award and other promotional programs.

XXII. Foreign Participants

In order to fulfill our pledge to foster competition and fair play in the sport of BMX racing throughout the world, our foreign rider policy shall be as follows:

1. Any foreign rider holding a valid amateur membership with a foreign BMX organization shall be eligible to compete in ABA amateur classes to include cruiser and open.
2. Foreign amateur riders are not required to purchase an ABA amateur membership yet are required to sign the membership waiver. That rider will be able to compete for the award of the day, however, without a membership purchase, all specific membership benefits (ABA points, BMXer magazine, number plate, etc) will be withheld.
3. All foreign riders who are not current members of the ABA will be classified as expert for the purpose of competition.
4. Any foreign rider holding a current Pro level membership and/or Pro level status with any foreign BMX organization shall be required to purchase an ABA Pro membership and compete in the appropriate ABA Pro classes.
5. Any foreign rider holding the classification of Superclass shall be compelled to purchase a Pro license and compete in the A Pro class.
6. Any foreign rider holding the classification of Pro shall be compelled to purchase a Pro license and compete in the AA Pro class.
7. Canadian riders are not considered foreign and therefore must follow and abide by the rules as set forth.

XXIII. Medical Controls

The American Bicycle Association recognizes the United States Anti-Doping Agency (USADA) protocol for Olympic Movement testing (USADA protocol). For information on or a copy of the USADA protocol can be obtained from USADA at (800) 233-0393 or the USADA website www.usantidoping.org.

- As a supporter of both national and international BMX competition, the ABA reserves the right to uphold suspensions handed down by USADA for violations of the USADA protocol.