



Vintage BMX Rulebook

2025

Version 2.0

DIRT Y FEST

TABLE OF CONTENTS

I.	Foreword	3
II.	Membership	3
III.	Classifications / Vintage Racing.....	5
IV.	Pro Am Classification.....	6
V.	Open Classification.....	6
VI.	Rider Identification (Number plates	7
VII.	Apparel and Equipment	7
VIII.	Track Regulations.....	9
IX.	Racing Rules.....	10
X.	Scoring	12
XI.	Video Scoring Assistance.....	13
XII.	Rules of Conduct.....	14
XIII.	The Total Points Moto Transfer System	15
XIV.	Team Rules	17
XV.	Vintage Bike Show Rules	17
XVI.	Vintage Bike Classes	18
XVII.	Judges	18
XVIII.	Code of Conduct	19
XIX.	Judging Criteria	19
XX.	Scoring	20
XXI.	Awards	21
XXII.	Footdown Championship Series	21
XXIII.	Pit Bike Derby.....	21
XXIV.	Ghost Ride	21
XXV.	Glossary.....	22
XXVI.	Contact Info	25



I. Foreword

Dirtyfest and Dirty Knobs Productions are hereafter referred to as “the Sanction” or “Sanction” and were formed to provide organized **VINTAGE BMX** racing, bike shows, swap meets, podcasts, interviews, contests, shenanigans and to give national prominence to fun in the sport of **VINTAGE BMX**. THAT’S RIGHT. **VINTAGE BMX**. The following rules were created based on a culmination of more than 50 years of BMX knowledge and experience, and the Sanction reserves the right to change these rules at any time. That’s right, **ANYTIME**.

Under the Sanction’s rules, participants may disqualified, ejected, banned, made fun of, ridiculed and/or spray painted at any Dirty Knobs sanctioned event. Additionally, If you are taking any of these comments, the events, the race or anything too serious, you will lose all your points (There are no points) and may be invited to take a walk. All in the interest of good, clean, fun time for everyone.

Each **Vintage BMX** facility is a separate entity with the common goal of providing a competitive yet safe and fun **Vintage BMX** experience for the entire family. The staff of each event is committed to operating under the Sanction’s guidelines to ensure those goals. It is, however, the participants and his/her parent’s and children’s responsibility to understand and follow regulations and guidelines and choose to have fun.

With these ideals in mind, the only requirements needed to excel are skill and determination and a good attitude and a **Vintage BMX** bike. Re-pops are okay too.

To be clear; There are no modern bikes (except re-pops). There are no gears (See Darrell Young), no clipless pedals and no exceptions. If the year of your bike starts with a 2, you are the wrong place (except for re-pops). The exception will always be push bikes (bikes without pedals) are always allowed and encouraged, Sidehacks and Re-productions of old bikes (re-pops).

II. Membership

1. Every rider practicing or competing on any sanctioned Dirtyfest track must obtain a USABMX membership prior to riding on the track. USABMX Memberships can be purchased at the track.

There are six types of memberships available:

a. One Day Trial Membership - 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 day of use **only** and is not transferable or reusable. This membership allows riders to participate in a practice or a single-points race only.

b. 60 Day Trial Membership

- Valid at any sanctioned track.
- For practice and single-point races only
- May convert to a full (annual) member, with a conversion fee.

c. Balance Bike (annual) - Balance Bike is an open, non-pointed class formed with riders age 5 & under riding push bicycles without pedals. This class will form with 2 or more riders. On occasion, if the need arises, Balance Bike may be offered to riders over the age of 5 with special needs who have an Individualized Education Plan or Individualized Service Plan.

- Official membership card
- Balance Bike style bikes
- No points will be awarded
- Convertible to a full membership, with a conversion fee.

d. Full (annual)- Valid at any sanctioned event

- Official membership card
- Subscription to PULL magazine (first family member converted to a full membership will retain the original membership expiration date or get a minimum of 6 months of full membership (whichever is greater). only)
- Annual tracking of points at all races

e. Gold Card (upgrade from Full)- Valid at any sanctioned event

- Official membership card
- First-class subscription to PULL magazine
- “Gold Card member only” line at all USABMX national events, not Dirtyfest.

• One (1) “free” Open class entry at any USABMX national awarded at the time of purchase
• One (1) “free” Open class entry at any USABMX national after racing ten 10 nationals per calendar year as a Gold Card Member
• One (1) “free” Open entry at any USABMX national after racing 20 single point local races per calendar year as a Gold Card Member
• Free timing (transponder required) at USABMX nationals and Gold Cup Finals where timing is available

- Annual SPOT Insurance coverage for the member

2. US riders receive a secondary sports accident insurance benefit with a cash deductible.

3. No membership, under any circumstance, is transferable or refundable.

4. **Important:** Every rider **MUST** show proof of membership at race sign-up. Proof constitutes a current membership card or a renewal receipt. The Sanction 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 all memberships current. Any points earned on an expired membership may be forfeited, as there is no grace period. **Memberships must be current through the end of the point season (December 15th) to earn year-end awards.**

5. If you have any questions or concerns, contact the membership department – **bustercooch@dirtyknobs.com**

III. Classifications / Vintage Racing

1. A rider will race the class they are registered for the day of the race.
2. Four (4) or more riders make a minimum for a class.
3. According to Eddy King, Cruisers do not count.

4. Women's classes can race pre-2000 bikes or new-old school retro re-pop bikes.
5. Women can race with the men. But not the other way around. We don't care what you identify as.
6. A track operator may do just about anything he or she wants. Remember that when you're filing a protest, complaining or even asking a simple but dumb question.
7. The Sanction reserves the right to adjust any rider's ATTITUDE at it's discretion. That means DQ, TIME OUT or **spray paint your bike**.
8. **Sandbagging/cheating of any kind is strickly prohibited. If caught, we spray paint your bike!**
9. The following are the current classes offered for competition purposes:

20" Pre-1976 (must have coaster brake) *
20" Suspension (must have working suspension) *
20" 1976-1979 *
20" 1980-1989 *
20" 1990-1999 *
26" Cruiser Pre-1999 **
24" Cruiser Pre 1999 **
24"-29" Retro/Re-pop Open (new-old-style with modern geometry, components, etc.) **
20" Sidehack
Junior Sidehack both riders must be 13 & under
Girls 12 & under (repop ok)
Girls 13 – 17 (re-pop ok)
Girls 18 & OVER (re-pop ok)
PUSH BIKE
16" PIT BIKE
12 & Under Open 20"/Cruiser-Anything pre-1999 goes! Repop ok
13 to 17 Open 20"/Cruiser-Anything pre-1999 goes! Repop ok * or **
18 to 59 Open 20"/Cruiser-Anything pre-1999 goes! Repop ok **
60 & Over Open 20"/Cruiser-Anything pre-1999 goes! Repop ok **
PRO-AM
20" Trophy Dash will be run with the days winner of Vintage 20" Bike Classes *
24"-29" Trophy Dash will be run with the days winner of Vintage 24-29" Bike Classes **

IV. Pro Am Classification

The Purpose of the PRO-AM event is entertainment. Face it, your glory days are behind you, so enjoy the moment. Do not take this serious because we don't. Have fun, maybe win a little money and/or prizes and relax. Some of you gotta go back to work on Monday.

1. Four (4) or more riders are the minimum to make a PRO-AM class.
2. All riders in the PRO-AM must have been good at one time to compete (totally subjective)
3. All riders in the PRO-AM are restricted to a standard flat pedals only. Vans are highly recommended but Construction boots are allowed in the 70's and Suspension Class (see David Clinton).
4. All riders competing in the PRO-AM class must ride a VINTAGE bike. Pre-2000. 20"-29" (See Terry Tennett).
5. All PRO-AM riders must maintain a healthy blood pressure to compete.
6. PRO-AM riders are prohibited from racing if they feel pains in their chest.
7. Any rider that competes in another sanction as a Pro or equivalent class may be required to race PRO-AM. And, of course, Pro Cruiser doesn't count. Ask Eddy.
8. Pros may compete for cash awards. 100 percent payback! If you can con someone else to add to the purse, GO FOR IT!
9. If a PRO-AM class can't be formed, the Sanction or track operator may, at their discretion, do something else. Potato sack race comes to mind.
10. **All riders caught cheating in the PRO-AM must come up with a very interesting excuse that baffles the track operator. Otherwise, we spray paint your bike.**

V. Opens

1. Open categories (Opens) offer riders an additional opportunity to compete at any sanctioned event. Opens are generally of mixed age groups, genders, etc, and open to riders of any age. **We don't care how old you are BUT YOUR BIKE HAS TO BE VINTAGE (PRE-2000), Clipless and no gears.**
2. **It is NOT REQUIRED that a rider compete in a REGULAR pointed class (20" or cruiser) for that type of bike in order to compete in Open on that type of bike. You can't just race open.**
3. **Open class** is for Everyone. Grudge matches, personal vendettas, rivalries, international conflicts (see Hans Jobe), etc.
4. There are no points earned for Open Class. Only bragging rights, bets and possible scars.

VI. Rider Identification (NUMBER PLATES) PAY ATTENTION!!!

1.All riders that compete in a DIRTYFEST event must have and display and use a number plate. That number must match your registration and be shown at BIKE INSPECTION.

2.All handlebar-mounted number plates shall have legible numbers at least 5” in height. The number shall be unobstructed by other decals so as to be read clearly. Numbers must be placed on the number plate so that they do not overlap. Yeah, right.

3.The number plate must be attached securely to the front of the bicycle handlebars. It is recommended that any custom number plate utilize a background containing an uninterrupted solid color matching the color codes designated below. This solid color should cover the entire number plate area, touching all sides, and should not include any design elements using other colors. Sponsor logos and names are permitted and are not considered designs. Riders who follow these recommended guidelines should have legible number plates (provided the numbers don't overlap and are on straight). Riders whose number plates do not fit this criteria, may be told that their plate cannot be used at that day's competition. Then you have to come up with your own paper pie plate and a marker.

4.Designers are encouraged to get approval on their design prior to producing the plates by emailing bustercooch@dirtyknobs.com.

EXEMPTIONS

5.A badass pie plate with some thought and work put into it.

***Utilizing a number plate design not following the above recommendations and having a number plate which is difficult for the scorer to read may result in the rider not being scored for that race and we will spray paint your bike.**

6. In classes where riders have the same number, We will give you a chance to change your number. Or else, you have to go get a paper plate and marker. Or, worse, a very ugly letter stuck on your plate that will leave a sticky residue.

7. The Sanction, as well as the head scorer, at an event has the right to reject any number plate that they deem illegible or too ugly to look at. (see Saber plate)

VII. Apparel and Equipment (Bicycle)

A. Apparel

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 Sanction highly recommends a full-face helmet and a helmet that covers the ears (see Joe Claveau).

2. A helmet shall not be modified to restrict the field of vision for the rider. Visor riser is recommended. (see Brian Gass).

3. All riders must wear enclosed shoes, which cover all toes, and are sufficient to protect the rider's feet. Construction boots are okay for 70's class and recommended for suspension class (see David Clinton)
4. It is recommended that riders wear long pants. Loose fitting short pants made of tear-resistant material are permitted when used in combination with knee/shin pads. All combinations of knee/shin pads are subject to the approval of the Sanction and/or Track Operator. Panty hose keeps your legs warm in the winter. Not judging.
5. It is recommended that riders wear long sleeved shirts. Short sleeved shirts and sufficient elbow protection is allowable subject to the approval of the Sanction and/or Track Operator. Tank tops, come on, this ain't Florida.
6. Riders are encouraged to wear Gators. (see Tracer Finn).
7. Gloves are highly encouraged so you don't lose a finger. (see Tracer Finn again)

B. Equipment (Bicycle)

1. **All Bikes must be vintage bikes, pre-2000. Exceptions are Re-pop classes, women's classes, Sidehacks and push bikes.**
2. **All bicycles are restricted to a standard flat pedal only; regardless of what class the rider is competing in that day.**
3. Bicycles for competition in the **Cruiser Class** shall have wheels where the total diameter of the inflated tires included shall measure more than 22 1/2" (57 cm) with a 2 cm variance to accommodate 24x1" tires, 26" or 29". And they don't count. Tell 'em Eddy King!
6. Riders competing in the Sidehack class are strange and should be approached with caution. The year of the hack is determined by the year of the bike. (see Dennis Dain) RE-POPS OR ANY YEAR COUNTS.
7. Multi-speed MTB style bicycles are not acceptable for competition no matter the wheel diameter of the bicycle. (see Darryl Young)
8. All bicycles must have an operating braking system— hand and/or coaster (foot) brake. Pre-76 **MUST** have coaster brakes. See the fine folks at KoolStop if your brakes don't brake.
9. Handlebars may not exceed 30" in width and grips are required and must cover/enclose the entire opening on the handlebar ends. Go see the AME or ODI booth if you need to.
10. Padding securely fastened to the bike on the top frame tube, stem and handlebar crossbar is recommended. Extra points for metal snaps.
11. The bicycle must be in structurally sound condition with no broken welds or jagged exposures.
12. All kickstands, chain guards, and reflector brackets must be removed.

13. All wheels, seats and bars must be securely tightened. Duh.
14. Axle ends may not exceed ¼" beyond the axle nut or must be cut down to within ¼" beyond the axle nut. After cutting, all sharp edges shall be rounded off and all burrs must be removed.
15. Bicycles equipped with freestyle type pegs will not be allowed on the track at any time. (see Homie Haulers)
16. All equipment is subject to the approval of the Sanction and/or Track Operator. If we don't approve, you better change it or we spray paint your bike.

II. Track Regulations

1. The Track Operator (TO) oversees all officials, scorers and riders. The Track Operator's decisions are final, and he/she may rule on a situation not covered by the Sanction rules. Any ruling made by an Operator that is not covered in this rulebook must be submitted in writing immediately to the Sanction or mumbled into a walkie talkie.
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. This person may be appointed by the Track Operator, or they could be the same person. Getting confused yet?
3. There shall be enough track officials 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. They have complete charge of the staging area and starting hill area. Respect them or get you're your bike spray painted.
6. The Starter will start and oversee all starts for each race. The Starter's commencement of each race shall be official and can only be changed by the Head Official.
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 are final.** If you argue with the head scorer, you can probably guess by now what happens. We spray paint your bike.
8. Each track's moto sheets belong to the Sanction. **DO NOT take the moto sheets.**
- 9.. All sanctioned Vintage BMX tracks should have a starting gate wide enough to maintain a minimum of 6 riders. There might be more but more than that and someone isn't making it to work on Monday. The gate must be run in a safe manner and placed to be semi-fair to all riders.
10. Classes from the 70's can and should run with a rubber band start. (see Andy Patterson) and we may decide to run everyone with the rubber band too. Just to keep it fun.
11. Every sanctioned Vintage BMX track must offer awards of some type; trophies, ribbons, plaques, certificates, coupons or stamps are recommended award types. Anything is appreciated.

12. The Sanction recommends that participants and their guests do not use tobacco products of any kind within a minimum of 25 yards of athletes and spectators. Spit your dip out before getting on the gate and put out your death stick before going to staging (see Frank Post)

13. The Sanction recommends that first aid personnel be available at every event and strongly recommends every track have a first aid kit on the premises.

IX. Racing Rules

1. The track operator 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. **It is the riders' responsibility to check the moto sheets and ensure they are in the correct class and have the correct number on their plate.** If, after racing has started, it is discovered that a rider is in the incorrect class, the rider may be disqualified and forfeit all points (there are no points) or moved to the correct class if the opportunity to qualify is still there.

3. Once a race has begun, meaning the first gate of the first round of motos has dropped, the track operator, due to inclement weather or other extreme circumstances, may postpone that race.

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. Of course inhalers, blood pressure medicine, Viagra, nitro glycerin and Icy Hot are expected.

6. No betting or soliciting bets is permitted at any sanctioned race. Unless it's in Vegas (see Tracer Finn)

7. Only riders who are officially registered for the day's competition or practice having provided proper membership proof, may ride on the track.

8. 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 starter is never required to hold a gate for a missing rider. (see Crazy Ronnie)

9. It is the responsibility of each rider and that rider's pit crew, (Ex: parents, guardian or sponsor), to be in the staging area when necessary and be prepared to race.

10. 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. We also may spray paint your bike.

11. 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 **placing their front wheel over the gate**. This action must take place **before** the starting cadence begins. (see Crazy Ronnie)

12. The only riders that may be assisted at the starting gate are those 5 years old and younger. 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 and spray painting the parent. Yup.

13. Parents of any rider six to eight years of age may accompany their rider through the staging area. However, these parents are **NOT ALLOWED** to assist their rider at or on the starting gate. Parents of riders nine years of age and older may accompany their rider through the chutes but must exit the staging area upon exiting the chutes. These same parents may not be at or on the starting gate. You will get the paint.

14. Riders may have a camera attached to their equipment if affixed with approved mounting devices.

15. All riders must have their wheel against the gate when the starter begins the starting cadence. Unless we are using the rubber band.

16. 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. We may and probably will re-run the race and make you start backwards. If you brak the rubber band, you pay for it.

17. A moto or main may not be rerun if upon release of the gate, a rider is not fully prepared to race. No matter how many times you yell "Wait, wait, wait!". (See Shawn Texas)

18. A rider determined by an official to have intentionally impeded the progress of another rider during the first 30 feet of the race may or may not be disqualified. We will consider it though. **Moving over is not a foul in and of itself.** Intentionally moving over and blocking another rider is the foul. An absolute cut off, that's gonna get you DQ'ed. We are supposed to be having fun out here.

19. 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.

20. 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. (Riders re-entering the track in an improved position must delay themselves to the original position and then continue racing from there.)

21. Any rider determined by an official as maliciously forcing another rider off the track may be disqualified. (see Kevin McNeal)

22. 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 otherwise the rider may be disqualified.

23. Any chalk line, cone, hay bale or other type of designation signifying the inside of a turn **ARE** considered obstacles.

24. Any chalk line, cone, or other type of designation on a straightaway (including the finish line area) are **NOT** considered an obstacle. These are understood to be guidelines only.

25. Tracks with a decision-maker split straightaway, once a rider commits to a straightaway, they must complete it in its entirety, transferring to the adjacent straightaway will result in a disqualification. Chicken.
26. 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. And possible spray paint.
27. When on the final straight, a rider determined by an official to have intentionally impeded the progress of another rider may be disqualified. **(Moving over is not a foul in and of itself.** Intentionally moving over and blocking (totally cutting off) another rider is the foul.)
28. Any rider, the victim of an officially recognized foul, will NOT be given the placement he was in when the foul occurred. Exception, 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 they were in before the infraction.
29. A rider must finish any individual moto or main on the same bicycle that he/she started on.
30. A rider may push or pull his bicycle across the finish line to be scored. That rider must be in contact with their bicycle in order to be scored. (see ghost ride)
31. Any rider whose bicycle becomes entangled with another bicycle must separate the bicycles before continuing the race. No long distance throwing.
32. 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.
33. Officials have the authority to call fouls and levee disqualifications regardless of whether a protest has been lodged. We can spray paint anyone.
34. Officials look for the intent of any circumstance on the track. Situations deemed under malicious intent may result in disqualification and/or spray paint.
35. If a track official directly interferes with a race, the race may be rerun but only at the discretion of the head official. (see Eddy King)
36. A moto or main may not be rerun due to poor surface conditions. Tough it out.

X. Scoring

1. The plate number being used on each rider's bike must appear on the moto sheet or that rider may not be scored.
2. A rider MUST participate in at least one (1) moto of competition to say that he or she raced at Dirtyfest.

3. Overall finish points are awarded to all riders in any main event or legally formed total points class classes of four (4) or more riders.
4. For any qualifier or main, a rider will be scored and receive a finish placement respective to how they crossed the finish line.
5. A 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. Or not.
6. Any rider that has qualified to a main event will receive a big round of applause and some respect.
7. The following situations will result in a rider receiving no less than a last place main event finish with respective points (Ex: A six (6) rider main - last place is 6th):
 - a) Not racing in their 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.
8. **Total point** motos shall be scored in the following manner:
 - a) Finish positions shall be tallied for each of three motos:
 - One point for 1st
 - Two points for 2nd
 - Three points for 3rd, etc.
 - A rider that misses a moto or receives a flagrant disqualification from a moto will receive one point more than the total number of riders in the moto. Last plus one.
 - b) The total of these three motos will determine order of transfer or finish with lowest points getting 1st place and so on.
 - c) If a tie exists after the three motos, the best finish in the third moto between tied participants will determine the winner.
9. A rider that misses a qualifying moto in a **Total Points Race** will receive one point more than the total number of riders in that moto (Last plus one. 4 riders in the class, you miss your moto = 5 points).
10. Riders may verify their qualifier or main event finishes during that day's race with the scorekeeper at the finish line. This must be done within 10 motos.

XI. Video Scoring Assistance (Maybe)

1. Throughout the Vintage National Series, the Sanction 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. These decisions will be final. If you argue, you get the spray job.
3. Riders have 10 motos to protest a finish for video review, if video is available.
4. The head official has the right to view any video at any time for any purpose. Or watch ESPN.

XII. Rules of Conduct

Every rider must, at all times, demonstrate behavior that reflects the ideals of good sportsmanship and avoid any conduct which may bring themselves or the sport of BMX into disrepute.

1. The use of radio assistance for any rider on the track is strictly prohibited. (Sony Walkman, okay)
2. A rider may be disqualified or suspended for his/ her actions or the actions of his/her parent(s), or accompanying party. There is a strong chance spray paint may be involved.
3. A parent/guardian or accompanying party may have their event attendance privilege revoked for their own actions or actions of their rider(s).
4. 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. (see Bob Hannah)
5. A rider may be disqualified if any parent, team member, pit crew or other person physically assists that rider in any situation on the track during any qualifier or main.
6. Track crew members or any other person allowed on any areas of the track that are not open to all spectators, may not assist any rider physically, with verbal or non-verbal signals, or instructions that afford any rider an advantage over other riders on the track. A disqualification may result.
7. A rider may be suspended for damaging, stealing or destroying public or private property. (Parents, it is your responsibility to control a minor's actions. .Wives, please try to control your husbands.
8. A rider found intentionally misrepresenting his/her age may be suspended for up to one full year. (see Catfish)
9. A rider competing in place of another rider may receive a one-year suspension along with the rider he/she has replaced (see Millie Vanilli)
10. A 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. Somebody is going to get the spray paint.

11. A rider participating in a “ghost riding” situation may be suspended. Unless it’s a Ghost Riding Contest. (see Dirtyfest Shenanigans)

12. A rider knowingly racing out of class will be DQ’ed and receive a total spray paint job..

13. Any infraction of the above rules, Gets the spray paint!

XIII. Total Points Moto Transfer System

The Sanction uses the good old total points MOTO system for qualifying riders from heat races (motos) to main events.

The Dirtyfest transfer system is not a unique way of qualifying riders from the motos to the main events at each race. This system is the fairest to the rider that can successfully navigate third grade math. We don’t care what is the easiest for the parent or spectator to understand. It involves a set of motos being run a predetermined number of times (3) to qualify riders to quarter-mains, semi-mains or directly to main events depending on the number of riders competing.

All classes are run under the total points system of which 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) Point ties are broken by determining which rider finished best in the last moto.
- c) Any rider not starting in a moto will be scored with a last place score plus 1 point.
- d) Any rider disqualified in a race will be scored in the last place position. We are talking to you Crazy Ronnie.
- e) In a class of two groups, the riders with the lowest points total will transfer to make a main. Duh!
- f) In a class of three or more groups, the motos are run and, at that time, the Sanction’s qualifying system rules will apply for any quarter and semi mains to transfer riders to the main event.
- g) PRO-AM mains may (may) run three rounds with overall finish being determined by the total points system. We will probably only run it once since some of those guys are old too.

1. Riders will transfer (qualify) out of his/her respective moto by attaining an appropriate finish. Qualifying finish spots will be predetermined on the moto sheet.

The following are examples of how the qualifying works. Examples are based on an six-rider gate: (When riders are referred to as **qualified**, it means they have transferred out of their moto and into the next applicable race, IE semis, main.) **Under the 3-moto-transfer system: Class of six or fewer riders=1 group:**

First round-total points

Second round-total points

Third round-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 6 or less riders-1 group:

All riders in this group race all three motos and their placing is determined by overall points.

Class of 7 riders-2 groups:

There will be two groups, one with 4, one with 3

Both groups will race all three motos

3 riders from first group, 2 from second qualify based on total points

One rider from each group does not qualify and a 5-rider main event is run.

Class of 8 riders-2 groups:

There will be two groups of 4,

Both groups will race all three motos

3 riders from first group, 3 from second qualify based on total points

One rider from each group does not qualify and a 6-rider main event is run.

Class of 9 riders-2 groups:

There will be two groups, one with 5, one with 4

Both groups will race all three motos

3 riders from first group, 3 from second qualify based on total points

2 riders from the first group, 1 rider from the second do not qualify and a 6-rider main event is run.

Class of 10-12 riders-2 groups:

There will be two groups of 5 or 6

Both groups will race all three motos

3 riders from first group, 3 from second qualify based on total points

2 or 3 riders from each group do not qualify and a 6-rider main event is run.

Class of 13 riders-3 groups:

There will be three groups, one with 5, two with 4

All groups will race all three motos

3 riders from all three groups qualify based on total points to a semi

2 riders from the first group, 1 rider from the second and third group does not qualify and a four-rider main event is run.

Three groups in a class (13-18 riders):

Two even groups will be formed unless there are an odd number of riders. The odd rider will always be placed into the top group.

All groups will race all three motos

Total of 9 riders are qualified, making up 2 semi-mains containing 5 and 4 riders.

Semi-main-qualify the first 3 riders out of each semi to main event.

6-rider main event.

Four groups in a class (19-24 riders):

Four even groups will be formed unless there are an odd number of riders. The odd rider will always be placed into the top groups. All groups will race all three motos

Total of 12 riders are qualified, making up 2 semi-mains containing 6 and 6 riders.
Semi-main-qualify the first 3 riders out of each semi to main event.
6-rider main event.

Five to Eight groups in a class (25- riders):

5 to 8 even groups will be formed unless there are an odd number of riders. The odd rider will always be placed into the top group.

All groups will race all three motos

Total of 15 to 24 riders are qualified, making up 3 – 4 quarter semi-mains containing 5 and 4 riders.

Quarter semi-main-qualify the first 3 riders out of each to semi, semi to main event.

6-rider main event.

Riders will continue to qualify through any quarters and semis to a six-rider main.

XIV. Team Rules

We may have team competition, If so, rules are available online and include rules, payout, sample team sheets and roster forms.

Visit makingitupaswegalong@dirtyknobs.com for details.

XV. Vintage Bike Show Rules

Dirtyfest strives to have the most enjoyable family Vintage BMX experience for all the show contestants and their families. We have in place rules and guidelines to keep competition fair and entertain everyone that participates as a contestant or guest.

1. There is no registration the day of the event. All bikes must be Pre-registered.
2. ALL bikes must be registered before entering the show area.
3. Three (3) or more bikes make a minimum for a class.
4. Each contestant can enter as many bikes as they wish. Each bike will be a separate entry.
5. Each bike is may be entered into one class only. Once the bike is registered, it must remain in that class.
6. Once the bike is registered, it must be placed in the proper area for that class. The contestant is responsible for placing their bike in the correct area.

XVI. Classes

1. These are the current classes offered for Vintage BMX Show competition purposes:

1970'S 20"
1980-1984 20"
1985-1989 20"
1990'S 20"
1980'S 24"
1970's-1980'S 26"
SUSPENSION
FREESTYLE
26" WHEEL OPEN
29" WHEEL OPEN
SURVIVOR
PIT BIKE
SIDEHACK
BEST PRESENTATION
DIRTY KNOBS CHOICE
PEOPLE'S CHOICE
BEST IN SHOW

XVII. Judges

- 1) Judges are selected by the Sanction based on experience and expertise.
- 2) Do not bother the judges while they are judging the bikes. Please allow the judges to do their jobs. They don't need your help. If the judges have a question about your show bike(s), they will approach you with any concerns.
- 3) **All judgments are final. Like it or lump it.**
- 4) If you have any grievances with how your bike was judged please see the head judge for any further questions. Judging sheets will be made available to any contestant after the show so they can see where they placed, how their bike(s) were judged on the point scale, and what the judges' comments are. Contestants will be allowed to look at their scores for their bike and their bike only in the class they were in. At no time may a contestant look over others scores.

XVIII. Code of Conduct

- 1) Please DO NOT let your children in and around the show bike areas unattended. Please make sure the children aren't touching any bikes. Please watch your children at all times. Contestants work very hard on their show bikes and we would not want any mishaps to happen on any of the show bikes from unattended children. Parents will be responsible for the actions and costs of their children. If your kids are out of control, we may spray paint them.
- 2) We ask that you please refrain from vulgar language around the children while at these events. This is a family atmosphere and there a lot of children at these events. We will have a bar of soap handy, if needed.
- 3) Fighting is strictly prohibited at these events and will not be tolerated. If anyone is caught in an altercation, both parties involved in the altercation will be asked to leave the show immediately. Those that are involved in any altercation what so ever can be disqualified and suspended from any future DIRTYFEST BMX Show.
- 4) **The Sanction has the right to refuse anyone entry into the show, as a participant or guest, at the sanction's discretion.**

XIX. Judging Criteria

ATTENTION TO DETAIL:

Looking at the bike, are all things consistent.
Look for parts that are tricked out, polished parts Etc.

Are the bars straight?
Is the writing on the tires lined up?
Are the Chain ring Bolts all the same?
Do the pedals match?

CLEANLINESS:

Look at the bike and see if the individual has taken extra effort to clean the bike thoroughly.
Is the Bike clean?
Is there dirt on the tires?
Finger prints all over the chrome frame?
Are the rims dirty?
Has everything been cleaned and polished nicely?
Is there grease all over the headset, bottom bracket, chain?

ERA CORRECT:

Look to see if the parts from the individuals bike within three years of the frame and fork? Are the parts for the bike the right parts used for that bike? Not all bikes have the exact year parts on them; sometimes it's hard to find the exact year parts.
Do the parts match the year or close to the bike frame and fork?
Are the parts within three years?
Are there a lot of aftermarket parts on this bike?

COLOR MATCH:

In the late 70's and early 80s the anodizing of parts were never the same. Sometimes it was hard to find parts that were close in anodizing. Some individuals have taken the parts and had them anodized at the same time so they all match.
Do the colors match throughout the bike?
Does the individual's bike have a color scheme to it?
Are the colors way off from what you would normally see? This could be bad and good if the individual has done a custom job on the bike.

WORKING CONDITION:

Sometimes the individual will put together a bike and not align, straighten certain parts of the bike. Ask yourself if this bike could be ridden with no problems as it sits.
Is the chain tight?
Are the bars straight and tight?
Is there enough air in the tires to ride this bike?
Are the brakes in good working condition?
Does the free wheel spin well?

These are just a few questions that are asked when judging the bikes. Look at each part of the bike carefully and make your own judgment.

XX. Scoring

1. The Dirtyfest Bike Show point system is from 1-10, ten being the highest and the best. When scoring points for the bikes, Judges can use quarter points as well like 7.25, 7.50, and 7.75. This will break down the point system and make the final judgment easier to tally the winners of the classes. Most bikes at the show are going to be high scoring bikes; this is why they are scoring

from 1-10 point scale with quarter points. Don't be afraid to check the bike thoroughly for anything questionable.

2. Bikes will be judged in their class. Results will be announced and there will be top three awards in each class. **All judgments are final.**
3. In the event of a tie, The Head Scorer will be the deciding factor in the tie breaker. He will look at the bikes that are in a tie and judge which is the better bike at his or her discretion. The bike that does not win the tie breaker will then move down into the next position. Example, two bikes are tied for first, the winner will stay in first and the bike that lost the tie breaker will move to second, the second place bike will then move to third.
4. Points will be awarded to the first (3) places in each class as follows: 1st place is worth 120 points, 2nd 100 points, 3rd 80 points,
5. Each participant will receive (1) point for every bike registered in that class (including their own).

XXI. Awards

1. There will be awards given to the top three winners in each class.
2. All Class winners are eligible for the Best In Show Award. THIS IS THE HIGHEST PRIZE IN THE SHOW! One bike will be chosen from all the class winners.
3. Best Presentation Award: There will be one winner for best overall presentation, The use of historical items, original manuals, matching accessories, etc. will count.
4. People's Choice Award: The public will vote for their one favorite bike in the show.
6. Dirty Knobs Choice: Who knows?

XXII. Footdown Elimination Championship

The Footdown Elimination Championships is based on a game we played to improve our balance and riding skills. The game made up by a group of riders that have to stay in a designated confined riding area and keep their feet from touching the ground. You can't take your hands off the bars and you can't kick. You can bump, cut-off and brake check. All out t-bones are not allowed. Last person on their bike in the area wins.

XXIII. Haro Bikes Pit Bike Derby/Mongoose Scooter Race

Another Dirtyfest shenanigan. 6 person motos on identical 16" BMX pit bikes (Thank you Haro Bikes!) on a designated Pit Bike Derby course. You gotta ride the bike around the track. That's about the only rule.

We eliminate until we are down to 6 riders and then the Main Event! All same rules apply to District Mom Scooter Derby. Except Must be female, over 21, and on Dirtyfest supplied scooters (Thank you Mongoose). There will be junior classes as well. Determined by rider count.

XXIV. Ghost Ride Contest

The Shenanigan of all Shenanigans! We designate a launch zone (jump ro ramp of our choice). Each participant draws a number or card to choose order. We supply the bike. You send it unmanned into orbit. Whoever send it the farthest (Where it comes to rest) wins the prize. The contest runs until the Official Ghost Ride Bike (or bikes) becomes unfixable and/or un-rideable. Sponsored by Walmart. They just don't know it.

XXIII. Glossary

Amateur - any non-Pro rider.

Andy Patterson – Bigfoot! The last competitive person to do a one footed start.

Balance Bike - A pedaless bicycle used as a training bike for younger riders.

Brian Gass – Blue Max Factory Rider and Invented the Visor Risor

Cheater – Not following or breaking the rules. Low down fart sniffer.

Classification – Group designated at which a rider or bike competes.

Clipless Pedal- a two-part pedal system designed to mechanically connect metal cleats, attached to shoes, to specific pedals. Cheating at our events.

Conduct – Oh Behave!

Crazy Ronnie – ABA National Number Pro, Nor Cal Legend, Notorious Cooler crasher.

Cruiser - Any bicycle in which the diameter of the inflated wheels is more than 22½ “. Eddy King says they don't count.

David Clinton – First #1 rider in BMX and winner of everything. Hero. Raced in construction boots.

Disqualify (DQ) - To officially move a participant in finish position as a result of a rule infraction. Probably getting the spray paint.

DNR - Designation on a moto sheet that a rider “did not race” in any particular event.

DNS - Designation on a moto sheet that a rider “did not start” in any particular moto or main. If a rider is a DNS for each moto, that rider is a DNR for the event. Hang overs count.

Eddy King – BMX Hall of Famer that is credited for the quote “Cruisers Don’t count”.

Entry fee - Fee paid to register for any sanctioned event.

Finish points - Points earned for respective finishes in any event. You get them for being Dirtyfesters.

Frank Post – BMX Hall of Famer. Look up Nor Cal Bad Boy in the dictionary and you will see his picture.

Foul - Any flagrant or malicious move during competition resulting in a disqualification and spray paint.

Ghost Rider - Any rider fraudulently signed up to satisfy requirements in forming a class or to misrepresent his/her presence at an event to earn points or credit for attending. Someone that signs up to launch a Walmart bike.

Ghost Riding - The act of launching an unmanned bicycle. Two versions; pissed off losers at the finish and insane daredevils who sign up for it.

Hans Jobe – International BMX icon, Glove designer, Key Grip for Dirty Knobs Productions.

Helmet - Important item necessary for head protection. Five dollar helmet for a five dollar head.

Interlocking - a pedal system that locks into a mechanism and/or uses a cleat to hold the shoe firmly to the pedal. Not allowed within 50 miles of Dirtyfest. Get caught-Spray paint.

Judge – Person designated to score. Also stylish rider from Florida.

Kevin McNeal – Former ABA National #1 Pro that was second to Crazy Ronnie for number of times disqualified.

Lane - Slot position 1 thru 6 on the starting gate. If you get 7 or 8, you’re in the wrong place.

Main event—Final class race, after all qualifying has taken place, to determine class placing. The SHOW.

Moto - a). One complete round of qualifiers. b). any rider’s specific race.

Moto number - Number corresponding with any specific race (moto).

Moto sheet - Paperwork displaying the day's races in moto number order. Property of Sanction. Leave it

Moto board - Where the moto sheets are posted for viewing by the racers and curious cats.

Motard – Participant who can't seem to get it together.

Mr. T – VIP and believer in the process.

National Series points – Not here. We are here for FUN!

Number plate – Hunk of plastic with pretty stickers that displays riders number for identification purposes.

100% payback - All entry fee money paid back to the PRO-AM class as prize money.

One pedal start – Starting with one foot on the ground. Pre-Stanley Robinson.

Open - Non-points class available to any rider regardless of skill level, man or woman or bike or shoe size.

Pit Bike – 16" BMX bike. Small size but Big in Texas.

Pro-Am - An open class combining former and current Pro riders and/or amateurs who thing they can whup on the pros..

Pro Purse – See 100% payback. Or what my momma carried.

Protest - Complaint lodged with any official regarding an alleged infraction in a specific race or class or event. Careful, you both may get the spray paint.

Qualifying system - The method by which riders are transferred from motos into the main event.

Quarter main - An additional qualifying race for classes with multiple groups.

Sandbagger - The act of intentionally avoiding the win is referred to as "sandbagging". Spray paint for sure.

Spray Paint – Mess around and find out.

Standard Flat Pedal - A pedal designed for use with flat soled shoes. These pedals often feature replaceable metal traction pins or cages. Riders restricted to Standard Flat Pedals cannot add magnets, straps, toe-clips or any other item that attempts to bind the rider's feet to the pedal. Shin killers.

Stomp'n' Stu Thomsen – The Ultimate Burrito Supreme of BMX.

Tracer Finn - Best BMX racer from Las Vegas with only nine fingers.

Total Points - A method of scoring where a rider's finishes accumulate to determine an over-all placing.

Track Operator – Usually an overweight middle-aged man with a trucker hat. Hey! That's me!

XXIV. Contact Info

DirtyFest is part of Dirty Knobs Productions

Mailing Address:

Dirty Knobs Productions

7910 E. Talking Iron Lane

Prescott Valley, AZ 86315

Phone: 562-489-6025

Website: www.dirtyfest.com and www.dirtyknobs.com