

# COCHRANE BMX 2010

## INTRODUCTION

Cochrane BMX would like to welcome you to the sport of BMX racing. BMX is an excellent individual and family orientated sport. This sport is fast and exciting and a great way to get those kids off the computer and outside in the fresh air. This sport takes a high level of physical fitness and stamina and we all know that is good for you, right? Everyone enjoys riding their bike, this sport takes it to the next level and is classified as an extreme sport. Yes it is true your child may fall down, or crash at some time during their racing. But for the benefits of the sport you may find that the risks are worth it. A rider will find a level of confidence in them that they did not know they had and to ride out a race and place well, or even win, well there is no better feeling. For the Parent, BMX is a great way to meet new people and create some great friendships along the way. Everyone helps each other and really, we do it for the kids!

## WHO WILL YOU RACE

You will be racing other riders your age and skill level. Boys will race boys and girls will race girls. Usually a rider will race within his/her own class both age and skill level at every race, but there will be times when it won't happen.

In the event there are not enough riders to make a class, you will have to move up to the next age group at your skill level. If that still doesn't make a class you will go back to your own age group and then move up to the next higher skill level. If that still doesn't make a class you will be moved to the class that is closest to your age and skill level.

This is true for all ages and skill levels, so it may be that younger riders get moved up to your age and skill level. If you do happen to get moved up in age or skill level don't get discouraged, it won't happen all the time and it gives you the opportunity to see how you stack up against older or more experienced riders.

## HOW CLASSES ARE MADE UP

Why did I end up in this class? This is probably the most confusing part of BMX racing the new riders and their parents have to face. Hopefully with an understanding of some of the rules regarding the makeup of classes and the following examples this confusion can be held to a minimum. Classes are always made up from the youngest to the oldest. Races are organized into girl's classes and boys classes, and then subdivided into age groups and skill levels. The age groups range from the 5 & under classes to the 19 & older. Within these age groups there are three skill levels: Novice, Intermediate and Expert for boys and Novice and Expert for girls. All riders start as Novices and must work up to the more advanced levels by winning races. A Novice will move up to the Intermediate class after they have 10 wins in the Novice class. An Intermediate will move up to the Expert class after they have 25 wins as an Intermediate.

There is also competition in the Cruiser class for boys and girls. The age groups for the Cruiser class are 10 & under to 51 & older. All Cruiser riders compete at the same skill level.

It takes 3 riders to make a class in any single age class whether Novice, Intermediate, Expert or Cruiser. (**Example:** 8 Novice, 10 Intermediate, 14 Expert, 15 Cruiser, etc.)

It takes 3 riders to make a class in all multiple age group class. (**Example:** 5 & under, 19 & over, 21 -25 Cruiser, etc.)

Once a class is made either a single age class or a multiple age group class the only changes that can be made to that class is younger riders may be moved into this class.

If there are 3 or fewer riders in a single age class they must move to the next age group in the same skill level. (**Example:** 8 Novice to 9 Novice, 11 Intermediate to 12 Intermediate, 9 Expert to 10 Expert.)

If after moving to the next age group the class still does not make then these riders will move to the next available class above their home class, except that no Intermediate or Expert will ever move down to a Novice class. But a Novice may move to the Intermediate or Expert class. (**Example:** 8 Intermediate to 8 Expert, 9 Expert to 10 Intermediate, 11 Novice to 11 Intermediate.) 3 riders will make a legal class if two or more age groups combine. (**Example:** Two 6 Intermediates move up to join one 7 Intermediate this equals three riders and a legal 7 Intermediate class. One 9 Novice moves up to join two 10 Novices, this equals three riders and a legal 10 Novice class. One 14 Novice moves up to join one 15 Intermediate and one 14 Expert, this equals three riders and a legal 15 Intermediate class.)

No rider may at any time be moved down in age except if the oldest class is too small, and then they follow a move down rule exactly like the move up rule above. (**Example:** if the 19 Expert class does not make, they move first to the 18 Expert class and start down one class at a time until the class makes, skipping Novice classes. Intermediates also skip the Novice classes.)

During a Provincial Event, If a rider is combined with a higher class he will receive the points and place for his normal class. (**Example:** for a Provincial event if a rider has to move up from 12 Novice to Intermediate, he will receive points and awards for the Novice class, he may race with the Intermediates, but he will get his Novice placement and points.)

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In order to determine if a rider is in the correct class, they must not only look at the class they are in but the classes above and below their class. Check the riders age and skill levels as shown on the Moto sheets (6N), (6I), (7X), etc.

Example: A parent wonders why their 6 Novice rider ended up in a 7 Intermediate class when there was a 5 & under Novice class with only three riders in it. First you must look at the makeup of the 5 & under class. This is a multiple age group class and only needs three riders to make a legal class. Now look at the makeup of the 7 Intermediate class. There are two 6 Novices which does not make a single age class, their first move would be to the 7 Novice class but there are no 7 Novice riders. These riders now move to the next class above their own class. There is one

6 Intermediate on the Moto sheet but two 6 Novice riders and one 6 Intermediate rider still do not make a legal single age class. Finally there is one 7 Intermediate rider now the class is made. The class consists of two 6 Novice riders, one 6 Intermediate rider and one 7 Intermediate rider. All the riders in this class will receive Intermediate points. Clear as mud, right?

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## **RULES**

For the CCA Canadian National rules please consult:  
[http://www.ontariocycling.org/web\\_doc/comm\\_forms/CCA\\_BMX\\_Rules\\_Jun\\_23\\_2003\\_153303.pdf](http://www.ontariocycling.org/web_doc/comm_forms/CCA_BMX_Rules_Jun_23_2003_153303.pdf)

This is a 30 page document that all BMX parents should read. There are only a few rules for that the rider really needs to pay attention to.

1. The Lead rider shall have the right to choose his/her line, but may not deliberately block other riders from passing.
2. No team riding is allowed, meaning that another rider cannot impede other riders for the benefit of a team mate.
3. Any obvious blocking or contact of another rider may result in a penalty.
4. Be sure to have your safety gear on and done up properly before entering the gate.

These are the most important rules to remember and are strictly enforced at all racing events.

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## **GETTING STARTED**

The first requirement is a Cochrane BMX membership and a UCI license. With a full membership you are covered by a secondary medical insurance policy. You can race all ABA, CBA and CCA events. Full year memberships to Cochrane BMX are available at the track.

Once you become a Cochrane BMX member your only other cost will be the race day entry fees at out of town tracks. The entry fee entitles you to race three rounds or Moto's. Race fees vary from track to track.

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## **SAFETY EQUIPMENT**

First and foremost you will need a good helmet, this is very important. The helmet must be a full face design and will need to cover the temple area and ears. BMX is different from other forms of bicycle racing in that the riders are all in close proximity and there is the danger of falling. These helmet requirements are for the riders safety. It is strongly suggested to purchase a proper fitting DOT or better Moto Cross style helmet. Some inexpensive full face helmets do not have the necessary protection and comfort and may not protect the rider during a fall. If the helmet has been damaged from dropping or from a fall, consider the helmet to be a

trophy and do not use it again, a compromised helmet can be very dangerous to the rider.

In addition to the helmet you will require a long sleeve shirt, long pants, full finger gloves and closed toe shoes.

Elbow pads, knee pads and shin guards and body armor are also a good idea but not mandatory.

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## **BMX BIKE**

The first thing needed to start racing is a bike. You do not need to have a full out race bike to start with, your street bike will work fine with a few minor modifications.

Your bike must have 20" diameter or less wheels. Cruisers must have either 24" or 26" wheels.

All reflectors and their mounts, axle pegs, chain guard and kick stand must be removed.

Rear brakes are required, either hand or coaster brakes are acceptable.

Front wheel brakes must be removed or disabled.

Handlebar grips must be in good shape with no bar ends protruding through the grips.

Axles must not protrude more than 1/4" past the axle nut.

A number plate is needed. There are different color plates for the different classes, the assigned number will be the last 3 digits of their UCI Number which is based on the birth date of the rider. ie - if your birthday is June 15, 2005 - your UCI number would be CAN20050615 and your plate number would be 615 until you earn a plate from one of the series. Please see your track Registrar for Plate color requirements.

### **BMX Bike Size guide lines**

Mini – 3'10" – 4'8" 40 to 65 lbs

Junior - 4'4" – 4'9" 60 to 75 lbs

Expert - 4'6" – 5'2" 70 to 95 lbs

Expert XL – 4'10" – 5'4" 75 to 110 lbs

Pro / Jr Pro – 5' – 5'8" 100 lbs and up

Pro XL – 5'8" - 6' 140 lbs and up

Pro XXL – 5'10' and up 160 lbs and up

## **Crank**

Crank Length is very important for the comfort, speed and control of the bike. Try to find a crank length that will be close to the rider's inseam measurement. Please see the attached table for crank length suggestions.

<b>Inseam Length</b>	<b>Crank Length</b>
15-16 inch	130mm
16-17.5 inch	135mm
17.5-19 inch	140mm
19-20 inch	145mm
22-22 inch	150mm
<b>For Junior, Expert, Expert XL</b>	
20-22 inch	150mm
22-23 inch	155mm
23-25 inch	160mm
25-26 inch	165mm
<b>For Junior Pro, Pro, Pro XL/XXL</b>	
25-26 inch	165mm
26-27 inch	170mm
27-29 inch	175mm
29-30 inch	177mm
30-32 inch	180mm
32+ inch	182-185mm

## **Pedals.**

Pedals are very important to give the rider confidence on the track, platform pedals with traction nibs are the best for new riders, avoid Clipless pedals to begin with as it is better for the rider to learn how to ride the track first before they lock their feet onto the pedal. Clipless pedals take some time to get used to and have been known to help cause crashes. Leave the clips to the experienced.

## **Gearing.**

Most riders seem to prefer approximately a 53" run out per crank stroke for their bikes, so a bike with a 1.75" Rear tire, the optimum gear set would be 44T crank ring and 16T Rear cog. One of the ways to fine tune a bike to the rider's strength and performance is with gearing. Consult online BMX gearing guides like;

<https://www.jrbicycles.com/storefront/index.php?act=viewDoc&docId=6#>

To determine the best gearing for speed and power, but again for the new rider, stick with the 53" norm to start with.

## WHAT TO DO WHEN YOU GET TO THE RACES

The first thing you need to do when you get to the track on race day is to get registered for that day's race. To do this go to the registration window of the moto shed at the prescribed registration time, give them your name and license. A separate registration will be needed for each class you want to race, e.g. Challenge Class or Cruiser. You can now go and practice for the days races, these too will be set out on a schedule for the major events.

The information you provided when registering is now used to create the Moto sheets. These Moto sheets will be posted in a designated area at each track shortly after registration closes. These sheets tell you everything you will need to know about today's racing. It is every riders or their parent's responsibility to check these sheets A.S.A.P. for any mistakes. If you find a mistake go back to registration and they will make any necessary corrections prior to the start of the races. Failure to do this can result in your rider being disqualified and not receiving the points earned at that race.

If you plan to come out and want to ride the track on Regular race nights, there are a few things you must remember to have with you:

- wear a long sleeve shirt
- full length pants
- full faced helmet
- full fingered gloves
- If your bike has pegs, they must be removed, and you should have pads on your bike (across the handle bars, down the frame of the bike). You can purchase foam pipe insulation tubing at any hardware store and that will work just fine for the bike. Just use black electrical tape to secure it into place or just bring it along and we will help you out, this is not mandatory, but highly encouraged for the new rider.

Having all your equipment, registering on time every race night and being organized will make racing start on time. You **MUST** stop by the registration booth to confirm your registration or make sure that you are there at 6:30 and look at the Information Sheet that is posted to make sure we didn't over look you or the computer put you in a wrong class. By you taking this responsibility, this will make the races run smoothly and we can all get home at a good time. Riders that neglect to do this can cause the races to be delayed.

So to refresh your memory:

- Register every race night that you are attending during the registration time 6:00pm-6:30pm. Registration will close at 6:30 and we will not allow any late registrations.
- Check the Information Sheet at 6:30.
- Make sure that you are on the list and that you are in the correct age class and that your plate number is also correct.

- We will then announce that the Moto Sheets are posted. Please be listening for this because then you find out which races you have been put in, and we will then run according to the sheets.
- Racing will start between 7:00-7:15 as long as everyone is organized and ready.

\*\*We can never start a race until we have the proper numbers of volunteers. If you are able to help out please see our volunteer coordinator, the race cannot take place without volunteers.

\*\*If you need equipment, don't be coming late. It is a first come first serve basis and we will only allow each rider to borrow our equipment up to 5 times. Please remember that. We are lacking in gloves so please bring your own. Any full fingered gloves will do. Those 99 cent mittens, work gloves, etc. will do the trick.

This season's schedule will be as follows: May and June- Every Monday and Thursday race nights. Regular coaching and training will be on Tuesday nights and Advanced Teen Performance Coaching is on Wednesday nights. All these nights are of course based on what Mother Nature feels like.

## **RACE TIME**

As soon as possible after registration closes the Moto sheets will be posted in the area designated for that propose. Moto sheets will be in numerical order starting with Moto #1 and continuing through whatever the last Moto number is. In addition to being in numerical order the Moto sheets are grouped by age and class.

Remember it is extremely important for you or your parents to check the Moto sheets before the races start. Make sure that you check everything on the Moto sheet, not just what Moto you are in. If you find any mistakes go back to registration and they can make any necessary corrections.

Now you have registered for today's race, you have done your practicing, got your bike totally tuned in for the track and most important of all you have checked your MOTO sheets to make sure everything is correct. It's now time to start the racing.

The races are run in numerical order by Moto numbers. Each rider will have to race 3 times or rounds, always in the same Moto number. Normally we will race the first 2 rounds, take a short break and the race the third and final round.

**STAGING:** Staging takes place behind the starting gate and you should be there at least 5 Moto's ahead of the one you are racing in. There will be a person called the Stager who will call out each Moto number, each rider's name that is in that Moto and their starting lane assignments. The Stager will then direct you what to do next.

**STARTING GATE:** Now you are on the starting gate. You know the starting lane you are supposed to be in, but where is it? When you are standing on the gate looking out at the track lane 1 is on the same side of the gate that the first turn turns to. If the first turn is to the left then lane 1 is on the left side of the gate.

There are 8 different starting lanes on the gate, with lane 8 being on the opposite end from lane 1.

The starting gate is run by a computer and has a set number of commands it must go through before it can be reset, the last of which is to drop the gate. If you are on the gate and the commands have started there is no way to stop the gate from dropping.

**TRACK OFFICIALS:** There are Track Official's positioned at different places on the track. These official's can and will alter the outcome of a race because of fouls, riders missing obstacles, riders using inappropriate language on the track and any other unsportsman-like conduct. If a rider feels they were fouled they must go back to the finish line within 5 Moto's and register their complaint or protest.

**FINISH LINE:** The finish line generally consists of 4 Finish Line Official's and 1 Chief Scorer. They are responsible for scoring each rider as they cross the finish line in each of their Moto's. If a rider fails to start a Moto or does not finish a Moto they will not be scored for that Moto. In all cases the decision of the Chief Scorer is final.

**FIRST AID:** We have well qualified track officials with First Aid training. **Parents if your child should fall please do not come running on to the track.** Our qualified track officials will evaluate the extent of your childs injures if any. At that time if they feel your assistance is needed they will call you onto the track.

### **2010 Race Events**

#### **Alberta Provincial Series**

Provincial 1-2 Edmonton BMX June 26-27

Provincial 3-4 Medicine Hat BMX July 18-19

Provincial 5-6 Cochrane BMX August 14-16

Provincial Grands Calgary BMX September 11-12

(Requires 3 races and Grands for points and prizes)

#### **CBA Western National Series**

West National 1-2 Abbotsford B.C. May 22-23 (UCI Points Event)

West National 3-4 Medicine Hat AB Jun 12-13

West National 5-6 Red Deer AB Jul 10-11 (UCI Points Event)

West National 7-8 Ridge Meadows B.C. Aug 7-8

West National 9 Stony Plain AB Sep 4

West National Finals Stony Plain AB Sep 5

(Requires 5 races and one race outside of home province plus Finals for Points and prizes)

**Canadian National Championship** Airdrie AB Aug 26-29 (UCI Points Event)

## **ABA (American) Canadian Events**

ABA Race Chilliwack B.C. April 16-18 (Canadian Nationals)

ABA Race Kamloops B.C. Jun 11-13 (Cactus Classic Nationals)

ABA Race Nanaimo B.C. Jul 16-18 (Harbour City Nationals)

ABA Race Prince George B.C. Aug 13-15 (Gateway Nationals)

ABA Race Kelowna B.C. Sept 11-12 (Redline Cup Qualifier)

ABA Race Chilliwack B.C. Oct 8-10 (Canadian Grand Nationals)

**Alberta Summer Games** Peace River AB Jul 21-25

(must qualify, please see web site for qualifications)

## **Some BMX terms and words you may here from time to time.**

**MOTO:** The race that you are in.

**MOTO-SHEET:** A record of the riders in the Day's races. These are numbered, beginning at number 1 and continuing for all of the motos, this number is used to call you for your race.

**POSTING OF MOTOS:** Placing of the racing schedule (moto sheets) in a convenient place for all riders to see.

**STAGING:** The area at the rear of the starting hill.

**STAGER:** The person who will call you for your race.

**STARTER:** The person who starts the race by releasing the gate.

**FINISH LINE:** The area at the end of the track where you are scored with your finish.

**HEAD TRACK OFFICIAL:** The person who officiates the race and ensures the rules are followed.

**CORNER JUDGES:** Assistants to the Head Track Official

**ABA** Alberta Bicycle Association

**CBA** Canadian BMX Association

**CCA** Canadian Cycling Association

**ABA (American)** American BMX Association

## **Web Sites you should visit.**

<http://www.albertabmx.com/index.html>

<http://www.cbabmx.com/index.html>

<http://www.ababmx.com/>

We also encourage you to visit the race track sites for all the races you will be attending.

And of course <http://cochranebmx.com/>