

THE GRAVITY EVENT LOGISTICS CHECKLIST



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INTRODUCTION

This checklist has been prepared to assist both first time event organiser's, as well as support for established organisers. It has been written in an easy to understand format, with hopefully helpful hints, suggestions and explanations, with regards to all facets of staging an event.

Each Council, regardless of size of the local community, will have it's own specific requirements, which will need to be satisfied in order to promote, and stage, a successful gravity event.

When assessing the viability of staging an event on a specific road/track, take into account all of the possible requirements listed in this document, before committing to a possibly fruitless enterprise.

Have a great event, and see you on the black stuff!

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PROPOSED TRACK

- A. Note number of residences for objections/notifications.
 - B. Location to trains, planes, accommodation and eateries.
 - C. Suitable car parking and “uphill” transport of riders, ie, turning points for transport, rider drop off area away from spectators. Look for alternative routes for local residents, to help alleviate any negative impact on them. Also take into account that a backroad for residents may also act as a “loop road” for rider transport vehicles, which would save time from shutting the course down while riders are transported back to the start line area.
 - D. Suitable spectator areas, as well as accessibility to those areas for spectators and/or spectator transport.
 - E. Note the amount of safety barriers/haybales/airwalls required to make proposed track safe enough to satisfy all insurance protocols, and riders opinions. Allow haybales/airwalls to cover all possible danger areas on the track edge, including rocks, trees, ditches, Armco and any other anomaly which could be a danger to riders.
- If applicable, factor in a suitable wall of haybales at the end of the proposed “shut down area”, to choral riders past the finish line. (Some roads/tracks may require so many safety barriers, that it makes it financially, and possibly logistically, impossible to stage an event on the proposed road/track)

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COUNCIL EVENT APPLICATIONS

COUNCIL REQUIREMENTS

- A. Obtain an event application from the respective Council in which the proposed road/track, is located.
- B. Usually, there is a fee for obtaining an event application form from Council's, however this is not a 100% scenario.
- C. Fill in the application, with all required information, and return to Council.
- D. In order to obtain the necessary Police Permits for the event, the Police will require a "Letter of no Objection" from the Council.

- A. Proposed road/track, in map format, or aerial overview photograph.
- B. Locations of spectator areas, including walking tracks for spectators, if applicable, car parking, rider transport "turning" areas, rider rest and gathering areas on both the start and finish lines, officials tents and logistical support for officials areas, vendor setup areas, toilet areas, media areas and all associated media support areas, medic areas, evacuation plans, in both map/ photograph format, as well as verbal/written emergency evacuation protocols, and Heli-pad, if applicable. Evacuation plans and strategies will form part of the required Risk Management Plan.

Required information to be supplied to Council for the Risk Management Plan, can be obtain from each respective Council. Generic templates for Risk Management Plans can also be obtained online, from various googled sources.

- C. Rider and spectator toilets, as per individual Council requirements, ie, number of Female, Male and Disabled toilets per expected spectator and rider numbers.
- D. Proposed Vendor Licence's, if applicable. Some Council's do not require vendor's licence's to be shown, and some do. Check with the respective Council for their stipulations.
- E. Required Medical Staff numbers, based on rider and spectator numbers. Check Council stipulations.
- F. Rubbish bin required/expected rider and spectator numbers. Check Council stipulations.
- G. Show proposed schedule for portable toilet waste removal and rubbish bin waste removal. Check Council stipulations.

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MAIN ROADS REQUIREMENTS

- A. Obtain copy of Main Roads stipulations and requirements from Council or respective Main Roads Dept within the respective Council. Main Roads, as with Council, will require notification signs and acknowledgements be made to the community, via newspaper announcements and signage on the proposed track prior to the event. Check Main Roads stipulations.
- B. Organise Traffic Controllers, if applicable.
- C. Obtain "Road Closed" signs for the event duration.
- D. Full fill any requirements needed by Council/Main Roads stipulation/s.

RESIDENT NOTIFICATION

- A. Mail drop all effected residences, with proposed event information, as well as supplying an avenue to receive objections, ie, a day spent talking to residences at a pre-arranged location and date, as well as a return mailing address.

This may well be a Council condition, however, it is always good to be proactive regarding residences concerns and overall well-being, so plan for this scenario if applicable.

POLICE PERMITS

- A. After meeting Council's criteria, obtain a "Letter of no Objection" from Council and apply for the relevant Police Permits.

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INSURANCE

- A. Insurance will be required to stage your event, usually with a minimum \$20,000,000.00 Public Liability policy. Check with Council as to their specific requirements.
- B. Try to obtain as extensive insurance cover for your event, as is possible, ie, look for as much cover for all participants/person's at the event. There are insurance policies available within the Gravity Spots scene, of various levels, conditions and costs.

SAFETY

- A. Begin to source all safety protocol/ required barriers, such as haybales, airwalls, spectator area tapes and bollards/stakes, etc. Haybales and airwalls are the generally accepted safety barriers as far as insurance and Councils are concerned, as tyres, water barriers and sand bags do not offer any value to any safety issues.

At this time, look at how many workers will be required to set up the whole event, as in race track safety barriers, to setting up spectator areas, parking areas, as well as specifically designated areas. Making sure you have enough workers to build the event site as efficiently as possible is tantamount to having a successful event.

SUPPLIERS

- Secure a list of organisations, businesses and suppliers for the following:
- A. Portable toilets.
 - B. Rubbish bins.
 - C. Onsite/off site medical staff. Talk with local St Johns and Ambulance services, to organise on site medics to attend the event, as well as making the local Ambulances aware of the event times date/time/location, in preparedness for possible callout.
 - D. Food and beverage vendors. Council may have specific requirements regarding the selling, or supplying of food stuff's.
 - E. Vehicle's specifically for rider/spectator transport. Refer to insurance and Council specifications for "type" of vehicle to be used, ie, closed in truck, buses, flat bed tray, etc.
 - F. Sound system's for finish line/main spectator areas.
 - G. Shade for riders at the top and bottom of track. This is extremely important, as riders wear full leather suits, and during hot weather they will need to cool down. Rider specific drinks, such as water, soft and energy drinks, should be made available in all main rider areas.
 - H. Shade for all trackside officials, most importantly for all start line, finish line officials, including time keepers and result scribes.

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SUPPLIERS CONTINUED

I. Supplied/needed sundries: Chairs for officials and Marshalls, tents/shade, including shade of some description for Marshalls, tables, respective paperwork, such as heat sheets, etc, pencils, radio's, tape, of various kinds, for track marking up to and including official use for time keeper's, etc. Bull horn, or similar.

J. Electricity supply: this may be supplied by using a generator, or from a local main power supply, dependant upon location specifics. Electricity will be required for timing systems, sound systems, official video/audio requirements, possible vendor use, although vendors generally supply their own power, if required.

Generator's may be hired from local industrial tool hire shop/s. Number of generator's required will be dependent upon amount of power needed, as well as varied locations of needed power. Power cables suitable and approved for this kind of use. Power boards.

RACE LOGISTIC SUNDRIES

A. Start line/finish line marked.

B. Timing system, and associated logistical support, such as cables, transponders, boosters, wifi boosters, video screens, printouts/visual results, laptops.

C. Race schedules.

D. Heat sheets.

E. Rider numbers/stickers

F. Loud speaker/bull horn.

G. Trophies and podium prizes.

RACE OFFICIALS

A. *Technical Safety Officer.* The TSO is the event official who has control over all aspects of practice, qualifying and racing, during a proposed event.

These responsibilities cover all aspects of Track Conditions, Officials and Spectator Safety, as well as the actual decisions relating to DQ's and rider misconduct on and off the track.

Even though the TSO will have the final say on any area/issue under his/her areas of responsibility, he/she will be bound to heed the advice of other Officials who have charge over certain areas, such as Start Line and Finish Line Officials, when making judgements in those respective areas.

B. *Start Line Judge.* The SLJ is the Official who will make sure no rider "jumps" the start, instantly indicating a "no start" by raising a red flag to show all riders and Officials that a "no start" has taken place. A rider who commits a "no start" twice in succession will be DQ'd by the SLJ.

C. *The Starter.* The Starter will be the Official who controls the riders at the start line, and assumes the responsibility of letting riders leave the start line during all practice and racing schedule's. The Starter will stand beside the start line, and will set the riders by stating "Riders Ready", then "Riders Set" (no rider will move after "Riders Set"), then "Go".

D. *The Chief Scorer.* The Chief Scorer is the Official who takes responsibility for charting times during all qualifying sessions, and also controls the progression of riders positions during all racing, transferring those positions to the official heat sheets

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RACE OFFICIALS CONTINUED

E. *Corner Marshall's*. Corner Marshall's are the Officials who control set corners on any given race course. They are responsible for rider infringements, as well as control of Track Workers in rebuilding the safety barriers, ie, airwalls and/or haybales, if a crash occurs. If a rider infringement occurs, the Corner Marshall will relay the relevant information regarding the violation to the Finish Line Official.

F. *The Finish Line Official*. The FLO is the Official who has control of all aspects of the Finish Line area, ie, keeping area free of riders, spectators or any other situation which may offer danger or impediment to any rider crossing the finish line.

He/She is responsible for transferring all finishing places to the Chief Scorer, as well as supplying relevant information to the TSO regarding race/rider infringements.

G. *The Technical Inspector*. The TI is responsible for all aspects of the safety and race legal specifications for all race vehicles, and personal safety requirements of riders, before being allowed to enter the race track/course.

These responsibilities include the adherence of rulebook vehicle specs, for all gravity disciplines, as well as making sure all the riders personal safety equipment and attire is in suitable condition, with no tears, holes or significant damage done to leathers, gloves, shoes and helmets.

The Universal Code and the IGSA Rulebook are most readily available online, with the IDF also having an IDF specific Rulebook for racing. It is also available online. In most cases, the Tech Inspector and the Technical Safety Officer are one and the same.

H. All Officials are responsible for keeping their respective areas free from spectators, animals, and/or any occurrence which may cause harm to, or hinder, any registered rider or spectator.

REQUIRED PERSONS

A. Officials.

B. Marshalls, number dictated by the number of corners on the race course. Maintain a "line of sight" between all Marshalls to maintain a high level of safety for riders, as well as Officials.

C. Track Workers, ie, persons who help rebuild safety barriers after a crash, keeping the track clear as well as supporting any Official or Marshall who requires their help.

D. Bus/transport drivers. All drivers must have the correct type of licence and experience for the vehicle they are driving.

E. Medics, as per Council requirements.

F. Security personnel. If staging a two or more day event, Security will probably be needed to secure the event site during the night. If the event is a large event, with hundreds, to possibly thousands of spectators, Crowd Control may be required during the actual racing event, to assist where required with spectator safety and movement.

G. Sundry persons, as support to any Official who may need assistance, however separate from the roles of Track Workers.

H. Marshalls, Track Workers and Sundry Person's can be sought from local High Schools, yr11 and 12, or advertising in local newspapers.

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EVENT PROMOTION

- A. Local/National T.V. coverage. Approach local news groups, and make them aware of the event, when it's being staged as well as specifics to create a note worthy story.
- B. Target specific Sport Show's, where applicable.
- C. Local newspapers.
- D. Naming Rights Sponsors. Sponsorship for events is possible, however it isn't an easy path, so be prepared to work for it. Most potential sponsors will look for market impact size, as well as an "instant return", ie, how much coverage they will get and how quickly they will get the coverage.

If approaching companies as a main sponsor, try to supply them with as much information as possible, ie, intended demographic market, level of proposed/planned exposure for the company, as well as possible exclusivity as a naming rights sponsor.

When looking for smaller sponsors to become involved in your event, look at your local, and national, gravity sports shops, to help support them as much as they have supported the sport of which you are staging an event.

TECHNICAL INSPECTION TIME AND AREA

- A. Usually one day prior to a proposed event, riders will be required to attend a Tech Inspection, where all discipline vehicles and safety attire is inspected, to ascertain their legalities in relation to the designated rulebooks.

A specific location and time frame will need to be sorted, with those specific details announced when the event is announced to all possible riders and spectators. Tech Inspection can also be used in the media coverage for your event, showcasing the diligence towards safety and professionalism of gravity sports.

The location for Tech Inspections are usually close to the track, however each location of the race track and rider accommodations will factor in when allocating a specific timeframe and location. As mentioned above, the Universal Code, the IGSA Rulebook and the IDF Rulebook are available online.

When announcing your event, it is always prudent to announce which rulebook you will be using.

EVENT COSTINGS GUIDE

- A. High-end events: High-end events are the larger events an organiser may stage, larger in the number of competitors, the more prestigious location, with an expectation of higher spectator numbers and media coverage.

An excellent example of this would be the Newton's Nation gravity event staged at Mt Panorama, Bathurst, N.S.W., or Mt Cootha, Brisbane, Qld, which staged an event associated with the Sony Playstation X-Games, in the late 1990's. For the sake of a working example, we'll concentrate on Mt Cootha and it's logistical costings.

1. The event application form from Brisbane City Council, in 2010, was \$1,000.00. This is a typical costing for larger events associated with a larger city, although the costing will vary between each large City Council.
2. When looking for a high-end track, assess all the required safety components to the actual "racing" aspect of an event, such as haybales, airwalls, number of Ambulance Units required for rider and expected spectator numbers, as well as the cost associated with the removal of "cats-eyes" from the proposed track, and replacement after the event.

THE GRAVITY EVENT LOGISTICS CHECKLIST

EVENT COSTINGS GUIDE CONTINUED

Most Council's will allow organiser's to remove cats-eyes, at an appropriate time, and charge a fee for Councils to replace them. This fee may vary from a couple of hundred dollars, to approx \$1,000.00, however Council expectations do vary from city to city.

Mt Cootha requires a minimum of 1,500 haybales to adequately cover the race track, with haybales costing between \$3.50 to \$5.50, dependant upon the source, as well as availability.

There are a number of airwalls, in Australia, that may also be used to protect riders, as opposed to haybales. Airwalls may also be used to hang sponsors banners on, which will also bring a financial return on their use.

Contact Adrian Alderson, from Cre8ive Sk8, regarding availability, etc. Ambulance Units costs will vary from city to city, however an average cost expectation will be \$800.00/Unit/day, to be onsite.

The number of required Units is dependant upon rider/spectator numbers, check with respective Council requirements. An average guide would be 1 Ambulance Unit/1000 persons, with a minimum of 2 Advanced First Aiders-quick respondents/500 persons.

3. Logistic sundries, such as toilets, bollards and tape, for marking of certain areas such as spectator areas, rider areas, main foot traffic thoroughfare's, etc, will be dictated by rider/spectator numbers. Again, each Council varies, to some degree, with it's public health guidelines, and these specific requirements can be found on a relevant event application form.

Council will also provide these requirements, if requested. A guide for required number of toilets/number of persons is 2xmale and 2xfemale toilets for the first 100 persons, with 4xmale and 4xfemale for 500 persons, and 6xmale and 6xfemale toilets for 1000 persons.

For numbers greater than this, the above formula will give a good indication of numbers. Check with Council as to how many disability toilets they require for the number of expected persons. Costs/toilet will begin at approx \$50.00/toilet, with some companies extending that price to approx \$80.00/day, and this may, or may not, include waste removal over the course of the event period.

The more toilets required, the greater the bargaining power the organiser will have, to reduce costs. Rubbish bins may often be sourced at the hire shop where the toilets are being obtained. Remember, the greater the quantity you require, the more bargaining power you have to secure as best price as possible.

Rubbish bins, with waste removal, will vary from \$5.00/day to \$11.00/day. One of the better industrial hire businesses, here in Australia, is Kennards.

They can be found in most regions and cities, and are a good starting point for obtaining your required industrial hired items. "Separation fences" from 2m high, in joinable sections, as well as basic bollards and signage tapes, can also be sourced from companies like Kennards. Signage tapes vary in price from \$5.00/50m roll to \$30.00/50m roll, depending on the signage printed on the tape.

Separation fences x 2m high x section, begin at approx \$10.00/section/day, with prices dropping as the required amount rises. Plastic bollards may be sourced from as little as \$1.00/bollard/day hired, with steel stakes a similar price to hire, if available. Purchasing of bollards and stakes may start at \$10.00/stake and as much as \$30.00/bollard.

4. Rider and Official's shade is extremely important, as riders need to cool down as much as possible, especially in hot weather. Marquee's and pergola style shade can be sourced from specific hire businesses, in each city.

100 person marquee's may cost as much as \$1,000.00 for an event to hire, so it may be more financially beneficial to hire a greater number of smaller marquee's, at a lesser hire price, to achieve the desired shade requirements. Pergola style shade may cost as little as \$30.00/unit/event, however, prices do vary from business to business.

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EVENT COSTINGS GUIDE CONTINUED

5. Spectator and rider video/audio units, such as Jumbotrons, are expensive. A company in Melbourne does hire out and transport a Jumbotron to various events around Australia.

The cost to have this unit transported from Melbourne to Brisbane, for a three day event, and transported back, was \$12,000.00 in 2010. There is only one supplier, to our knowledge, in 2013, who do supply this service.

6. Media coverage is important with regards to gaining sponsorship for your event, with greater emphasis being placed on value for sponsorship dollars the larger the event. Arrangements can be made with a variety of sporting television shows, or independent media units, for coverage of your event.

Most will want to cover your event with no cost to the organiser, however, the actual details do need to be scrutinised, to make sure the organiser's and sponsors are getting as much coverage of the event as possible, with no negative comebacks for the organiser.

The details of the media setup can be discussed at the time of organising the media. Newspaper and magazine coverage can be sort, with no cost to the organiser.

7. Rider, and if required, spectator transport, will have a large variance in hire costs. Large Coach's may cost as much as \$400.00/day, with a driver supplied, down to \$150.00/day for a 12 seater mini-bus. Most Councils and insurance companies will require that riders be transported on a flatbed truck with sides, as a minimum safety requirement.

Riders will be required to wear their helmets whilst being transported to any part of the track/event site, on this type of transport**. Truck/bus/mini-bus hire companies may be found in all major cities and communities, with smaller, rural townships assisting in organising rider transport from within the private sector within the community.

8. Security for more than a one day event, will cost approx \$500.00/Security Officer/12 hour shift.
9. Timing systems vary in type, as well as costs. Some timing systems may cost as much as \$10,000.00 to purchase from Europe, for large events.

Timing systems, using transponders and booster units, with instant, live feed to video screens for officials and riders, have been developed in Australia. Cost to hire this type of timing system may be approx \$50.00/rider/transponder, plus costs associated with System Technicians.

These styles of timing system may be used for all sized events. For smaller events, over a shorter length of track, a "pressure plate" style of timing may also be used. For further information, availability and cost of these systems, contact Australian Downhill websites, such as Brisbane Street Luge, or Australian Downhill Skateboarding sites.

Adrian Alderson, of Cre8ive Sk8 in Townsville, or Basement Skate in Sydney would be the best retail outlets to gain information of timing systems to hire, who has them, etc. These four groups will be able to direct you to the relevant persons to talk to regarding your timing system requirements.

10. Vendors. Food and beverage vendors are usually more than happy to attend your event, with no cost to the organiser. They will charge the spectators for their product, as opposed to a Gross Cost to the organiser. A suggestion: come to an arrangement with each vendor regarding pricing, ie, have a fair price for product, so that spectators are driven away by excessive food/beverage prices.

Also, try to make arrangements for riders to be catered for, either at a low cost to the rider, or no cost at all. The riders will make an event, and trying to look after the riders as much as is possible, will ensure a great event, with riders wanting to return for any further events the respective organiser stages.

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EVENT COSTINGS GUIDE CONTINUED

11. Radio's maybe hired from local electronic hire shops, or the local SES organisation. Prices and possible conditions of use will vary from organisation to organisation.
12. Tables and chairs may be obtained from a number of sources. Marquee hire companies often are able to supply tables, chairs, etc. In each city, there may also be specific companies who hire out tables and chairs, and are independent of any other type of hire company.
- Prices will vary from \$1.00/chair/event duration, to \$5.00/chair/event. Tables generally start at approx \$20.00/chair/event, up to \$35.00/table/event. If organising a smaller, rural event, the local CWA or community groups would be the best source to meet your needs. Individual financial arrangements would be agreed upon, as there are no guidelines for the hiring of tables and chairs in a rural setting.
13. Pens, pencils, paper, etc, will vary per event. Local newsagents or larger retailers such as Officeworks, will be able to fill your requirement.

EVENT MASTER SCHEDULE

- A. This can be adapted to any event, regardless of duration.
- B. Tech Inspection: Tech inspection will be staged on the day prior to the first day of riders riding the proposed track. It is often prudent to allow at least a six(6) hour window, for riders to go through Tech, as well as sign into the event, sign all required waivers, as well as receive all rider packs.
- C. Riders Briefing: Before every event, and usually at a prearranged time at the end of Tech Inspection, organisers will address all riders and officials. This meeting is designed to welcome the riders, address any issues related to any aspect of the racing, and to give the riders the expected time frame for the following day/s practice and racing.
- D. Day 1: Practice and qualifying: It is generally advisable to begin practice as early as is practical, to allow riders as much track time as possible prior to qualifying. Timed qualifying would follow the allotted practice time, however, if a "race to qualify" style format is being used, racing will replace the timed qualifying time allotment.

07:00 to 12:00 – Practice.
12:00 to 12:30 – Lunch.
12:30 to 17:00 – Timed or Race to Qualify.

- E. Day 2: See following;

07:00 to 09:00 – Practice.
09:30 to 12:00 – Racing.
12:00 to 12:30 – Lunch.
12:30 to 17:00 – Racing.

- F. Day 3: See following;

07:00 to 09:00 – Practice.
09:30 to 12:00 – Racing.
12:00 to 12:30 – Lunch
12:30 to 16:00. – Racing and Finals.
16:00 to 17:00 – Podium presentation and final organiser address to riders and officials.

The above schedule is based upon a three(3) day event, using either a race to qualify or timed qualifying format. For events of a lesser time frame, ie, two(2) or one(1) day, the schedule can be adjusted to suit.

When deciding upon an event schedule, it is important to give riders as much time as possible on the track; riders have paid a registration fee to come and ride/race, and maximising track time for riders will ensure a great review of the event by riders, and an endorsement for a return of riders to the organisers next event.

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REGISTRATION FEE PAYMENTS

A. Most events will have an associated website built, for ease of advertising the event, as well as allowing payment methods to be attached. Facebook is also an excellent medium to announce and advertise your upcoming event.

Allow as much time as possible for advanced announcing of your event, ie, six (6) to twelve (12) months, if possible. Twelve (12) months is often too difficult of a time frame for advanced announcing of an event, however, for major events, a twelve (12) month period will allow riders, world wide, to budget to include your event in their global racing schedule.

Even with smaller events, announce your event, after two things have happened: 1. The respective Council and Police have granted permission, and 2. Sponsors and estimated monies become more definite.

By doing this, it gives a confidence boost to the organiser, that their event will become a reality, as well as firming up related fiscal matters pertaining to staging an event. The most effective form of receiving payments from riders, is to have a PayPal attachment to the site.

To also streamline payments, registration forms, etc, it is suggested that when a rider registers for an event, they pay their associated fee's at the same time.

By having the registration form and payment attached, it gives an organiser the opportunity to establish instant rider numbers, with payment allowing those monies to be used in the payment of event costings.

ORGANISER'S GUIDE FOR GRAVITY RACING FORMATS



GRAVITY RACING FORMATS

INTRODUCTION

One of the most difficult decisions an Organiser of gravity racing events will face, when planning an event, is which racing format should be used to maximise the amount of time registered riders will actually have on the proposed course, as well as fitting the format into a sometimes very tight schedule.

There is no “one size fits all” format for racing, as the type of event, as well as the nuances of each event track, will place certain restrictions on which format will best suit the Organiser and the Officials, as well as creating the opportunity for riders to feel that they have had maximum runs compared to amount of registration monies paid.

This guide holds several of the most common formats used for gravity racing, with graphics and written explanations to give as full a description of the format as possible.

Formats are ever evolving, and in future years, either adaptations of these current formats or completely new formats, will exist, changing to suit the requirements of organisers who stage events in which all gravity disciplines are catered.

Even within these pages, there is a completely new format presented and explained, another proof of the ever changing domain of the Gravity Racing Event Organiser.

GRAVITY RACING FORMATS

THE CASCADING TREE

The Cascading Tree was developed by Tyler Johnson (AUS), being a merging together of two different formats, the Round Robin and an Elimination Tree.

The Cascading Tree is similar to an elimination tree with a recharge, however small changes have been made to give racers a greater amount of races when compared to a standard elimination format.

Winners progress to the next branch/heat, while losers of each round “cascade” to a completely new branch of every round. No matter if a rider wins or loses their respective heat, all riders get the same amount of races.

The Cascading Tree can be used for Dual (2 racers), Mass (4 racers) or Super Mass (6 racers). The table following demonstrates which riders are considered winners of a particular heat, and which are the losers of said heat, as well as which branch of the tree each, winners or losers, is designated.

Dual

1st place = winner
2nd place = loser

Mass

1st place = winner
2nd place = winner
3rd place = loser
4th place = loser

Super Mass

1st place = winner
2nd place = winner
3rd place = winner
4th place = loser
5th place = loser
6th place = loser

Following the diagram, you can see the winners progressing within their respective branch of the tree, while the losers “cascade” to form a new branch of the tree. By the final round, all racers will be racing riders of the same performance level on that particular day, ie: The finals are made up of the only racers that were winners in every preceding round.

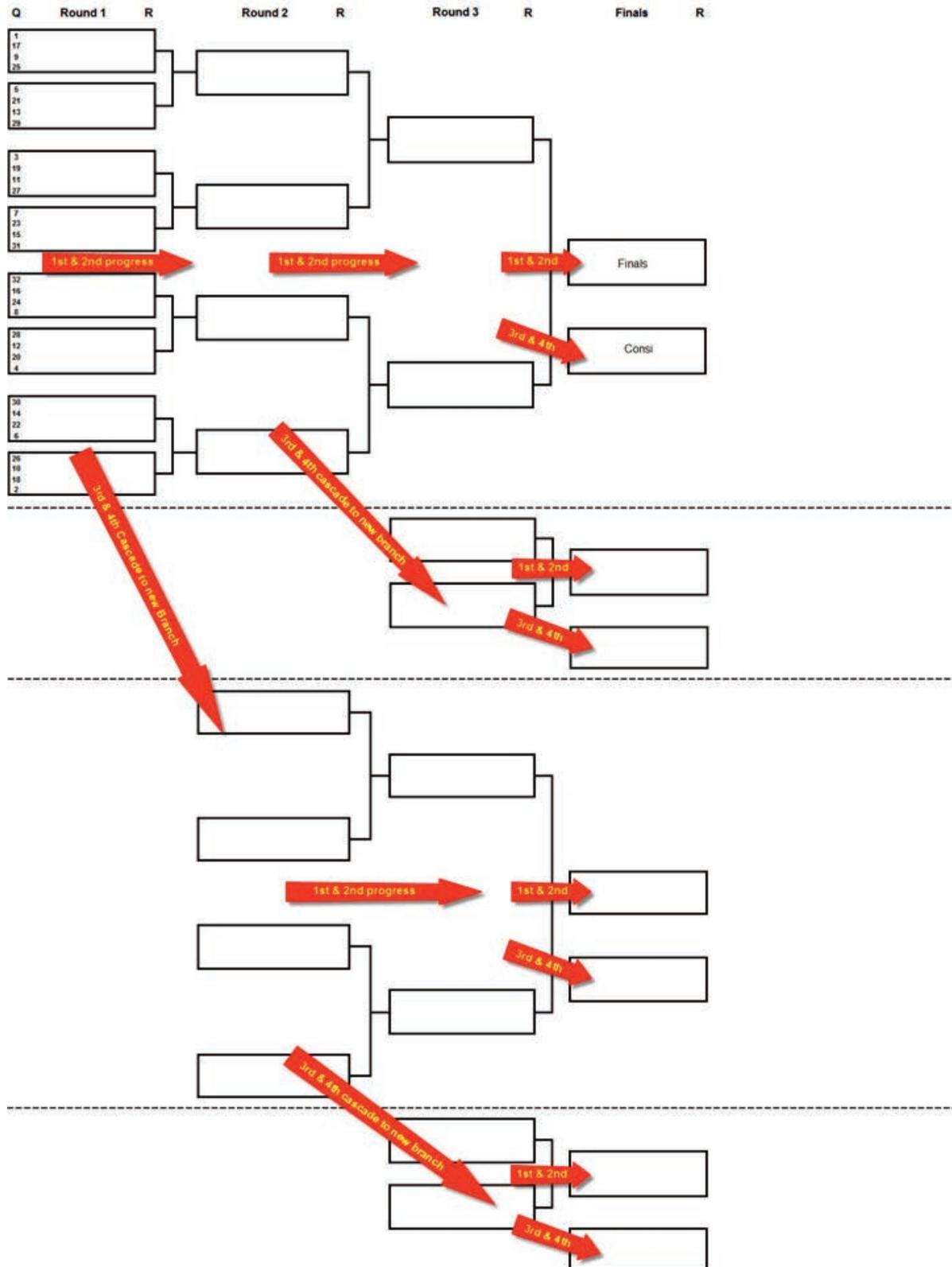
The consolation final is made up of the only racers that were winners of every race except the preceding round. This pattern cascades all the way down to the bottom heat, which is the only heat made up of racers that lost every round.

The final round of racing determines the final positions of racers for that particular event, with no need to go back to a “qualifying time” to determine the final placings of all racers competing.

There is no chance of a “tie”, as every racer's final position is gained via actual races, not a “timed” or “points” based result. The Single Elimination format is the most basic of all racing formats, and can be adapted to any size of racing fields, ie, any number of racers registered to compete at a gravity event.

GRAVITY RACING FORMATS

32 MAN CASCADING TREE DIAGRAM



GRAVITY RACING FORMATS

SINGLE ELIMINATION

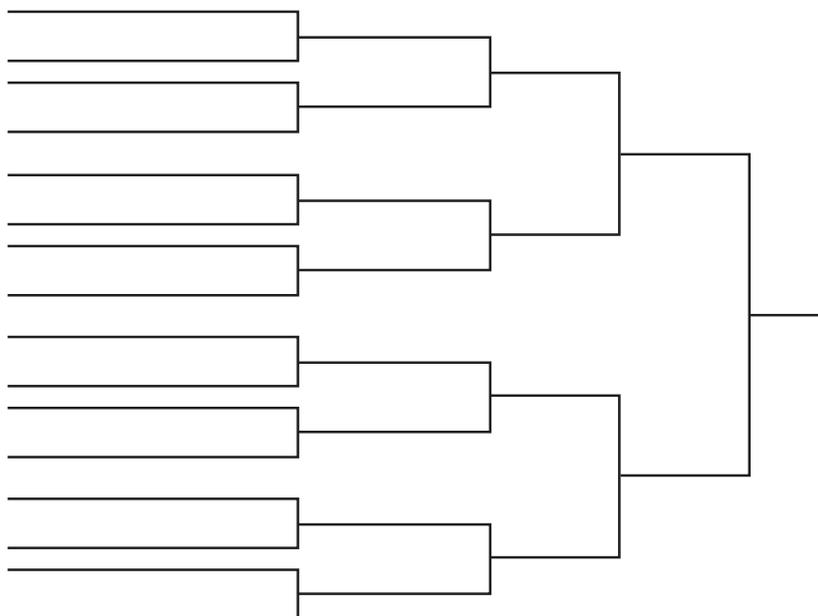
The Single Elimination format is based on an even number of racers competing, as half the field will be eliminated after the first round. An event may have 32 racers competing in the first round, or heat, with each heat containing 2, 4 or 6 racers, dependent upon which type of size format is being used, ie, Dual (2) racers, Mass (4) racers, and Super Mass (6) racers.

After the first round, 16 of the original 32 racers are eliminated, at which time those racers no longer take part in any aspect of the event.

The 16 racers who won their first round heats, continue on to the next, or second round of the event, at which time 8 winners will progress to the third round, and the 8 riders who lost their second round heats will no longer take part in any aspect of the event.

This pattern continues, until there is one rider who becomes the overall winner for that particular gravity racing event. Single Elimination formats are excellent for events which either have a time constraint which does not allow for more time consuming formats to be implemented, or extremely large numbers of registered racers.

The down side of this particular format, is that some racers whom have paid full registration to enter the event, will be out of the event after the first round. The diagram below is a standard elimination tree. As you can see, after each round, half of the racers will be eliminated from the event.



GRAVITY RACING FORMATS

DOUBLE ELIMINATION: REPERCHARGE VARIATION

The Double Elimination format is the same as the Single Elimination format, except for one variation; the losers from the first round of heats, instead of being eliminated from the event, are given a second chance to redeem themselves and continue racing, with the potential to be the eventual event winner.

The winners from the first round, form the “main event” branch of the format. The losers from the first round form the “repercharge” branch of the event. This is the only time that losers from any of the heats are given a second chance, as losers from the second heat onwards, including the finals, in both the main event and the repercharge, will be eliminated and take no further part in the racing.

This process of elimination will continue through to the final race of the day, for both branch’s of the event. If an event is based on the dual style of racing, the winner of the repercharge branch and the winner of the main event will race to decide the overall event champion.

If a mass format is being raced, the top two main event finalists and the top two repercharge finalists race to decide the top four positions for the event. In a double elimination format, there is no need for a consolation final to decide the placings of the top four, if a dual format, or top eight if a mass format, as the positions/rankings of the event are decided by the existence of the two branch’s.

To demonstrate how this works, we’ll use the dual format, working from the first and second place winners backwards towards the lowest ranked racer: regardless of which racer from which branch of the event wins, or comes second, the third place will go to the next highest ranked racer from the main event branch.

Fourth position will go the next highest ranked racer from the repercharge branch, fifth will go to the next main event branch racer, and the sixth position will go to the next racer in the repercharge branch.

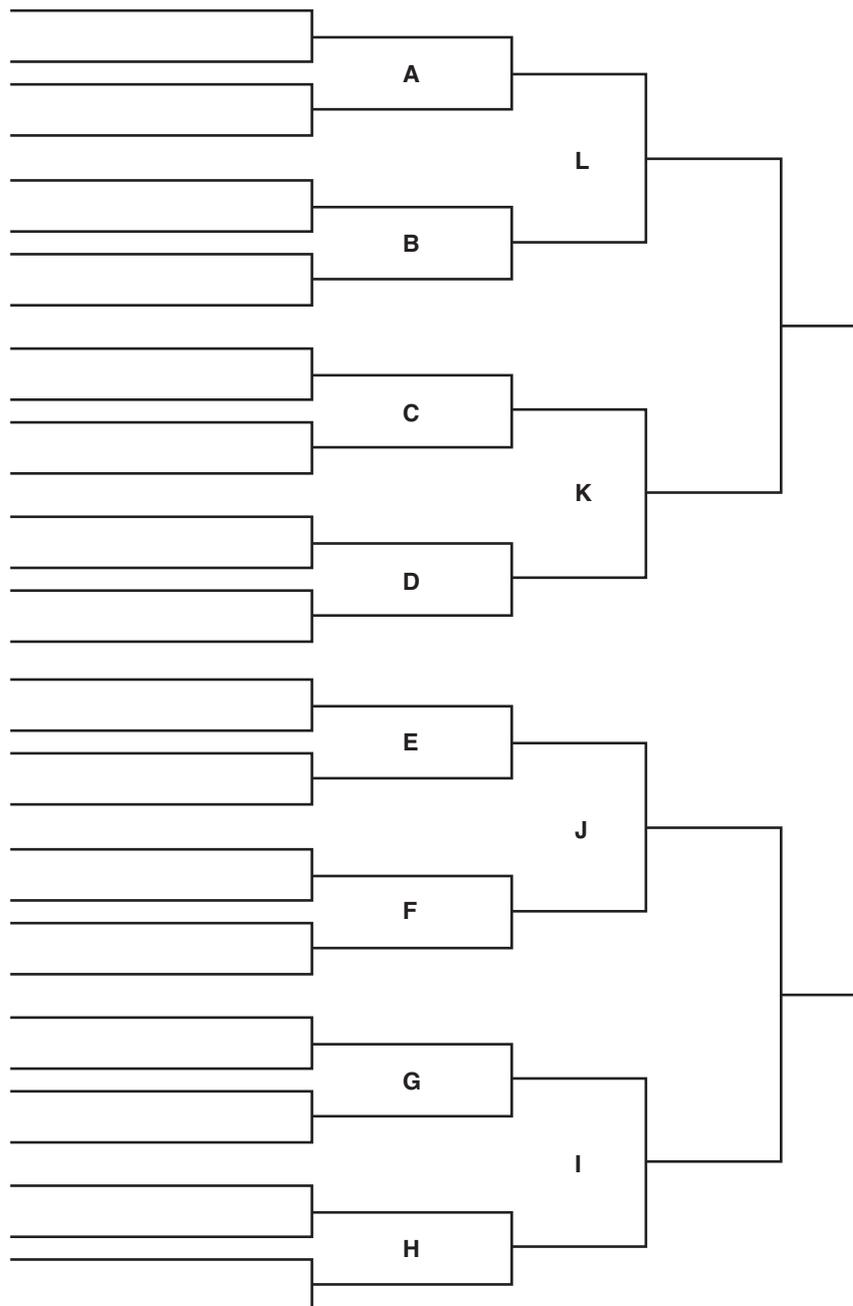
This criss crossing of position/rankings continues through to the last positioned racer in the event, in order to establish the events final rankings.

The diagram of the following page shows a standard “repercharge” style event sheet. The winners from round one are placed in the top 16 positions for heat two, and the first round losers occupy the bottom 16 positions. Both branch’s continue as per an elimination format, culminating in a final event winner being the winner of a finals race between the top two racers from each branch.

Some Double Elimination formats may ask the winner to win twice in a finals race to establish the eventual event champion.

GRAVITY RACING FORMATS

CHAMPIONSHIP BRACKET



GRAVITY RACING FORMATS

ROUND ROBIN

The Round Robin format is used by many organisers, of various racing sports, to maximise the amount of time racers have on their respective event courses. The round robin format is a “points” based format, where racers race in every round of an event, against different riders in each round, gaining points for each position they attain in each round.

There are two disadvantages to the round robin format: quite often a number of racers will end up with the same amount of points at the end of the event, resulting in a “tie” for some final ranking positions. The other disadvantage is not being able to ensure that racers don’t race the same competitor more than once.

If using a round robin format, there are several ways to form an impartial first heat/round, and by that we mean that riders of greater ability are not intentionally placed in heats with racers of lesser skill and ability.

Events can be pre-planned, by using this method of “doctoring” the heats, to ensure certain racers will place well in the final points tally for the event.

Some organiser’s will use the order in which racers register for an event as the first round positions in the heats. Others will use the “pull a name out of a hat” method, which can be done at the racers briefing, to show impartiality.

The ensuing rounds, unfortunately, are not as simple. There are some mathematical software programs which will randomly pick the racers positions for the following heats/rounds, but there is still a small percentage chance that two, or more, racers will race against each other in a future heat. It is then up to each organiser to decide if these are acceptable scenario’s, to maximise racers time on the track.

The table below is a sample of a standard round robin heats sheet. Column 1 is the first round, column 2 is the second round, etc. No formula has been used to establish racer positions in each round, this is simply an example. This example is based on a dual format, of two racers competing against each other, ie Smith/Brennan, Lally/Phillips, Brittain/Duffield.

All six racers can be on the event course, at the same time, if a super mass format is being staged to accommodate as many people on the track at the same time, to get through the number of racers registered. The final placings for round 1 may be Lally 1st, Brennan 2nd, Brittain 3rd, Duffield 4th, Phillips 5th, Smith 6th. Due to the event being a “Dual” event, the three racers who gain maximum points would be Brennan, Lally, Brittain.

Smith, Phillips and Duffield would gain minimal points. This is not directly due to their heat placing, it is based on how they placed against the other racer whom they were partnered to for that round.

Example Round Robin Heats Sheet

Round 1	Round 2	Round 3
Smith	Smith	Smith
Brennan	Lally	Brittain
Lally	Duffield	Duffield
Phillips	Phillips	Lally
Brittain	Brennan	Brennan
Duffield	Brittain	Phillips

GRAVITY RACING FORMATS

ROUND ROBIN

Below is another variation on the Round Robin format, a variation which breaks up the number of racers into "blocks" where the number of blocks is determined by how many racers have registered. This system works by racers racing against each other two at a time.

After the first round of racing, the Hex rotates one place, so that each racer races each person in the block once. This system of round robin still allows dual, mass or super mass racing to occur.

If mass, then two racers from block 1 will race two riders from block 2. Two racers from block 3 will race two racers from block 4, so on and so forth, until all racers have raced each other once, or the event time frame has meant the finishing of the days racing.

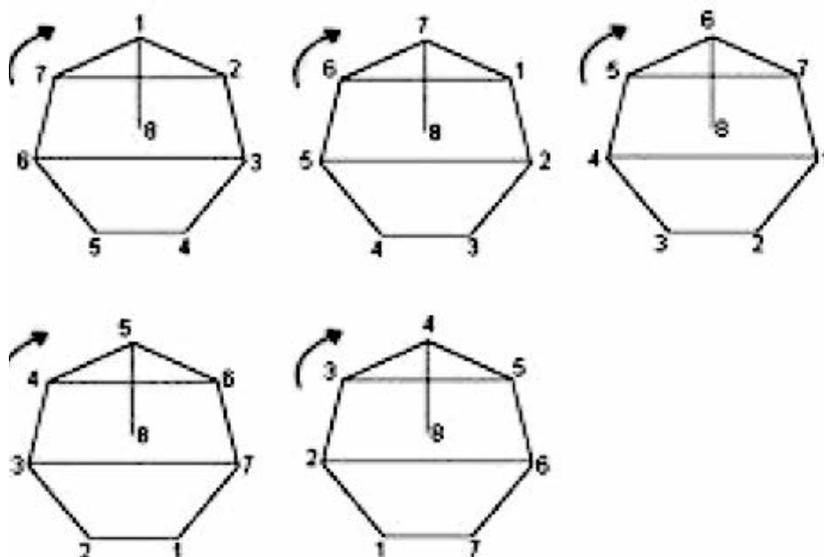
The method/s of creating the first round racer placements, can also be used to determine the racers contained within each block. The above blocks allow eight rounds to occur, before using a mathematical software program, or any other method, to create the next series of blocks/racers.

This variation can also be used to accommodate odd numbers of racers in each block, ie, seven racers as opposed to eight. If each block contains seven racers, remove the eight spot from the cycle. This now means that a "bi" will be had by all racers within the block once, and once only, during duration of this series of races.

HEAT POSITION POINTS

In Round Robin, or similar points based formats, there is no set rule for point allotment to a specific position. In a four man heat, 1st could equal 1 point, 2nd could equal 2 points, etc. This points format would indicate that the racer with the lowest amount of points at the end of the round robin would be the eventual winner. Second lowest points racer would come second.

This point format can also be reversed, so that the highest point scorer for the event is the eventual winner. Virtually any form of point allotment can be applied to any point based racing format, as there will always be ties which need to be broken with racers acquiring the same amount of points as other racers.



GRAVITY RACING FORMATS

BREAKING TIES

There is no mathematical formula which can eradicate the scenario of tie's occurring in a points based system used for racing formats, regardless of the type of event/sport being played/raced.

After looking at possible alternatives, and wanting the alternatives to be easily understood by rider's, organiser's and spectators alike, here is a suggestion which can be implemented to reach a suitable breaking of ties, either in the top finals positions of said event, as well as the lower rankings.

Going into an 8 man final, ie, semi final into final race tree to decide top rankings, with a number of riders tied in 8th position, a "shootout" will be had to decide which rider will fill the 8th position, with the 9th, 10th, etc, positions also being decided based on where riders finish in the "shootout" race.

If a large number of riders are tied, ie, 5 or more, the "shootout" will still occur, however it will be run over the number of heats required to reach a conclusion of positions. The "shootout" would be based on the final positions the riders attain during the "shootout", not a points based conclusion.

This principal can be applied to any number of positions which the finals race tree is based upon, ie, 8 man, 16 man, etc. Lower positions, which will not effect the top finals positions, will be decided by a "countback" of highest positions gained by those riders during the event, ie, whichever rider had the greater points during his/her heat, they would fill the tie-break position in question.

This can be done by going back through the heats, starting with the first heat directly behind the tied position being decided, until a result is achieved. If timed qualifiers were run, those qualifying times will be used as the tie-break protocol.

A timed qualifying series may be staged at the beginning of an event, regardless of racing format, ie, Round Robin, Single Elim, Double Elim, Cascade Tree, in order to "seed" riders into the 1st Round positions, or may simply be staged as a tie-break mechanism, if required.

A very important aspect for organiser's to remember, when it comes to time-frames for "shootouts", is the logistics of getting riders back to the top of the hill as quickly as possible plus the actual time it takes to stage a "shootout", as too much time taken can have a very negative effect on the remainder of the event.

There are a greater number of formats which are adopted for sporting events, however, the above examples are the most commonly used for gravity racing, and using the creation of the Cascading Tree as an example, it is obvious that the types of formats available to organiser's is going to grow, moving into the future.

SUPPORTING RESOURCES & RULE BOOKS



RIDER BRIEFING CHECKLIST

AGENDA

Event management	Notes	Checklist
01. Welcome riders & guests:		<input type="checkbox"/>
02. Thank land owners & local government officials:		<input type="checkbox"/>
03. Acknowledge all sponsors, volunteers, local community:		<input type="checkbox"/>
04. Introduce event:		<input type="checkbox"/>

Riding & racing	Notes	
05. Discuss tech inspection requirements, deadlines & contacts:		<input type="checkbox"/>
06. Introduce key officials:		<input type="checkbox"/>
07. Discuss track / road conditions:		<input type="checkbox"/>
08. Discuss weather forecasts:		<input type="checkbox"/>
09. Encourage track inspection:		<input type="checkbox"/>
10. Discuss racing directives:		<input type="checkbox"/>
11. Discuss rider safety:		<input type="checkbox"/>
12. Confirm flags & marshals:		<input type="checkbox"/>
13. Confirm event schedule (start times, breaks, lunch, close):		<input type="checkbox"/>
14. Confirm race & qualifying formats:		<input type="checkbox"/>
15. Confirm transport arrangements:		<input type="checkbox"/>
16. Confirm marshal benefits (water, food etc):		<input type="checkbox"/>

Medical	Notes	
17. Confirm location of medical personnel:		<input type="checkbox"/>
18. Confirm emergency / accident procedures:		<input type="checkbox"/>

Trophy presentations	Notes	
19. Presentation formats, location & times:		<input type="checkbox"/>

Questions	Notes	
20. Request for questions:		<input type="checkbox"/>

Notes & rider comments

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INTRODUCTION

Since the early 1970's, when Gravity Sports, i.e., Extreme Skateboarding, piqued the interest of both riders and the general public across America and Europe, individuals have stepped up to take on the responsibility for organizing events for "Gravity Extremists" of all the accepted disciplines of DH Skateboarding, Street Luge, Classic Luge, Gravity Bike and Inline Skate.

Various Organizations/Associations created a number of "Racing/Technical Rulebooks" for their respective groups, with no widely accepted "Universal Riders/Technical Rulebook" which would allow riders to compete at any event, regardless of organization/association, in the knowledge that their racing etiquette and equipment would meet all safety and technical standards.

WHO IS THIS CODE FOR?

The Universal Code has no alliance to any individual group, association or organization, and is a culmination of information, technical specifications, racing etiquette and safety rules derived from rulebooks already in existence, and the experiences of a number of longtime, Australian and International competitors and technical inspectors.

As all gravity disciplines have developed and grown over the years, the need for a universal code of safety, technical details and racing etiquette, which can be adopted for all global gravity events, has become apparent.

With the support of a major Global Insurance Company, "The Universal Code" recognizes and supports the efforts of all organizations/associations, both past and present, whom have contributed to the development of gravity sports across the world, and wishes to assist all legitimate organizers in the staging of legitimate gravity events, regardless of background and country of origin, for the present and into the future.

CHAPTER 1

ELIGIBILITY TO COMPETE AND WORK
TECHNICAL INSPECTION
MINIMUM AGE REQUIREMENTS
OFFICIALS
RIDERS EQUIPMENT
SAFETY



THE UNIVERSAL CODE 2012/2013

ELIGIBILITY TO COMPETE AND WORK

A Liability Waiver shall be signed by all riders, officials, track marshals and workers, as well as all attending medical staff and media prior to entering the event site. This Liability Waiver will be supplied by the event organizer, in association with the covering Insurance Company.

A mandatory practice period will be staged prior to racing. During this time all riders ability to safely race the proposed road/track in a single or pack rider scenario will be assessed by officials as well as other competing riders, i.e. peer group.

If competing riders have concerns regarding any aspect of another riders ability/riding/racing etiquette they are to make their concerns known to either the Event Director, Tech Inspector or the Technical Safety Official prior to the beginning of the Race Qualifying Period or the beginning of Racing, if qualifying has already taken place.

Pregnant woman are ineligible to practice, qualify or race at any event.

A Rider, by name, is the official entry. A registered rider will be the person attending Technical Inspection, Practice, Qualifying and Racing. No other person may stand in for the registered rider, nor will they sign the above mentioned Liability Waiver. If a substitution is made and discovered, both the registered rider and accomplice will be removed from the event site immediately.

An injured rider will be assessed by the Technical Safety Officer, under medical advisement, with the TSO having the final decision on the injured rider's continuance in the said event.

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TECHNICAL INSPECTION

ALL equipment which could be used during racing, which requires a "pass" from the Technical Inspector, shall be presented by the registered rider only, at the Official Tech Inspection for the proposed event. This includes Helmets, Gloves, Shoes, Respective Discipline Vehicle, Spare Trucks, Bearings, Wheels and all accessories allowed by the Tech and Safety Rules.

All required equipment must be passed by the Event Technical Inspector and carry a visible "pass" sticker or official marking before being allowed to be ridden and raced at the proposed event. A rider who rides/races "non-passed" equipment will be automatically disqualified and asked to leave the event site.

All questions regarding Technical Inspection will be asked of the Technical Inspector ONLY, prior to the Official Technical Inspection.

If any of a registered rider's equipment does not pass Technical Inspection, they will be given the opportunity to rectify the issue, with the Technical Inspector reassessing the represented, rectified equipment at a set time and location.

It is the responsibility of the registered rider and associates to rectify any recognized issues, not the Technical Inspector or staff. Technical Inspection will cover ALL aspects of safety, as well as "racing legalities" of all equipment.

Technical Specifications of Racing Equipment will be covered further in this manual.

The Technical Inspector, upon advice from the Official Technical Safety Officer, if a raised issue applies, has final say on eligibility of presented equipment. All race numbers will be "store bought", i.e., no hand written numbers will be allowed.

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MINIMUM AGE REQUIREMENTS

The minimum age for riders to race, if no juniors divisions apply, is 18+ at the proposed event. However, at the discretion of the Event Organizer, the Event Technical Safety Officer and the Insurance Company, and if no official Junior Division/Structure applies, 15 to 17 year olds may be nominated by their peers of their respective disciplines to register and attempt to qualify at the proposed event.

Guardians or Parents of any attending under 18+ riders will be required to sign the Liability Waiver and remain with the junior rider during the entirety of the event, or until the junior rider is no longer competing/riding.

JUNIOR DIVISIONS

Junior Divisions

Junior 1: age 8 to 11.

Junior 2: age 12 to 14.

Junior 3: age 15 to 17.

Juniors would race in their respective age groups.

Junior 1 riders MAY race against Junior 2 riders, if a higher skill level is demonstrated to event officials and the individual rider is nominated to race/ride in the Junior 2 bracket by experienced Open division riders. Junior 1 riders CANNOT ride in Junior 3 or Open divisions.

Junior 2 riders MAY race against Junior 3 riders, if a higher skill level is demonstrated to event officials and the individual rider is nominated to race/ride in the Junior 3 bracket by experienced Open division riders. Junior 2 riders CANNOT ride in Open divisions.

Junior 3 riders MAY race against Open division riders, if a higher skill level is demonstrated to event officials and the individual rider is nominated to race/ride in the Open division by Open division riders.

All riders CANNOT race in a lower division.

Juniors would be required to maintain the same safety level of conduct, clothing and equipment as is placed upon the Open division riders, ie, leathers, helmets, etc.

The purpose of these conditions is to recognize that racing is a learned mental attitude, something which needs to be taught, not just assumed. *Safety for all riders, organizer's, track workers, officials, medical staff, media and spectator's is one of the boundaries this manual wishes to promote, in accordance with the covering Insurance Company*

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OFFICIALS

Technical Safety Officer

The TSO is the Event Official who has control over all aspects of practice, qualifying and racing, during a proposed event. These cover all aspects of Track Conditions, Officials and Spectator Safety, as well as the actual decision's regarding DQ's and rider misconduct on and off the track.

Even though the TSO will have the final say on any area/issue under his/her responsibility, he/she will be bound to heed the advice of other Officials who have charge of certain areas, i.e. Start Line judge making Start Line Decision's.

Start Line Judge

The SLJ will be the official who will make sure that no rider "jumps" the start, instantly indicating a "no start" by raising red flag to show all riders and officials that a "no start" has taken place. *A rider who commits a "no start" twice in succession will be automatically DQ'd*

The Starter will be the official who controls the riders at the start line, and assumes responsibility for letting riders go during practice, qualifying and all racing. The starter will stand beside the startline, and will set riders by stating "Riders Ready", then "Riders Set" (no riders will move forward after the Starter has said Riders Set) then "Go". The Starter will not let the riders "Go" until all riders have set their position and no movement from riders occurs.

The Chief Scorer is the official who takes responsibility for charting all times during qualifying and controlling progression of rider's positions and transferring to the official "Heats Sheets".

Corner Marshall's are the officials who control set corners on any given race course. They are responsible for rider racing infringements, as well as the control of track workers in rebuilding the hay bales if a crash occurs. If a rider infringement occurs, the Corner Marshall will relay the relevant information regarding the violation to the Finish Line Official.

The Finish Line Official is the official who has control of all aspects of the finish Line area, i.e. keeping the area clear for riders to cross the finish line in safety, relaying any "infringement information" to the TSO as well as transferring/recording all finishing places to the Chief Scorer.

The Technical Inspector is responsible for all aspects of the safety and legal aspects/specifications in relation to the Riders Equipment.

Note: The Technical Inspector can/will usually be the Technical Safety Officer.

Note: All Officials may have assistants to assist them in fulfilling their respective responsibilities. Assistants of any official do not have the ability to make decisions, of any kind, with regards to the responsibilities of that particular official.

Note: All Start Line, Corner Marshals and Finish Line judges are responsible for spectators and animals NOT being able to access the race track, and ensuring any animals, such as dogs, are on a leash at all times. If spectators refuse to follow this request, they will be asked to leave the proposed event race track immediately.

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SAFETY

Insurance is a major factor in regards to staging any legitimate event, as Councils, Police and sundry Authorities require Insurance before allowing a hill to be given permission to be secured for an event.

In the present age of litigation, basic Public Liability Insurance is no longer offering enough insurance coverage to Organizer's; \$20,000,000.00 Public/Property Liability; \$5,000,000.00 Professional Indemnity and \$1,000,000.00

Risk Management Insurance is the level recommended to stage a legitimate event using this Rulebook.

This level of insurance IS available. Please note: This level of cover is only a recommendation to develop all gravity sport disciplines in a safe manner.

If an accident/crash occurs, the rider/s involved **MUST** have ALL equipment involved in the crash checked by the event Technical Inspector and passed as "safe" before continuing racing. Any adjustments which need to be made must be done so and presented to the Technical Inspector prior to racing. Any rider who fails to do so will be automatically DQ'd.

A minimum of two(2) Senior/Advanced First Aiders must be present at any legitimate event using this Rulebook.

This amount of medical support, as a minimum, is sufficient for up to 40 riders/racers. 40 and above riders require the presences of at least one(1) Ambulance and support personnel with as many Advanced/Senior First Aiders as is viable. Medics on site will be responsible for the medical attention given, movement and evacuation of any person requiring medical attention.

Racing **WILL NOT** continue whilst medics are heavily involved with a patient, and/or no medics are present at the proposed event.

Protective Barriers will be placed at strategic points along the course, i.e. to protect riders from any possible danger such as all rocks, sign posts, trees and any object which may cause injury if hit during the course of racing.

Protective barriers will also be used to keep spectators, as well as officials from entering the set race track whilst a "green flag" scenario is in action, i.e. the track is open and racing is taking place.

A minimum of a two(2) hay bale high barrier, or similar in protective functionality, must be between officials/spectators and the race track at all times. Air walls, as used in the Motor Sport Racing industry, at this time, are the ultimate form of barrier protection for riders. Rubber Tyres are NOT permitted, as the shape of the round tyres creates "catch" points for riders, in which riders can catch limbs causing serious injury.

Prior to the proposed events Technical Inspection sessions begin, and prior to all legal documentation, such as legal Waivers, are signed by the registered riders, and in the case of juniors their parents/guardians signing said waiver, ALL riders **MUST** walk the proposed event race track. If any rider, parent/guardian has any concerns with any aspect of the proposed event race track, they must make their concerns known to the Event Technical Safety Officer, who in turn will discuss any raised issues with the proposed event Organizers.

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SAFETY

Alcohol and substances of abuse are strictly banned from any proposed event. Any rider who appears to be under the influence of either alcohol, drugs (recreational/script) and their "perspective" is impaired, will be asked to leave the proposed event site immediately and will take no further part in any racing/riding or promotional activities for the proposed event.

If any rider, parent/guardian has any concerns with any aspect of the proposed event race track, they must make their concerns known to the Event Technical Safety Officer, who in turn will discuss any raised issues with the proposed event Organizers.

Alcohol and substances of abuse are strictly banned from any proposed event. Any rider who appears to be under the influence of either alcohol, drugs (recreational/script) and their "perspective" is impaired, will be asked to leave the proposed event site immediately and will take no further part in any racing/riding or promotional activities for the proposed event.

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PROTECTIVE EQUIPMENT FOR STREETLUGE, CLASSIC LUGE, SKELETON, GRAVITY BIKE IN-LINE SKATE, DRIFT BIKE, DRIFT TRIKE AND DOWNHILL SKATEBOARD

Helmets must be a Full-face design, designed to withstand motorsport speed and pressure crashes, such as Moto-X, Motorcycle and Motor Sport Racing. DOT, Snell and Australian Standard rating required. *Aerodynamic Shells which fit over the top of an existing helmet will be allowed if structural integrity can be shown.

If structural integrity of an experimental helmet can be proved to be the same as or better than a "Rated" helmet, this will be considered with the Technical Inspector for the proposed event making the final decision on race ability.*

Note: Open face helmets will not be allowed under any circumstance.

Helmets must be worn as per manufacturers specifications. Helmet straps MUST be tested individually, as well as clipped together, using the "pull test".

Helmets which have a separately attaching chin piece are prohibited. A helmet with gouges which are deep enough to allow the construction material to be seen will not pass Technical Inspection.

If a gouged helmet has been resprayed, with damage still obvious and not repaired, said helmet will not be passed by the Technical Inspector.

Helmets with ANY type of cracking, i.e. "onion ring/compression" or "webbing/stress" cracks will not be passed, and/or deemed safe to be used during the course of the proposed event.

"Aerodynamic" additions to the helmet design will be permitted, in as much as it can be proved that the addition to the design can be easily removed/broken off in a crash so as not to cause an injury of any description to the wearer.

Manufactured helmets which have an aerodynamic addition to the standard shape will not be allowed to be used if they cannot meet the above mentioned criteria.

Shatter proof, polycarbonate visors or goggles are required for all helmets. *Riders, of any discipline, will not be allowed to take part in ANY riding of the event track if eye protection with a "pass" from Tech Inspection is not worn, i.e. eyes must be covered with an approved visor or goggles.*

Leathers must be a one(1) or two(2) piece garment, and a minimum of 1.2mm thick. Thinner, advanced materials may be presented and passed at an event Tech Inspection, if the said material/garment can prove the same protective features as a 1.2mm thick leather suit/garment.

Non-leather stretch panels may be incorporated within the leathers, so much as to NOT cause a safety issue in an accident, and the non-leather panels are not a substitute to leather in areas such as the groin, knees, more than 5% of the back panel, 5% of the front area and elbows.

If a two(2) piece leather suit is presented, they must have a joining zip of solid construction joining the jacket to the pants securely.

Riders will ride with a (2)two piece suit joined at all times. An alternative to having a joining zip when wearing a (2)two piece leather suit, is to have a "bib and brace" style of leathers with the jacket over the top. This is an acceptable alternative to the standard (2)two piece leather suit.

Leathers must have no holes or unstitched seams, and all zips must be in working order. Velcro joiners will not be allowed as a substitute to zips under any circumstances. Leathers will be of a snug fit, suited to the rider.

Aerodynamic additions may be attached to leathers, in all disciplines, in as much that the additions will easily snap off during an accident and will prove no danger to any rider on the event race track. Additions must be made from Styrofoam or a similar material. They may be attached using Velcro or similar binding/bonding technique/materials.

Gloves will be made of leather, or any material which offers the same protection to 2mm thick leather gloves. Gloves will be secure on the hand, with no visible malfunction, such as holes, etc.

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PROTECTIVE EQUIPMENT FOR STREETLUGE, CLASSIC LUGE, SKELETON, GRAVITY BIKE IN-LINE SKATE, DRIFT BIKE, DRIFT TRIKE AND DOWNHILL SKATEBOARD

Shoes will be securely fitting, and being of a lace-up design only. Protection of the ankles, such as padding or covering, must be visible.

Low cut, secure shoes will be allowed, ONLY IF additional ankle protection is being worn by the rider at any stage of riding the proposed event race track. "Braking rubber" may be applied to the soles of the rider's shoes, using a strong adhesive glue/compound only.

Additional elbow, knee and shin pads may be worn by the rider, although not mandatory.

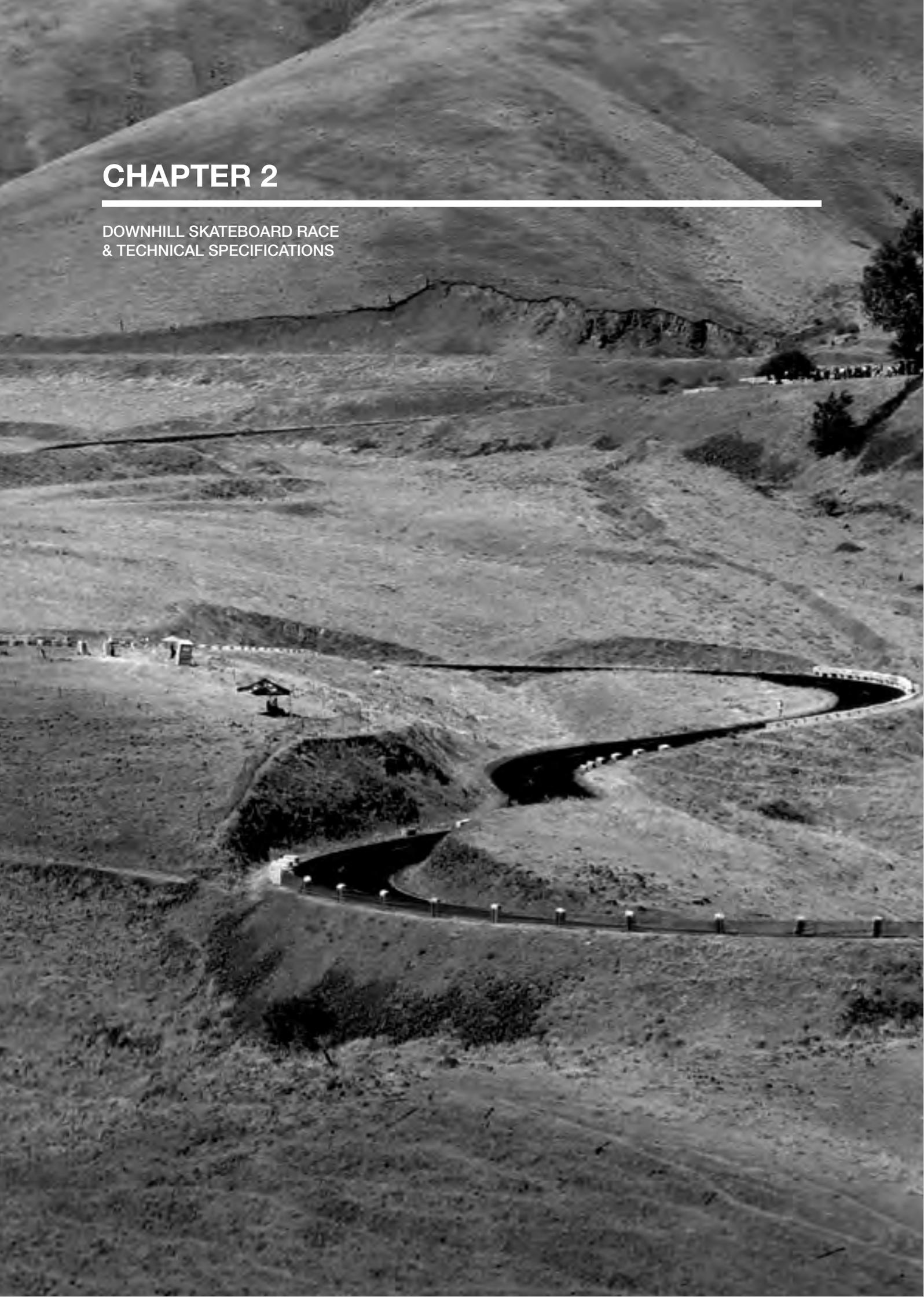
Note: Jeans, T-Shirt, Elbow and Knee Pads ARE NOT suitable as a substitute for a one(1)/two(2) piece leather suit on event race tracks offering speeds ABOVE 35kph

Note: Speedsuits are allowed, as are aerodynamic attachments to leather suits, ONLY when the attachment proves to be of no danger to ANY rider on the course, and can be easily removed/snap off during the course of an accident.

Speedsuits must be worn over the top of a leather/Tech Inspection passed garment. A Speedsuit is NOT a substitute to a Tech Inspection passed leather/similar material race suit

CHAPTER 2

DOWNHILL SKATEBOARD RACE
& TECHNICAL SPECIFICATIONS



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DOWNHILL SKATEBOARD RACE/TECH SPECIFICATIONS

Riders will ride/race in an "upright" position, however a rider riding with one knee on the board is acceptable as an aerodynamic racing style.

The DECK must be of a size within the overall specifications. Design has no bearing, in as much that no safety issues arise from said design, causing danger to ANY rider on the event race track. This includes the construction design.

The weight of the "complete" board must not exceed 7kg/15.4lb. (No allowance)

The length of the deck cannot exceed 140cm/55 inches. (No allowance)

The width of the deck cannot exceed 330mm/13 inches. (No allowance)

The trucks cannot exceed 330mm/13 inches when measured from axle outer edge to axle outer edge. Lean steer activated. Axle edges MUST not protrude past the outer edge of the wheels used, and present a danger, in any way, to any rider on the event race track.

Bearings of 608 Bearing Specifications are to be used only. Axle acceptance may be 8mm to 10mm. Any construction material is allowed, as long as material can withstand speeds of 10,000 rpm's minimum, and heat/pressure of 120kg's for a minimum of 10 minutes.

(Manufacturers specifications required if bearing is either experimental or new to the commercial market place)

Wheel diameter must not exceed 130mm. Wheels must be commercially available, with a minimum of 200 sets of 4 wheels sold in the commercial market place.

Lathing of the "roll diameter", ie, reducing the size of the purchased wheel (83mm to 76mm, as an example) is not allowed. However, placing a "arras", or bevel on the outer or inner edge of the wheel is acceptable.

A minimum of four(4) wheels are required. No mechanical braking, of ANY description, is allowed. Braking is achieved with the riders feet applying pressure to the race track surface, or sliding the race vehicle, ONLY.

A visible number must be applied to the rider's helmet, as a minimum form of "numbered identification". This number may be painted on, or sticker applied, and must be a minimum of 7.6cm/3 inches. Contrast colours must be used.

Numbers may be worn on any other part of the rider's body, in as much as it causes no danger to any rider on the event race track, and can be easily seen by event officials from a minimum distance of 30 feet/9 meters.

CHAPTER 3

STREET LUGE RACE &
TECHNICAL SPECIFICATIONS



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STREET LUGE RACE & TECHNICAL SPECIFICATIONS

Riders ride/race in the supine position, on their back with feet first. This will be the only acceptable riding style for this discipline.

The chassis will be of the "pegless" design, i.e. there will be no forward boom with footrests extending past the riders feet.

The design of the chassis must provide no danger to any rider on the event race track, for example, any catch or trapping points, allow a "nerf" or "bumper" to be attached securely to the front and rear striking areas, with no exposed bolts, welds, plates or similar which could cause injury or danger to any other rider.

Nerf/bumper material may be made of any foam/rubber which will sustain a direct impact with another rider, his/her luge or any hard surface without tearing or splitting. Nerfs/bumpers must be attached securely, with "pull ties" being acceptable in as much as the tie creates no danger to any rider on the event race track.

Any material may be used for the construction of the chassis, with the Technical Inspector, and if needs be the Technical Safety Officer, having the final say on experimental materials which may be deemed as dangerous.

Wood, steel and aluminium are the standard building materials, however, composite materials are also acceptable in as much as the method of construction does not invoke sharp edges, catch points, entrapment points, and the correct construction methods have been adhered.

If exotic composites, such as carbon/kevlar, are used in the construction of the luge chassis or any aerodynamic features, the exotic composite must be "sandwiched" between one layer of "csm" fiberglass.

A minimum of 50g Tissue is required to form this "sandwich" layup. Handles are to be securely joined to the chassis, either by bolt or weld. No part of the chassis shall enclose any part of the rider.

Aerodynamic features may be used as an integral part of the chassis construction, however these features must prove not to be a danger in any way, shape or form to any other rider on the event race track. The weight of the complete luge, ready to race, must not exceed 25kg/55.6kg. (No allowance)

The minimum length will be no shorter than 122cm/48 inches. (No allowance)
The maximum length will be no longer than 190cm/75 inches. (No allowance)
The maximum width of the chassis will be no wider than 61cm/24 inches. (No allowance)

Trucks will provide steering via lean activation. They will be no wider than the chassis with wheels attached ready for racing/riding. The axles will not protrude past the outer edge of the wheels attached.

Bearings will be the same as the Downhill Skateboard Specifications.

Wheels will be the same as the Downhill Skateboard Specifications, including the restrictions to wheel modifications.

A minimum of three(3) wheels are required. No mechanical braking is allowed, as the slowing of the luge is achieved by the rider applying pressure to the race track surface with his/her feet.

Ballast may be attached to the chassis of the luge only, NOT to the rider. Any ballast must be attached securely using bolts suitable in relation to the weight being attached.

Numbers specifications will be the same as the Downhill Skateboard Specifications.

CHAPTER 4

CLASSIC LUGE (BUTTBOARD)
RACE & TECHNICAL SPECIFICATIONS



THE UNIVERSAL CODE 2012/2013

CLASSIC LUGE (BUTTBOARD) RACE & TECHNICAL SPECIFICATIONS

A Classic Luge CANNOT be raced/ridden in a Streetluge race/heat. Classic Luge and Streetluge are two separate disciplines.

The basic premise of construction and affordability which is accepted world wide for this discipline shall remain as the core premise, i.e. a wood laminate board which can be purchased relatively cheaply from a skate shop and then raced.

Wood Laminate Definition: Layers of wood glued together using a polyester or epoxy resin or glue, and may incorporate thin, lightweight fiberglass as part of the bonding agent. Carbon may be used as the composite sheet in the construction scenario only.

The maximum weight of the fiberglass sheet allowed to be used is 2oz/600gm csm, this weight indicating the thickness of the fiberglass when bought from a supplier.* A solid piece of wood may also be used, as opposed to "layers" of veneer's.

The deck may have foam padding, non-aerodynamic stiffeners on the bottom and skateboard style finger rails underneath the deck. "Handles", of any description, are not permitted.

A design may have a "broken line plan shape", i.e. a non continuous curve, in as much as the design offers no points of danger to any rider on the event race track.

The weight of a complete board, ready for racing/riding, must not exceed 6.5kg/14.3lb's. (No allowance)

The maximum length of a Classic Luge deck must not exceed 125cm/48 inches. The maximum width of a Classic Luge deck is 33cm/13 inches.

Trucks must meet the same criteria and specifications as previous disciplines in this manual.

Bearings must meet the same criteria and specifications as previous disciplines in this manual.

Wheels must have a maximum diameter of 70mm, and to be deemed as commercially available having a minimum of 200 sets of four(4) wheels sold on the commercial marketplace.

A minimum of four(4) wheels per deck are required. Use of "lathed" wheels on the rolling diameter is not allowed, ie, 76mm wheels being lathed down to 70mm in order to be raced in this discipline.

However, a "arras", or bevel, may be placed on the outer and inner edge of the wheel if desired.

A minimum ride height of 8cm/3 1/8 inches is required. For example, a height check block must be passed under every part of the deck without touching any part of the deck, including mounting hardware, stiffeners and fingertip rails.

No mechanical braking is allowed. Braking is achieved by the rider applying pressure to the race track surface with the soles of his shoes only.

Numbers are the same for this discipline as they are for previously mentioned disciplines.

CHAPTER 5

DOWNHILL INLINE RACE
& TECHNICAL SPECIFICATIONS



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DOWNHILL INLINE RACE & TECHNICAL SPECIFICATIONS

All styles of "Speed skates/skate ski's" are allowed, in as much as constructural integrity can be shown.

Bearings must be to manufacturers specifications specific to the individual design/style of vehicle.

All straps/methods of securing to foot, will be tested using the "pull test".

Aerodynamic attachments are allowed, in as much that the attachment can be easily snapped off in an accident, and offers no danger to any other rider on the event race track.

Numbers are the same for this discipline as they are for previously mentioned disciplines.

CHAPTER 6

GRAVITY BIKE SPECIFICATIONS



THE UNIVERSAL CODE 2012/2013

INTRODUCTION

For the purposes of accurately describing the various functional attributes, design features and manufacturing techniques used in each of the two classes of Gravity Bikes described within this document, we have provided a brief definition of terms that should be read in the context of the specifications themselves.

It is our hope that all riders, competitors and developers accurately interpret the terms so that the specifications provided can be adhered to when put into the context of competitive Gravity Bike racing.

It is our intention that an appropriate level of regulation be brought to the competitive environment and that as a consequence, a fair and competitive racing culture is maintained and promoted.

The following specifications are not intended to be discriminatory or limiting and it is our hope that all schools of thought have been accommodated.

Those who have compiled the following specifications have done so in the spirit of innovation, with respect to the historical origins of the sport and with the intention of promoting and encouraging participation of new and existing riders.

We expect that the following specifications continue to be developed and augmented over time to allow the discipline of Gravity Bike racing to change and adapt to new challenges, new technologies, new riding styles and new race circuits as they become available.

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DEFINITIONS

Stock Bikes & Custom Bikes

For the purposes of clearly distinguishing between the two classes of Gravity Bikes presented within this document, the terms 'Stock Gravity Bike' and 'Custom Gravity Bike' have been chosen to describe the unique differences in the design and manufacture of the structural frames used as the basis of each respective style of bike.

For the purposes of this specification, the frame or structural component of the bike is the only component of the bike that denotes the competitive racing classification of the bike.

Additional components or functional accessories such as kneeler plates, seating mounts or supporting devices are, by themselves, not enough to provide a distinction between a bike requiring classification at any given event.

Stock Gravity Bikes

For the purposes of the following specifications, a 'Stock Gravity Bike' can be defined as any bike that utilises a traditional and/or commercially manufactured 'BMX Frame' as the structural component or frame of the bike.

Though the term BMX (as the abbreviation for Bicycle Motorcross) originally connotes a bicycle intended for 'BMX racing' the term 'BMX' is used in this context to encompass a variety of uses such as gravity bike, dirt, vert, park, street and flatland disciplines of BMX.

Custom Gravity Bike

For the purposes of the following specifications, a Custom Gravity Bike is any bike that utilises a unique and specifically or deliberately manufactured frame as the structural basis of the bike or any frame other than a traditional or commercially available BMX frame.

Custom Gravity Bike frames can be manufactured to resemble traditional BMX frames, but by the virtue of their origin of manufacture, will not be enough to classify them as a 'Stock Gravity Bike'.

Custom Gravity Bike frames by the virtue of their design, can typically include or be extended to include, rear swing arms or front fork components as required by the design of the frame.

For the purposes of these specifications 'Custom Gravity Bikes' can include these components as required to support the design or structural integrity of the frame and are still classified as 'Custom Gravity Bikes'.

Fairings

A bicycle fairing is a full or partial covering for a bicycle to reduce aerodynamic drag or to protect the rider from the elements. A bicycle with a full fairing is a regular bicycle fitted with an extra component, as opposed to a velomobile which is a permanently enclosed bicycle.

Number plates

Number plates are typically additional components added to a gravity bike to identify and present a riders racing number or current national or international riding ranking.

Kneeler pads or kneeler boards

Kneeler pads or kneeler boards are typically structural additions to a gravity bike used to support the weight of a rider by placing his or her knees upon when in the riding position. Kneeler pads or boards allow a rider to disperse weight which may have otherwise be placed upon rear mounted foot pegs.

Ballast weight

Ballast weight is something that is added to a Gravity Bike to alter its performance. Ballast can be added to change load distribution, handling characteristics or increased mass in a variety of combinations and is typically used to increase the overall weight of a bike.

Wheelbase

The wheelbase of a Gravity Bike is the distance between the centers of the front and rear axels or the rotational centers of each wheel.

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DEFINITIONS

Bike classification & competitive racing classes

For the purposes of the following specification it should be noted that the only level of classification provided is directed solely at the make or model of bike used in competitive racing.

Any method of classification relating to the running of an event such as points classification, skill classification or time classification is a matter for individual organizations or event organizers.

Classification

For the purposes of racing classification, there are two main classes of Gravity Bikes permitted to race competitively at this time;

1. 'Stock Gravity Bikes'
2. 'Custom Gravity Bikes'

Each class should reflect the following specifications so that an appropriate level of regulation be brought to the competitive environment and that as a consequence, a fair and competitive racing culture is maintained and promoted.

Each class accommodates an additional 'Fairing' classification in order to maintain fair and even competition within each class. For clear definition of what classifies as a "Fairing" please see the following specifications on "Fairings". The maximum amount of classification at any given event could therefore be described as following;

1. Stock Gravity Bike (No fairing)
2. Stock Gravity Bike (Fairing)
3. Custom Gravity Bike (No fairing)
4. Custom Gravity Bike (Fairing)

Please note that should an Event Organiser, Technical Inspection Officer or Technical Safety Officer at a competitive event determine that there are not enough eligible bikes to run in a given classification as outlined above, then each official will have at their discretion, the power to reclassify a rider and Gravity Bike at the time entry, prior to inspection, at inspection and prior to the commencement of racing.

Furthermore each officer or event organiser will have the power to request that 'appropriate' and 'reasonable' modifications be made (eg. the removal of fairing) to ensure that the bike and rider are classified in accordance with event classifications and rider numbers.

'Appropriate' and 'reasonable' modifications will/can only be requested where there is no temporary or permanent damage made to a Gravity Bike. Riders will be required to undertake the required modifications so as to ensure no damage is made to the Gravity Bike and that their bike conforms to the classification required of the event.

Each rider must then resubmit their bike to the Technical Inspection Officer or Technical Safety Officer for Technical approval. Officials must provide a rider with appropriate and sufficient time in order to undertake the required changes of classification, no later than 1 hour before technical inspection closes.

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SPECIFICATIONS

The following specifications pertain to all of the classes as outlined. Please consider these specifications when building, developing or preparing your Gravity Bike for competition.

Frames

All Gravity Bike frames must be free of cracks and rust. Frames may be either "round" or "box section" design. Rigidity and strength of design must sustain the weight of the registered rider of + 50kg's.

These factors must be proved to the Technical Inspector of the proposed event by the registered rider by sitting on the Gravity Bike and "bouncing" on the bike in order to demonstrate the frames structural integrity.

A Technical Inspector at a given event may, may determine other methods of ensuring a frames structural integrity (without damage or stress to the frame) and this will be at their discretion.

Weight

The total weight of the complete, race/ride ready Gravity Bike cannot exceed 34kg/75lbs. (No allowance)

Weight ballast

Solid weight ballast may be secured to the Gravity Bike frame via bolts suitable to safely secure said ballast. See above specification concerning total weight requirements to determine your appropriate threshold of additional weight ballast. Body ballast is not permitted under any circumstances. Technical Inspection Officers are charged with the responsibility to make thorough inspections of weight installation to make sure all meet safety requirements.

Wheelbase

The wheelbase of a Gravity Bike cannot exceed 127cm/50 inches.

Fairings & Fairing classification

For the purposes of the following specifications, custom or standard fairings, made of any material and that provide any aerodynamic advantage or reduce aerodynamic drag should be classified as 'fairings' by the Technical Inspection Officer or Technical Safety Officer at any organized competitive event.

Should an Event Organiser, Technical Inspection Officer or Technical Safety Officer determine that there are not enough eligible bikes to run in a given classification as outlined above, then each will have at their discretion, the power to reclassify a Rider and Gravity Bike at the time entry, inspection or prior to the commencement of the event.

Furthermore each officer or event organiser will have the power to request that 'appropriate' and 'reasonable' modifications be made (eg. the removal of fairing) to ensure that the bike and rider are classified in accordance with event classifications and rider numbers.

'Appropriate' and 'reasonable' modifications will/can only be requested where there is no temporary or permanent damage made to a Gravity Bike.

Riders will be required to undertake the required modifications so as to ensure no damage is made to the Gravity Bike and that their bike conforms to the classification required of the event. Each rider must then resubmit their bike to the Technical Inspection Officer or Technical Safety Officer for Technical approval.

Fairing classifications

Front mini fairings are only permitted to be used in the "Fairing" classes as outlined. Front mini fairings are to be no larger than 23cm/10 inches X 30.5cm/12 inches. Their mounting position, design and shape are at the rider's discretion.

Rear fairings are only permitted to be used in the "Fairing" classes as outlined. When used, the rear fairing cannot exceed the width of the rider, and cannot extend further than 60cm/24 inches past the trailing edge of the rear tyre, with a maximum width of 15cm/6 inches. Their mounting position, design and shape are at the rider's discretion.

Enclosed frame fairings are only permitted to be used in the "Fairing" classes as outlined. Enclosed Frame Fairings are to be no larger than 23cm/10 inches X 30.5cm/12 inches on either side of the bike frame. Their mounting position, design and shape are at the rider's discretion.

Side fairings or kneelers fairings are those fairings which provide aerodynamic advantage in front of a riders knees and are only permitted to be used in the "Fairing" classes as outlined. Side Fairings or Kneeler Fairings are to be no larger than 23cm/10 inches X 30.5cm/12 inches on either side of the bike frame. Their mounting position, design and shape are at the rider's discretion.

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Full fairings or Motorcycle Style

Fairings that enclose both the 'front', 'side' and 'underneath' of a bike and rider and are only permitted to be used in the "Fairing" classes as outlined. Their mounting position, design and shape are at the rider's discretion.

Number plate fairings are typically additional components added to a gravity bike to identify and present a riders racing number or current national or international riding ranking and are only permitted to be used in the "Fairing" classes as outlined. Number Identification at a competitive event should therefore be made on both sides and back of a riders helmet and/or in accordance with the Technical Inspection Officer or Technical Safety Officers requirements.

Fairing finishing

All fairing edges must be covered or, as a minimum safety standard, sanded or polished so the edge of the fairing is "rounded". No fiberglass "Fibres", "Knicks", "sharpness" or any "abrasiveness" which may cause danger to any rider on the event race track are permitted. These factors must be proved to the Technical Inspector of the proposed event by the registered rider and subsequently tested by the Technical Inspector by running a bare hand over the edge of fairing.

Fairing construction

Fairing construction may be of any material which offers the same protection and safety to any rider using the event race track that a standard "4oz composite construction/layout" offers. "Exotic composite" fairings are permitted, however Carbon Fibre and Carbon Fibre/Kevlar combinations MUST be used in a "sandwich" construction method, i.e. a layer of csm, which may include 50g Tissue, must be layed on either side of the "exotic" material, thus forming a "sandwich" layup. Aluminium fairings are permitted, with a minimum wall thickness of 2mm.

Brakes

All style/design Gravity Bikes must have working front and rear brakes. Disc brakes are highly recommended, however not mandatory. The basic requirement for any braking system presented to the event Technical Inspection is that the rider MUST be able to bring the Gravity Bike to a full stop, from a speed of 100kph/60mph, within 100m/300ft. Custom braking systems are permitted, however it is up to the rider to prove the braking ability of the custom braking system to the event Technical Inspector, either prior to, or at the time of, Tech Inspection at the proposed event.

Wheel size

Wheel size cannot exceed 51cm/20 inches.

Wheel coverings

Disk wheels are allowed on the rear wheel only due to the safety issues presented when trying to control or steer the Gravity Bike such as cross winds and the effects of centrifugal force on the front wheel of a Gravity Bike.

Wheel design

A minimum of three(3) spokes/wheel are required, and the integrity of this style of wheel design must be proved to the event Technical Inspector either prior to, or at the time of, the proposed event Technical Inspection.

Tyre's

Tyre's must be in good condition, with no cracks or excessive wear visible on any part of the tyre. Custom tyre's are permitted, however structural integrity of custom/non-commercial tyre's must be proved to event Technical Inspector, either prior to, or at the time of, the proposed event Technical Inspection.

Foot pegs

Foot pegs, at or near the rear axle, or kneeler pads/boards, are required to provide stability for the rider during competition. Foot pegs minimum size requirement is 3cm/1 3/16 inches.

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Kneeler pads or kneeler boards

Kneeler pads or kneeler boards must have no sharp edges, with no restrictions on material used, in as much as the construction material offers no danger to any rider on the proposed event race track.

Kneeler pads or kneeler boards must be proved to event Technical Inspector, either prior to, or at the time of, the proposed event Technical Inspection to provide no deliberate aerodynamic advantage through design or application. Should a Technical Inspector determine that the kneeler pads or boards provide such advantage then the Technical Inspector may at their discretion change the classification of the Gravity Bike based on the Fairing information provided within this specification.

Handlebars

Handlebar design is open to the rider, in as much as said design proves no danger to any rider on the proposed event race track. The handlebars cannot exceed the width of the registered rider racing said Gravity Bike. Handle bar design must be secured via bolts suitable to safely secure said Handlebars.

Seating position and design

Seat design is open to the rider, in as much as the seat design/material proves no danger to any rider on the proposed event race track. The seat must be securely mounted to the Gravity Bike chassis, via a bolt system suitable to safely secure said seat. Tape, of any description, and/or zip ties are not allowed as a system of securing the seat to the Gravity Bike.

Number Identification

Number Identification at a competitive event should be made on both sides and back of a riders helmet and/or in accordance with the Technical Inspection Officer or Technical Safety Officers requirements.

Numbers must be a minimum of seven point six centimeters (7.6cm / 3") tall. The number area and number must be of contrasting colours and highly visible from six meters (6m / 20') away. Some promoters may issues a bib or bib panel with a number other than your competitive racing number or international rider ranking.

CHAPTER 7

DRIFT BIKE RACE
& TECHNICAL SPECIFICATIONS



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Eligibility

Any commercially available bicycle is permitted to race in this discipline, in as much as the design meets all the specifications regarding Tyre condition, Wheel design, and Braking systems.

Handlebars are as per design/ manufacturers specifications.

Any customization or variance on manufacturers specifications and design, for the advancement of this discipline, must meet all Gravity Bike safety criteria, regarding "bounce" testing either prior to, or at the time of, the proposed event Technical Inspection.

Number requirements are the same as Gravity Bike disciplines.

CHAPTER 8

SKELETON RACE
& TECHNICAL SPECIFICATIONS



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Skeleton is a growing discipline, and as such the specifications mentioned here are designed to allow the discipline to grow/develop in a safe manner, as well as give guidance to new riders. Skeleton is ridden with the rider laying on his/her stomach, headfirst. This is the only style acceptable for this discipline.

The deck can be made from laminated veneers, or composite materials, so as to allow flex in the deck to allow adequate braking. Strength of the deck will be demonstrated by using the “bounce” test to prove integrity of construction as well as adequate braking “flex”.

All edges must be rounded and polished, in as much as the edges prove no danger to any rider on the event race track.

Maximum weight of a board, ready to race, is 25kg/55.6lbs

Maximum length of the deck is 170cm/67 inches.

Maximum width of the deck is 35.5cm/14 inches, however rear wheel guards and front elbow supports may extend this specification to a maximum of 50.5cm/20 inches.

Elbow supports and **rear wheel guards** may be constructed from aluminium or composite materials only, with all exposed edges sanded and covered with “pinchweld” or similar protective edging.

Front aerodynamic features (add-ons), are permitted, with 2mm walled aluminium or 4oz composite/equivalent being the permitted construction materials.

The “T” tail-piece may be constructed from wood, composite materials, aluminium or a combination of either of these materials. All edges must be rounded, and all surfaces must be smooth, in as much as they offer no danger to any rider on the event race track.

Braking is achieved by “flexing” the board causing a rubber brake pad, positioned under the deck, to come into controlled contact with the race track surface.

Brake pad specifications are a minimum of 200mm/8 inches X 250mm/10 inches X 10mm thick.

The brake pad must be glued to the underside of the deck using a flexible contact adhesive. If the rubber pad is attached to a separate backing board, this backing board will be secured to the underside of the deck using a bolt system, in such a manner as to offer no danger to any rider on the proposed event race track.

Number requirements are the same as previous disciplines.

CHAPTER 9

GRAVITY CAR SPECIFICATIONS



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SPECIFICATIONS, STANDARD CLASS

Introduction

Gravity Cars are a separate gravity discipline when compared to Billy Carts. The following build specifications are to assist all builders and racers of Gravity Cars, to maintain a fair and cohesive guide to all participants, so no advantage may be given to any individual rider/driver, or an advantage to any specific design of Gravity Car.

This section deals with the construction of the respective Gravity Car designs, whether it be the "Standard" Class, the "Custom" Class or the "ZX" Class only, as ALL other requirements previously mentioned in this document apply: Safety, Tech, Age, Race Rules, etc.

Standard Class: A "Standard Class" Gravity Car is a standard Go Kart rolling chassis, recognized by its manufacturer production name, ie, Azzurra.

Rolling Chassis Width: As per manufactured chassis. A junior class rolling chassis is smaller than a senior class rolling chassis, therefore the rolling chassis for this class will be "as per manufacturers specifications". No alterations to manufactured width of rolling chassis will be allowed.

Width will be designated as the measurement from the outer edge of one wheel to the outer edge of the opposing wheel, ie, measurement from rear wheel to rear wheel, or front wheel to front wheel, if these wheels are the widest measurement on the chassis.

Rolling Chassis Length:

As per manufacturer specifications: "As per manufacturers specifications". Chassis length will be taken as an overall chassis length. Standard "bumper plastic pods" are allowed, if they are forming an integral part of the overall construction of the "outer shell". Bumper pods will not be included in the overall chassis length. Bumper pods will not be an "add on" to the completed "outer shell"

Steering: Steering will be as per manufacturer specification. Rack and pinion style steering is the standard style of steering in this class, however, if a manufacturer releases a production go kart rolling chassis with a different style of steering, it will automatically fall into this class.

The ONLY acceptable alteration to the steering is that it maybe lowered to the lowest point on the steering column support arch/neck. Steering wheels maybe altered to suit the position of the rider/driver, ie, cut to allow a safe, comfortable position when the rider/driver is in the race/ride position.

Brakes: Braking systems will be as per manufacturer specifications. No additional braking systems will be allowed.

Wheels/Tyres: Rims and tyres will be as per manufacturer specifications. Pneumatic tyres will be the only acceptable tyre, unless it can be shown that the manufacturer designated that solid tyres are required for their respective production gokart.

Rear Axle: In a Standard Class rolling chassis, the rear axle will be a "live" rear axle, ie, the two rear wheels are attached to the rear axle and rotate in unison with each other, they do not have an independent movement ability.

A "Custom Class" rolling chassis, with independent rear wheel movement, MAY compete in the "Standard Class" division, if the "Custom Class" rolling chassis rear axle can be LOCKED in position, to turn the rear axle into a "live" rear axle.

The "Custom Class" gravity car MUST meet all other "Standard Class" specifications in order to compete in this division. "Castor" degree's and "Toe in/Toe out" may be altered to suit the rider/driver in this division.

Seat: As per manufacturers specifications. The seat may be cut to allow the rider/driver to lay further down within the car, however no "custom made" seat will be allowed.

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SPECIFICATIONS, STANDARD CLASS

Rider Restraints: All rolling chassis in this class MUST have a four (4) point, or five (5) point, rated, racing harness, securely attached to the chassis. A bolt or clamp system may be used to secure the harness, if it can be shown that the “anchoring system” is in no way detrimental to the integrity of the chassis, and can sustain a double handed wrenching movement by the Tech Inspector to test integrity of the mechanism.

Roll Cage/Column: A “roll cage” or “column” must be placed behind the rider/drivers head, and be securely attached to the frame of the rolling chassis. This protective cage/column may be welded, bolted or clamped to the frame, and must sustain a vigorous shacking by the Technical Inspector.

The roll cage must be of a “U” shape, or the optional column must be strong enough to sustain a “roll over” crash, while at the same time being high enough to allow room between the helmeted head of the rider/driver and the ground, when the rolling chassis is in the upturned position. Windscreens, made from Polycarbonate, are allowed, as long as they are deemed safe by the event Tech Inspector, and will cause no injury to any other competitor at said event.

Underpan: An “underpan” will be fitted to the underside of the rolling chassis, with only cutouts for the wheels permitted. The only exception to this requirement is if the disc’s from a “disc brake” system protrude through the underpan. The underpan is to be constructed of the same material as the outer shell.

Shell Construction Materials: Wood, composites, polycarbonates and plastics are acceptable materials to construct the outer shell, in as much it can be shown the combination of shape and material can cause no injury to any other competitor or persons at said event. Metal of any description is not allowed as a suitable outer shell construction material.

Maximum Weight: A maximum weight of 70kg is allowed, however, any “loading” of a gravity car after it passes through Tech Inspection will result in the rider/driver, as well as the said vehicle, being automatically disqualified from said event.

Maximum Overall Length: Maximum overall length, from the absolute front to the absolute rear of the gravity car is 2.400mm.

Maximum Ride Height: This will be as per the manufacturer design, however there is still the ability for the height of the gravity car to be adjusted. The maximum ride height for this class will be 50mm.

This measurement will be taken when the gravity car is on a level inspection table, or appropriate level ground, between the said table or ground, and the lowest section of the underpan. Brake disc’s may be lower than this measurement, and shall not be the deciding measurement component.

Overall Gravity Car Height:
The overall gravity car height will 500mm. This measurement will be taken when the gravity car is on a level inspection table, or appropriate level ground. This measurement will be from the level ground/table, and the highest point of the outer shell of the gravity car. The only “aspect” of the gravity car which is allowable above this height is the roll cage/column.

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CUSTOM CLASS

Custom Class: Due to the very nature of this class, the build specifications expressed are designed to give some basic “boundaries” for builders, while at the same time allowing builders to experiment, in a safe fashion, with aerodynamic shapes as well as other aspects of a Custom Class Gravity Car.

Rolling Chassis: The rolling chassis in this class may be constructed using aluminium, light steel or composites. The cross section of the materials may be tubular round, tubular oval or box section.

A “strength test” will be conducted at any event Tech Inspection by the said event Tech Inspector or associate standing approximately in the center of the presented gravity car and slightly bouncing. If the chassis “flexes” beyond 10mm, the chassis will not pass said events Tech Inspection. To measure chassis flex, a ruler will be held against the bottom edge of the chassis and the ground, while the flex/bounce test takes place.

Steering: Steering may be “Rack & Pinion” or a “Push/Pull” system. An alternative steering system may be presented for Tech Inspection at a said event, and will pass Tech, IF the system can prove it offers the required steering control so as not to cause injury to any rider/driver or person while the gravity car in question is racing, or during any time spent on the said events designated race course.

The mechanical integrity of the steering system must also show it can withstand the rigors of racing. The Tech Inspector will check all cables, tubing, nuts and bolts associated with any aspect of the steering system in question.

Brakes: Brakes may be disc or drum brakes, however a disc brake system is highly recommended. A minimum of one(1) brake system must be present, and in perfect working order.

The Tech Inspector will ask the rider/driver to sit in the said gravity car, and apply pressure to the brake pedal/lever, while the Tech Inspector or associate attempts to move the said gravity car forward or backwards, forcing the wheels to rotate. If the wheels do not rotate, the said braking system will receive a Pass by the Tech Inspector.

Wheels/Tyres: The tyres for this class will be pneumatic in nature, with rims suited to said tyres. Maximum height of each tyre will be no greater than 250mm. Minimum contact patch of the tyre on the said race track surface will be 30mm.

When the wheels are attached to the presented gravity cars axles or axle stubbs, the securing bolt/s will not protrude past the outer surface of the tyres, so as not to cause injury to any other rider/driver or person at said event. Rear Axle: In the “Custom Class”, the rear axle may be “live”, with both wheels rotating in unison, or the rear axle may enable independent movement of the rear wheels.

Rider Restraints: All rolling chassis in this class MUST have a four(4) point, or five(5) point, rated, racing harness, securely attached to the chassis. A bolt or clamp system may be used to secure the harness, if it can be shown that the “anchoring system” is in no way detrimental to the integrity of the chassis, and can sustain a double handed wrenching movement by the Tech Inspector to test integrity of the mechanism.

Roll Cage/Column: A “roll cage” or “column” must be placed behind the rider/drivers head, and be securely attached to the frame of the rolling chassis. This protective cage/column may be welded, bolted or clamped to the frame, and must sustain a vigorous shacking by the Technical Inspector.

The roll cage must be of a “U” shape, or the optional column must be strong enough to sustain a “roll over” crash, while at the same time being high enough to allow room between the helmeted head of the rider/driver and the ground, when the rolling chassis is in the upturned position.

Seat: The seat may be of any design/construction material which assists the rider/driver to control said gravity car, while allowing the required safety harness to be easily positioned to fulfill it’s required responsibility.

Underpan: An “underpan” will be fitted to the underside of the rolling chassis, with only cutouts for the wheels permitted. The only exception to this requirement is if the disc’s from a “disc brake” system protrude through the underpan. The underpan is to be constructed of the same material as the outer shell.

Shell Construction Materials: Wood, composites, polycarbonates and plastics are acceptable materials to construct the outer shell, in as much it can be shown the combination of shape and material can cause no injury to any other competitor or persons at said event. Metal of any description is not allowed as a suitable outer shell construction material. Maximum Weight: A maximum weight of 70kg is allowed, however, any “loading” of a gravity car after it passes through Tech Inspection will result in the rider/driver, as well as the said vehicle, being automatically disqualified from said event.

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CUSTOM CLASS

Maximum Overall Length: Maximum overall length, from the absolute front to the absolute rear of the gravity car is 2.400mm.

Maximum Ride Height: The maximum ride height for this class will be 70mm. This measurement will be taken when the gravity car is on a level inspection table, or appropriate level ground, between the said table or ground, and the lowest section of the underpan. Brake disc's may be lower than this measurement, and shall not be the deciding measurement component.

Overall Gravity Car Height:

The overall gravity car height will be 600mm. This measurement will be taken when the gravity car is on a level inspection table, or appropriate level ground. This measurement will be from the level ground/table, and the highest point of the outer shell of the gravity car. The only "aspect" of the gravity car which is allowable above this height is the roll cage/column.

ZX CLASS

ZX Class: The "ZX Class" is a simpler design of gravity car, incorporating some aspects of streetluge in appearance, while still maintaining the "control and drivability" of the gravity car discipline.

Rolling Chassis: The ZX Class may use either a "Standard" or "Custom" Class rolling chassis. If a "Custom" Class chassis is presented for Tech Inspection, a "strength test" will be conducted at any event Tech Inspection by the said event Tech Inspector or associate standing approximately in the center of the presented gravity car and slightly bouncing.

If the chassis "flexes" beyond 10mm, the chassis will not pass said events Tech Inspection. To measure chassis flex, a ruler will be held against the bottom edge of the chassis and the ground, while the flex/bounce test takes place.

Steering: Steering may be "Rack & Pinion" or a "Push/Pull" system. An alternative steering system may be presented for Tech Inspection at a said event, and will pass Tech, IF the system can prove it offers the required steering control so as not to cause injury to any rider/driver or person while the gravity car in question is racing, or during any time spent on the said events designated race course.

The mechanical integrity of the steering system must also show it can withstand the rigors of racing. The Tech Inspector will check all cables, tubing, nuts and bolts associated with any aspect of the steering system in question.

Brakes: Brakes may be disc or drum brakes, however a disc brake system is highly recommended. A minimum of one(1) brake system must be present, and in perfect working order.

The Tech Inspector will ask the rider/driver to sit in the said gravity car, and apply pressure to the brake pedal/lever, while the Tech Inspector or associate attempts to move the said gravity car forward or backwards, forcing the wheels to rotate. If the wheels do not rotate, the said braking system will receive a Pass by the Tech Inspector.

Wheels/Tyres: The tyres for this class will be pneumatic in nature, with rims suited to said tyres. Maximum height of each tyre will be no greater than 250mm. Minimum contact patch of the tyre on the said race track surface will be 30mm.

When the wheels are attached to the presented gravity cars axles or axle stubbs, the securing bolt/s will not protrude past the outer surface of the tyres, so as not to cause injury to any other rider/driver or person at said event. Rear Axle: In the "ZX Class", the rear axle may be "live", with both wheels rotating in unison, or the rear axle may enable independent movement of the rear wheels.

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ZX CLASS

Rider Restraints: All rolling chassis in this class MUST have a four (4) point, or five (5) point, rated, racing harness, securely attached to the chassis. A bolt or clamp system may be used to secure the harness, if it can be shown that the “anchoring system” is in no way detrimental to the integrity of the chassis, and can sustain a double handed wrenching movement by the Tech Inspector to test integrity of the mechanism.

Roll Cage/Column: A “roll cage” or “column” must be placed behind the rider/drivers head, and be securely attached to the frame of the rolling chassis. This protective cage/column may be welded, bolted or clamped to the frame, and must sustain a vigorous shacking by the Technical Inspector.

The roll cage must be of a “U” shape, or the optional column must be strong enough to sustain a “roll over” crash, while at the same time being high enough to allow room between the helmeted head of the rider/driver and the ground, when the rolling chassis is in the upturned position.

Seat: The seat may be of any design/ construction material which assists the rider/driver to control said gravity car, while allowing the required safety harness to be easily positioned to fulfill it's required responsibility.

Underpan: An “underpan” will be fitted to the underside of the rolling chassis, with only cutouts for the wheels are permitted. The only exception to this requirement is if the disc's from a “disc brake” system protrude through the underpan. The underpan is to be constructed of the same material as the outer shell.

Shell Construction Materials: Wood, composites, polycarbonates and plastics are acceptable materials to construct the outer shell, in as much it can be shown the combination of shape and material can cause no injury to any other competitor or persons at said event.

Metal of any description is not allowed as a suitable outer shell construction material. **Maximum Weight:** A maximum weight of 70kg is allowed, however, any “loading” of a gravity car after it passes through Tech Inspection will result in the rider/driver, as well as the said vehicle, being automatically disqualified from said event.

Maximum Overall Length: Maximum overall length, from the absolute front to the absolute rear of the gravity car is 2.400mm.

Maximum Ride Height: The maximum ride height for this class will be 70mm. This measurement will be taken when the gravity car is on a level inspection table, or appropriate level ground, between the said table or ground, and the lowest section of the underpan.

Brake disc's may be lower than this measurement, and shall not be the deciding measurement component.

Overall Gravity Car Height: The overall gravity car height will 500mm. This measurement will be taken when the gravity car is on a level inspection table, or appropriate level ground. This measurement will be from the level ground/table, and the highest point of the outer shell of the gravity car.

The only “aspect” of the gravity car which is allowable above this height is the roll cage/column.

ZX Class Shell Design: This class incorporates many of the other class requirements, however the greatest difference is in the shell design.

The ZX Class is identifiable by it's front “Aero Nose Piece”. The rolling chassis requires an “underpan”, however the outer shell design consists of a “nose shell section” which covers the legs and steering column only.

The rolling chassis may be encapsulated for aesthetics, however no side or rear section of the outer shell is required. The ZX Class design must have no protruding aspects which may cause injury to any rider/driver or person during any racing or track time at said event.

CHAPTER 10

DRIFT TRIKE SPECIFICATIONS



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INTRODUCTION

For the purposes of accurately describing the various functional attributes, design features and manufacturing techniques used in each of the three classes of Drift Trikes described within this document, we have provided a brief definition of terms that should be read in the context of the specifications themselves.

It is our hope that all riders, competitors and developers accurately interpret the terms so that the specifications provided can be adhered to when put into the context of competitive Drift Trike event. It is our intention that an appropriate level of regulation be brought to the competitive environment and that as a consequence, a fair and competitive event culture is maintained and promoted.

The following specification are not intended to be discriminatory or limiting and it is our hope that all schools of thought have been accommodated.

Those who have compiled the following specifications have done so in the spirit of innovation, with respect to the historical origins of the sport and with the intension of promoting and encouraging participation of new and existing riders.

We expect that the following specifications continue to be developed and augmented over time to allow the discipline of Drift Triking to evolve and adapt to new challenges, new technologies, new riding styles and new event locations as they become available.

DEFINITION

Stock Drift Trike, Modified Drift Trike & Custom Drift Trike

For the purpose of clearly distinguishing between the three classes of Drift Trike presented within this document, the terms "Stock Drift Trike", "Modified Drift Trike" and "Custom Drift Trike" have been chosen to describe the unique differences in the design and manufacture of the structural frames used in the basis of all respective class of trike.

For the purpose of this specification, the frame or structural components of the Trike is the only component of the Trike that denotes the competitive class classification at any given event.

Stock Drift Trike

For the purpose of the following specification, a "Stock Drift Trike" can be defined as any Trike that utilises a traditional and/or commercially manufactured Drift Trike frame and components.

Through the term Drift Trike refers to the type of children's toy/recreational cycle that was produced by companies such as:

- Huffly™
- Slider™
- Mambo™
- Big Wheel Slider™
- Crane™
- Green and Mean™
- Trek™
- Mod™
- Momentum™
- Side Swiper™

The Stock Trike class will consist of a Trike assembled out of the Box. The only allowable modification in this class is the addition of wheels with Hollow Blow Moulded construction, ie; wheels with No Mechanical roller bearing, being available at retailers of the trike and other brands of trikes and being of blow moulded plastic wheel construction.

Modified Drift Trike

For the purpose of the following specifications, a Modified Drift trike is any trike that utilises a traditional and or commonly manufactured Drift Trike as the structural component of the trike but has changed any part of the trike for purposes of enhancement or durability. All Stock Trikes with 'any' modification will compete in this class

Modifications can include but are not limited to;

- Bearing rear wheels.
- Any brake other than original style "V" brake.
- Any front wheel other than 20" or 28" spoke wheel.
- Any modified seat or seat positioning.
- Any lowering, lengthening modification to the original frame structure. (Refer to dimensions chart)
- Any handle bar & head stem modification.
- Crank length modification.
- Any wheel sleeves and or manufactured rear wheels ie PVC, PE, nylon, steel and composite materials.
- Alloy rims front and rear.
- Any after market front wheel hubs
- Any aerodynamic aid.
- Any type of adjustable camber caster and toe in adjusters for rear wheels

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Custom Drift Trike

For the purpose of the following specifications, a Custom Drift Trike is any Trike that utilises a unique and specifically or deliberately manufactured frame as the structural basis of the trikes or any frame other than the traditional or commercially available trike frame.

Custom drift trikes frames can be manufactured to resemble traditional trike frames, but by the virtue of their origins of manufacture, will not be enough to classify them as a Modified Drift trike.

Custom Drift Trike frames by virtue of the design, can typically include or extend to longer, wider frames, rear swing arms and front forks as required by the design of the frame.

For the purpose of these specifications "Custom Drift Trikes" can include these components as required to support the design or structural integrity of the frame and are still classified as "Custom Drift Trikes"

Helmets

Please refer to the protective equipment for Street Luge, Classic Luge, Skeleton, Gravity Bike, In-Line Skate, Drift Bike, Drift Trike and Downhill Skateboard on Page 11 of this document.

Fairings

A fairing is a full or partial covering used to reduce aerodynamic drag or to protect the rider from the elements.

Number plates

Number plates are typically additional components added to a drift trike to identify and present a riders competing number or current national or international rider ranking.

Seat

The Seat is a structural addition to a drift trike used to support the weight of the rider by placing the buttocks in/on when in the riding position

Ballast weight

Ballast weight is something that is added to a Drift Trike to alter its performance. Ballast can be added to change load distribution, handling characteristics or increase mass in a variety of combinations and is typically used to increase the overall weight of the Trike.

Wheelbase

The wheelbase of a Drift Trike is the distance between the centre of the front wheel and the centre of the back wheels or rotational centres of the front wheel and rear axle.

TRIKE CLASSIFICATION

Trike Classification & competitive event classes

For the purpose of the following specifications it should be noted that the only level of classification provided is directed solely at the make or model of the trike used in competitive events.

Any method of classification related to the running of the event such as points classifications, skill classification, judged classification or time classification is a matter for the individual organisations or event organisers.

Classifications

For the purpose of competitive classification, there are three main classes of drift trikes permitted to compete competitively;

1. "Stock Drift Trike"
2. "Modified Drift Trike"
3. "Custom Drift Trike"

Each class should reflect the following specification so that the appropriate level of regulation be bought to the competitive environment and that as a consequence, a fair and competitive event culture is maintained and promoted.

For Drift Trikes with Aerodynamic enhancements and fairing there is only one class to compete in that being the "Custom Drift Trike" class.

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DRIFT TRIKE SPECIFICATIONS

Specification

The following specifications pertain to all of the classes as outlined. Please consider these specifications when building, developing or preparing your Drift Trike for competition.

Frames

All Drift Trike frames must be free from cracks and rust, frames may be either "round", "oval" or "box section" design. Rigidity and strength of design must sustain the weight of a registered rider of +50Kg's.

These factors must be proved to the technical Inspector of the proposed event by the registered rider by sitting on the Drift Trike and "bouncing" on the Trike in order to demonstrate the frames structural integrity.

A technical inspector at a given event may determine other methods of ensuring a frames structural integrity (without damage or stress to the frame) and this will be at their discretion.

Free wheeling pedal hub "FWPH"

This is the classification given to the mechanical drive system on a Drift Trike with an Internal clutch type mechanism designed to propel when pedalled and freewheel when optimum speed reached.

The maximum pedal/crank length is 10cm/4inches from centre of pedal thread to centre of FWPH axle the material can be steel or aluminium "NO" composite materials allowed this is for all 16", 20" and 24" wheels.

Gravity Drift Trike

This is the classification given to a Drift Trike that does not have a pedal-able free wheeling hub to propel the trike from a stand start propel is done in such a way like a skate board by means of "KICK" and "PUSH".

Regulations will be implemented to the allowable repetitions of kick, push propulsion method at each event at the competitors briefing not to disadvantage "FWPH" competitors.

"LOCKED" axles.

When the Two Rear wheels turn relative to each other by mechanical link. "Spool", "Locked", "Locker".

Weight

The total weight of the complete race/ride ready Drift Trike cannot exceed 28kg/62lbs (No Allowances)

Weight ballast

Solid weight ballast may be secured to the Drift Trike frame via bolts suitable to safely secure said ballast. See above specifications concerning total weight requirements to determine your appropriate threshold of additional weight ballast. Body ballast is not permitted under any circumstances.

Technical Inspection Officers are charged with responsibility to make thorough inspections of weight installation to make sure all meet safety requirements.

Wheelbase

The wheelbase of a Drift Trike cannot exceed 130cm/51-1/8inches from the centre of the rotational front hub to the centre of the rotational axle at the rear

Wheel Track

The maximum width of a Drift Trike shall not exceed 110cm/44inches outside of rim to outside of rim, also the overall width will not exceed the same dimension.

Ground clearance

The minimum ground clearance is 4cm/1.5inches for frames.

Fairing and fearing classification

For the purpose of the following specification, custom or standard fairings, made of any material and that provide any aerodynamic advantages or reduce aerodynamic drag should be classified as a "fairing" by the Technical Inspection officer or Technical Safety Officer at any organised competitive event.

Should an Event Organiser, Technical Inspection Officer or Technical Safety Officer determine that there are not enough eligible Trikes to run a given classification as outlined above, then each will have at their discretion, the power to reclassify a rider and Drift Trike at the time of entry, inspection or prior to the commencement of the event.

Furthermore each officer or event organiser will have the power to request that "appropriate and "reasonable" modifications be made (e.g. the removal of fairing or modification) to ensure that the trike and rider are classified in accordance with event classifications and rider numbers.

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DRIFT TRIKE SPECIFICATIONS

“Appropriate” and Reasonable” modifications will/can only be requested where there is no temporary or permanent damage made to the Drift Trike.

Rider will be required to undertake the required modifications so as to ensure no damage is made to the Drift Trike and that their Trike conforms to the classification required of the event. Each rider must then resubmit their Trike to the Technical Inspection Officer or Technical Safety Officer for Technical approval.

Front fairing

Handle bar/front mini fairing is permitted in the Modified class and/or Custom class and are to be no bigger than 30cm/12 inches x 30cm/12 inches. Their mounting position, design and shape are at the rider's discretion and will have the riders number and national or international rider ranking displayed.

Full enclosed front fairing

Large front full enclosure fairings is only permitted in the Custom class the fairing is not to extend 40cm/16 inches in front of the rotational centre of the front wheel and no wider than pedals of pegs but can spread out over the handle bars not exceeding the maximum width of the handlebars. Their mounting position, design and shape are at the rider's discretion and will have the riders number and national or international rider ranking displayed.

Rear Fairing

Rear fairings are only permitted in the Custom Class and are not to extend more than 55cm /22inches in front of the rotational centre of the rear axle and 20cm/8 inches behind the rotational centre of the rear axle at the same time the rear fairing can not extend beyond the width of the rear wheels and no higher than the top of the seat and under the riders legs.

The mounting position, design and shape are at the rider's discretion and will have the riders number and national or international rider ranking displayed on the rear of the seat or behind the riders back in clear to read as per ruling.

Number plate fairing

Are typically additional components added to a Gravity Trike to identify and present a riders competitive or event number, national and international rider ranking and are permitted to compete in the Modified or Custom class (as outlined in the fairing sizes). Number identification at a competitive event should therefore be made on both sides and back of the riders helmet and /or in accordance with the Technical Inspection Officer or Technical Safety Officers requirements.

Fairing finishing

All fairing edges must be covered or, as a minimum safety standard, sanded or polished so the edge of the fairing is “rounded”. No fibreglass “fibres”, “knicks”, “sharpness” or any “abrasiveness” which may cause danger to any rider on the event competing track are permitted. These factors must be proved to the Technical Inspector of the proposed event by the registered rider and subsequently tested by the technical Inspector by running a bare hand over the edge of the fairing.

Fairing construction may be of any material which offers the same protection and safety to any rider using the event competing track that is of a standard of “4oz composite construction/layout offers.” “Exotic composite” fairings are permitted, however Carbon Fibre and Carbon Fibre/Kevlar combinations MUST be used in a “sandwich” construction method, i.e. A layer of CSM, which may include 50g tissue, must be layered on either side of the “Exotic” material thus forming a “sandwich” layup. Aluminium fairings are permitted, with a minimum wall thickness of 2mm with all radiuses and edges of a minimum 5mm radius.

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DRIFT TRIKE SPECIFICATIONS

Brakes

All styles/design of Drift Trike must have working front brake or brakes. The addition of rear brakes is not mandatory but are at the discretion of the rider, disc brakes are recommended, however not mandatory.

The basic requirement for any braking system presented to the event Technical Inspection is that the rider MUST be able to bring the Drift Trike to a full stop, from the speed of 100kph/60mph, within 100m/300ft. Custom braking systems are permitted, however it is up to the rider to prove the braking ability of the custom braking system to the Technical Inspector, either prior to, or at the time of, tech inspection at the proposed event.

Wheel Coverings

Disc wheel covers are permitted on all drift trike classes for safety reasons but it is at the discretion of the rider to weather they install them.

Front Wheel Size

Wheel size cannot exceed 51cm/20 inches in the stock class, and can not exceed 60cm/24inches in the modified and Custom class.

Rear wheels sizes

Stock Class: Any blow moulded wheel readily available at trike retail stores made of blow moulded hollow construction with no mechanical bearing.

Modified & Custom class.

The construction of the rear wheels shall be no smaller than 10cm/4inches and a maximum of 30cm/12inches the minimum width of rear wheel sleeves will be 10cm/4inches and the maximum of 15cm/6inches the thickness of the sleeves is not regulated but the overall weight of the trike and maximum wheels sizes of the trike must be adhered too.

Wheel design

A minimum of three (3) spoke wheels design is mandatory. The maximum permissible gap in the spokes is 10cm/4 inches for safety reasons to prevent objects and limbs from entering the rotation of the spokes. The integrity of the styles of wheel/wheels MUST be proved to the event Technical Inspector either prior to, or at the time of the proposed technical Inspection skyway tufts of mongoose plastics will not qualify (refer to wheel coverings above) for solutions to large spoked rims

Wheel construction

Wheel construction must be of a sealed bearing type (except stock class) and made of a structure that is deemed safe by the Technical Officer at the technical inspection and must meet the demands of lateral and radial "G" forces exerted during the course of the event.

Axle construction

Axles of "stock Class" Drift trikes must be off original manufacturer size and length and must not be bent at the time of Technical Inspection, the axle must have fasteners with locking system be that of a clip, pin, nylock™ nut or locking nut system

Axles of a Custom class must not exceed 3.5cm/1.38inches thick, its construction can be hollow or solid and the axle/wheel locking mechanism must not protrude past the outer edge of the wheel.

The integrity of the wheel retaining component is at the discretion of the Technical Inspector/Officer either prior to or at the technical Inspection

"LOCKED" axles (when the two rear wheels turn relative to each other by mechanical link), Spool, Locked, Locker. These types of axle configuration are only allowed to compete in the modified and custom classes, this is a modification and not permitted to compete in the stock class.

Sleeve attachment

Most sleeves are retained/fastened by installation over a pneumatic tyre and held on by the inflation pressure of the pneumatic tyre, also bonding, screwing and glueing compounds can be used, but at the discretion of the Technical Officer either prior to, or at the technical Inspection

Sleeve Condition

All compounds of Sleeves are to be of a thickness and strength that can stand up to the impact and pressures of Drift Tricking in multiple surface conditions the edges of the sleeves must be smooth with no sharp or jagged edges and the and will be at the discretion of the Technical officer prior to, or at the time of the Technical Inspection.

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DRIFT TRIKE SPECIFICATIONS

Tyres

tyres must be in good condition, with no cracks or excessive wear visible on any part of the tyre. Custom tyre's are permitted, however structural integrity of custom/non-commercial tyre's must be proved to event technical Inspector either prior to, or at the time of the proposed event technical inspection.

Foot pegs

Foot pegs, at or near the front axle are required to provide stability for the rider during competition and to rest feet on for gravity drift trike. Foot pegs minimum size requirement is 3cm/1 3/16inches and be constructed of ferrous metal or plastic. Secured with NO visible cracks and of smooth appearance on the end without sharp edges.

Handle bars

Handlebar design is open to the rider in as much as said design proves no danger to ANY rider on the proposed event competition track. The handle bars cannot exceed the width of the rear wheels width of the Drift Trike. Handle bar design must be secure via bolts suitable to safely secure said handlebars and bar ends will have plastic or aluminium end caps free of sharp edges.

Seating Position

Seat design is open to the rider, in as much as the seat design/material proves no danger to yourself or any other person on the track seats that prevent rider from sliding off to the side and coming into contact with the rotating wheel is paramount. The use of school seats is ok if the seat has some sort of contours to its construction and or gripping element like foam to stay seated properly.

The seat must be securely mounted to the Drift Trike chassis, via a bolt system suitable to safely secure said seat, with no bolts protruding to cause injury to competitors this will be monitored at technical inspections for everyone's safety. Tape, of any description, and/or cable ties, zip ties and metal strapping are not allowed as a system of securing the seat to the Drift Trike.

Number Identification

Number identification at a competitive event should be made on both sides and back of a riders helmet and/or in accordance with the technical inspection officer or the technical safety officer requirements.

Numbers must be a minimum of seven point six centimetres 7.6cm/3 inches tall. The number area and number must be of contrasting colours and highly visible from six metres 6m/20 feet away. Some promoters may issue a bib panel with a number other than the your competing number or international rider ranking.

Adjustable rear axle components

Any rear wheel hub stub Go kart style Camber Caster and toe adjustments are only allowed in the Custom class these give fine tuning of the wheels/sleeve road contact.

If any component is deemed not safe the rider will replace or fix the problem and re submit there trike to the a Technical officer for technical inspection to have the problem rectified before returning to inspection to get clearance to ride

Competitive race formats will be to the discretion of the Event Organiser but disciplines such as the following are permitted: 2 up dual drifting judged on points and performance, time trials in duels, quad duals and group. Nascar, speedway type rolling start for group and duals, GP/F1 start, Le Mans start, on multiple point scoring systems and knockout elimination

CHAPTER 11

RACING FORMATS AND PROCEDURES
RIDER STARTING TECHNIQUES
START LINE INFRINGEMENTS
INCLEMENT WEATHER
FLAG DISTINCTION



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RACING FORMATS AND PROCEDURES *

**These following formats are only suggestions by the Universal Code as possible formats. Event organisers have the option of using any format which best suits their respective track and rider needs.*

Practice

Racers will be afforded as much "Practice" time as possible, to familiarize themselves with the proposed event race track. Riders must complete a minimum of two(2) practice runs during this time period. During practice officials, as well as other rider's, will assess the standard of riding of fellow rider's, especially those new riders to either racing in general, or new to the event race track.

Qualifying

In the case of standard "cable, trip line" timing systems, riders will be given two attempts to try and qualify for the proposed event.

Riders will be sent one at a time down the race track, with their fastest time being used to seed them into the event. If the timing system will allow, riders will be sent, one at a time, every 10 seconds, or as fast as the system will allow, in as much as this procedure offers no danger to any rider on the proposed event race track.

If the timing system is "chip" based, i.e. the rider wears a personalized chip on his/her person and their time is automatically recorded and correlated, then rider's will be afforded as many runs as possible over a set time to try and qualify for the proposed event.

Riders may be sent off in staggered groups of four, with a minimum time gap of 15 seconds between the release of each group. The riders individual fastest time will be used to seed them into the proposed event. Riders will be given the same amount of qualifying run attempts in order to gain their top two times.

Dual (2 riders)

In this format, two(2)riders compete against each other in a single elimination, head to head heat/race. Single elimination means that the first rider across the finish line progresses to the next round, while the second place finisher is eliminated from the event.

The process continues through the heats, semifinals and then the finals, which will be between the last two remaining racers. In the case of a "Tied" final between the riders, the final race will be re-run, and in the unlikelyhood that a "Tied" scenario occurs again, the final winner will be determined by qualifying time, i.e. the highest placed qualifying rider wins.

Mass (4 riders)

In this format, four(4) riders compete against each other in a single elimination heat/race, with the top two(2) place finishers progressing through to the next round, and the 3rd/4th place finishers being eliminated from the event.

This process continues through the heats, semifinals and then the finals, which will be between the last four remaining racers. In the case of a "Tied" final between any number of the four finalists, the rider with the fastest qualifying time will win the respective "Tied" position.

Le Mans (2 or 4 riders)

In this format, riders place their respective vehicle at the start line, with riders standing a minimum of 10 meters/30ft behind their vehicles. The Starter will say "Riders Ready", "Riders Set", at which time no movement will occur from any rider. The Starter will then say "Go", at which time the riders will run to their respective vehicle, and begin to race.

Any rider who hinders another rider during the start procedure, in any way, shape or form, either by blocking, pushing or holding another rider, will be automatically disqualified. It is the responsibility of the Start Line Judge to monitor and control any infringements during the start.

Repercharge

The Organizers of any proposed event may choose to stage a "repercharge" event for riders, i.e. a series of rounds for the losers of the main event. All riders who have qualified for said event, will race in the first round, or "Heat 1".

The winners of this round continue, as per a normal/standard heat series, ie, in Round 2 the winners progress to the next round while the losers of Round 2 are eliminated. This continues on until a final is held for that "tree" or "series of heats".

The losers of Heat 1, form the "repercharge" brackets. They go into the "Repercharge Round 2", with the winners progressing onto the next round, while the losers are eliminated. This continues until a final heat brings the repercharge round to a conclusion.

Organisers have two options in deciding an "Event winner", ie, the finals winner/s from the "main event" race against the finals winner/s from the repercharge rounds to give an eventual "event winner".

The other option available to organisers is to have the winner of the main event as the overall winner, placing 1st, with the winner of the repercharge rounds placing 2nd for the event.

The 2nd place getter in the main event becomes the event 3rd place getter, with the 2nd place getter from the repercharge rounds becoming the overall event 4th placed rider. This continues down through the heats to give the overall event placings.

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RIDER STARTING TECHNIQUES

Street Luge/Classic Luge: The rider sits on the Luge, feet forward, and when the Starter releases the rider from the start line the rider paddles with both hands for the maximum allowed paddle distance, then lays back on the luge and begins racing/riding.

The only variance in this technique is that the rider may use his feet to gain momentum as well as his/her hands, or may tuck one foot up underneath his/her leg whilst starting, then pointing the bent leg forward once they are in the supine position. A "Stand-up" style start is not allowed, neither is laying in a "head first" position.

Stand-up Skateboard: Riders stand with one foot on their skateboard, with all wheels firmly on the ground just behind the start line, and when the Starter releases the rider from the start line he/she pushes for the set/allowable push distance before the rider places both feet onto their board and begins racing.

Inline Skate: The skater stands just behind the start line, and when the Starter releases the skater they push for the set/allowable push distance before racing.

Gravity Bike: The rider must sit on or be mounted upon their Gravity Bike and be prepared to push their Gravity Bike on or just behind the indicated starting line.

When the Starter releases the riders, the rider pushes themselves and their bike for a set or permissible distance and within the indicated starting lanes/lines as established by the Starter or event organisers. Once both the bike and rider are over the starting line, racing has begun.

Skeleton: The rider may start in two(2) starting styles: the rider lays on his/her board, head first, just behind the start line. When the Starter releases the riders, they paddle with both hands to gain momentum for the set/allowed push distance, then begin racing.

Alternatively, the rider may place both hands on the front of their board, with one knee on the deck of the board in a semi crouch position, and when the Starter releases the riders, they may push with their other leg to gain momentum for the set/allowed push distance. When the rider finishes paddling, they lay on their board and begin racing.

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START LINE INFRINGEMENTS

Start line infringements

At the start of each race/heat/final, there is a "lane" which extends past the actual start line, whether it's marked on the event race track for a set distance, or "perceived" by the line taken by the starting riders.

The start area has a set of rules which apply to all starts of any heat/race/final, which applies to all disciplines.

If a rider begins forward movement, after the Starter has the riders at "Riders Set", that will be deemed as a false start by said rider, whether the rider has made a pre-emptive crossing of the start line or not. Two false starts attributed to the same rider in the respective heat/race/final, will see the rider responsible automatically disqualified.

Once the Starter has released the riders, no rider will hinder, or interfere with another rider in any way, shape or form, i.e. they will not hold, block, deliberately bump so as to cause another rider to adjust line or body movement.

If a rider commits this violation, and is deemed a violation by the Start Line Judge, that rider will be automatically disqualified.

INCLEMENT WEATHER

Inclement Weather

An event will be cancelled/postponed due to inclement weather, i.e. weather which offers an unacceptable level of danger to the riders.

The decision to cancel/postpone an event, or one of the stated "race days", will be discussed between the Event Organizer, the Technical Safety Officer and the Technical Inspector.

The final decision will be made by the Technical Safety Officer. Riders, of any discipline, involved in the proposed event, will take no part in the decision making process, i.e. NO rider vote will be taken, as this action makes null and void ANY insurance policy which is created by any current, global insurance company.

FLAG DISTINCTION

Green Flag: the course is open and clear of any dangers, to riders, spectators or any track workers.

Yellow Flag: the riders may continue riding, however no rider may intentionally pass or further their advancement of heat/race/final positions at the time of the Yellow Flag being presented. If any rider advances their position intentionally they will be automatically disqualified.

Waved Yellow Flag: Riders must slow to approx. 10kph with no passing, in preparation for a Red Flag scenario.

Red Flag: ALL RIDERS STOP!!! Riders will proceed to the nearest Corner Marshall. Any rider who does not stop in an acceptable time/distance, will be automatically disqualified. In the case of a "Red Flag", a "Re-start" of the stopped heat/race/final will occur, once the event race track is presented with a "Green Flag".

CHAPTER 12

RULES OF RACING, AND RIDER ETIQUETTE



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RULES OF RACING, AND RIDER ETIQUETTE

Bumping is a natural part of racing, and is to be expected. However, intentional bumping to alter the natural end result of a heat/race/final will not be tolerated, nor condoned, in any way, shape or form.

Racers who deliberately “bump” another rider in order to cause the other rider to change their “racing line” or loose speed will be automatically disqualified.

Overtaking, or performing a pass, the lead rider assumes the responsibility of NOT closing out or “shutting down” the line of the other rider. In turn, the rider attempting the pass has the responsibility of not “bumping” the lead rider to such an extent as to cause the lead rider to alter his/her race line.

To this end, the following rule applies, and will be used as the guide for a disqualification decision; In a passing move, whether it is the entry, apex or exit of a corner, it is assumed that the lead rider will be aware of the rider attempting the pass, on the inside or outside of the then Lead rider, once the passing riders feet are level with the lead riders eyes. In other words, the lead rider would be aware of the passing rider in his/her peripheral vision.

At this point of the passing move, the lead rider must allow the passing rider to continue making his move, and in no way, shape or form alter the passing riders “race/passing line”.

If either rider can be proved to effect a change of “race line” to the other rider in a negative fashion, i.e. causing the non-offending rider to crash or lose speed, the offending rider will be automatically disqualified.

This rule also applies to passing moves in a straight line.

In the event of a crash, causing a rider to be parted from his/her vehicle, the rider will pick up his/her vehicle and may place his/her vehicle on the event race track, at a point directly parallel to the point of vehicle retrieval.

The rider WILL NOT advance his/her position by moving forward of the point of retrieval in order to better their position and create a possible unfair advantage over any other rider who may have been involved in the particular incident. If the rider DOES advance their position from the point of retrieval, the offending rider will be automatically disqualified.

After a crash, and riders begin riding/racing away from the crash scene, they may only use the technique allowable at the start line to gain momentum for their respective discipline. ANY variance on this technique will result in the rider being automatically disqualified.

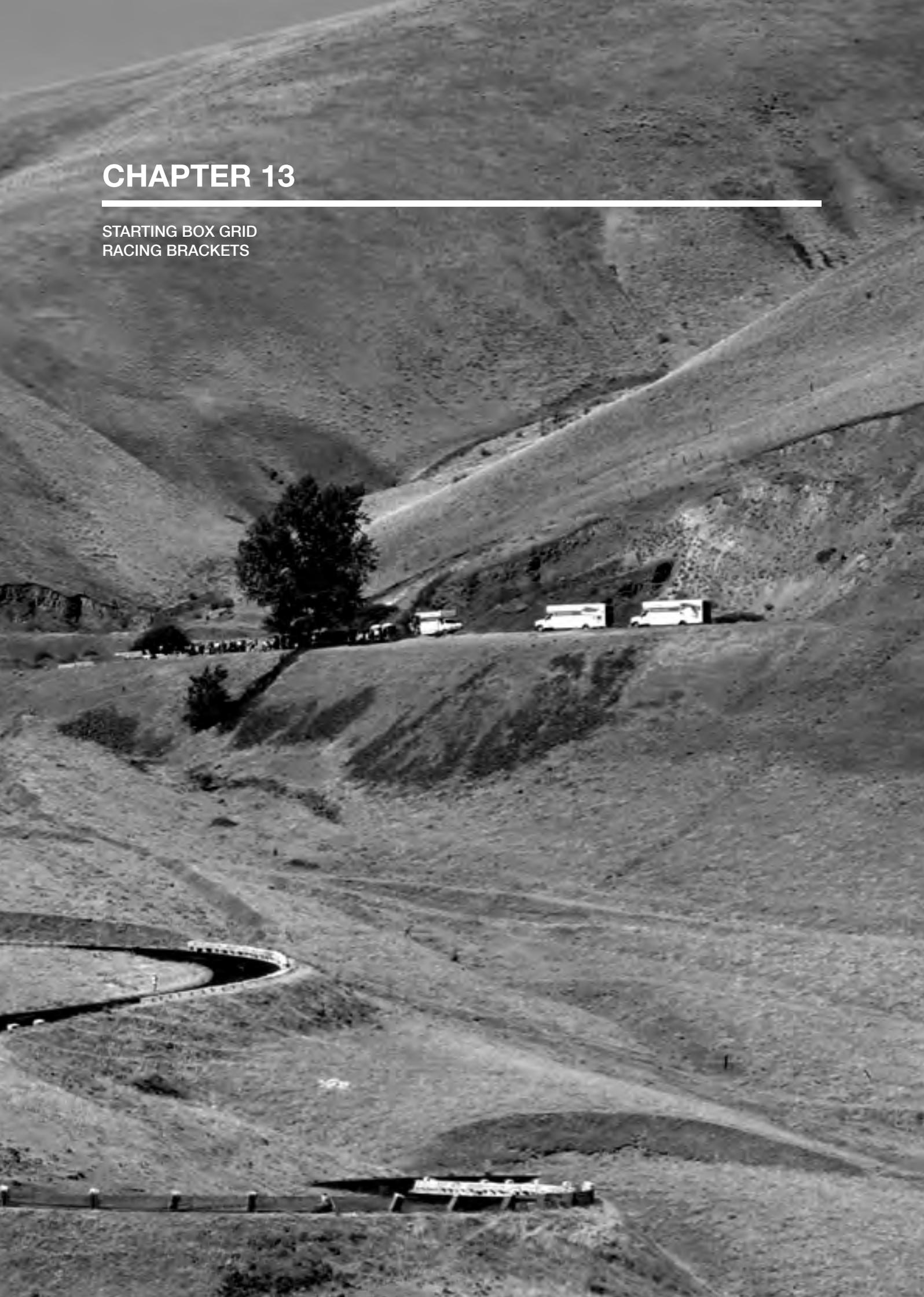
For example, a street luge racer MUST sit on his/her board, and using both/one hand and paddle away from the site. Riders WILL NOT use hay bales, sticks, branches, another rider or any immovable object to assist them in gaining momentum in the above mentioned “crash scenario”.

An offending racer will be automatically disqualified. A rider, resuming racing after a crash, may not interfere with another rider in any way, shape or form by holding them back, blocking, deliberately riding slowly to assist another rider or cause another rider to alter his/her course as the second rider resumes riding/racing.

Offending riders will be disqualified. If a supporter of any particular Gravity Racer at any proposed event interfere with or hinders another rider/racer, the racer associated with the offender will be held responsible for their supporters actions, and will be automatically disqualified.

CHAPTER 13

STARTING BOX GRID
RACING BRACKETS

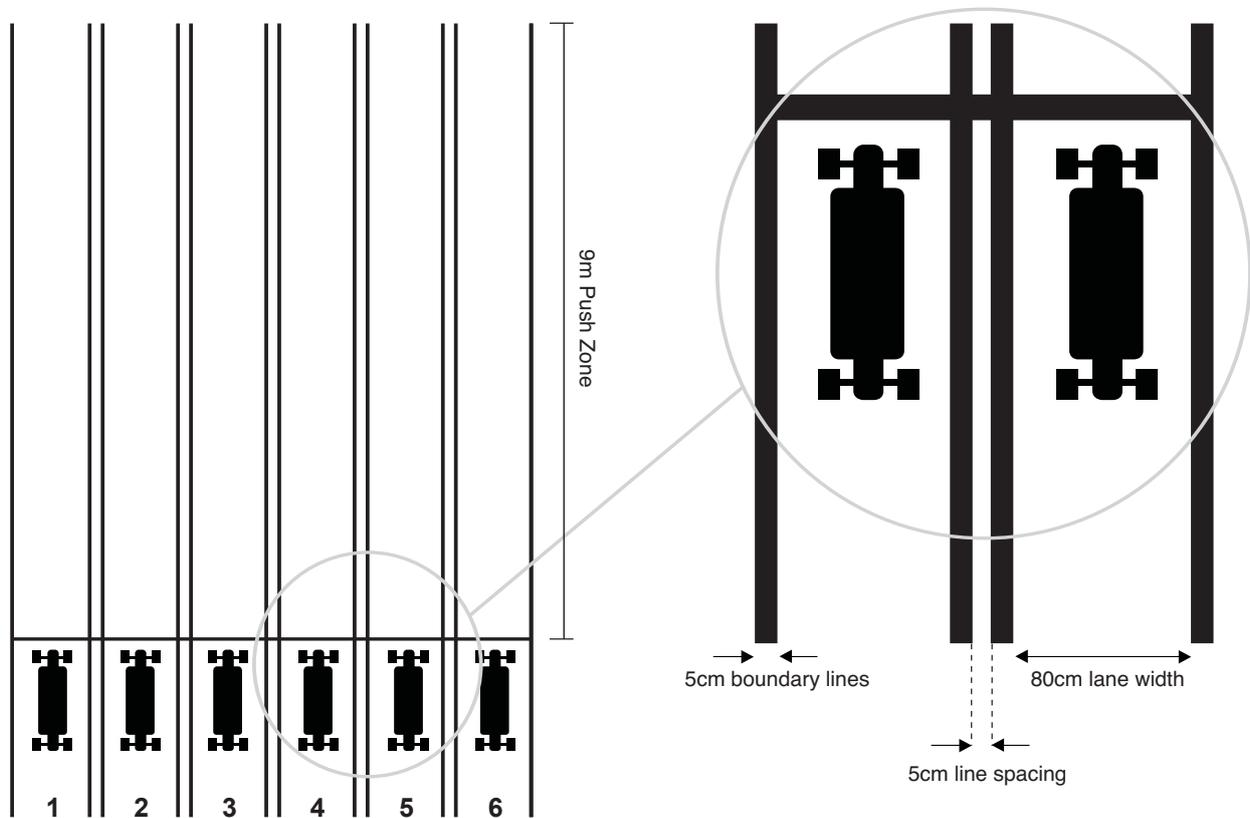


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STARTING BOX

Starting line information

Start line width	10cm = 4"
Lane width	80cm = 31.5"
Boundary Lines	5cm = 2"
Push Zone Length	9m = 30'



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GP STARTING GRID

GP Starting Grid (Left)		GP Starting Grid (Right)	
1			1
3	2	2	3
5	4	4	5
7	6	6	7
9	8	8	9
11	10	10	11
13	12	12	13
15	14	14	15
17	16	16	17
19	18	18	19
21	20	20	21
23	22	22	23
	24	24	

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CONTACT INFORMATION

Should you have any questions, comments or suggestions in regards to The Universal Code we would love to hear from you.

For more information on insurance please contact The Universal Code administrator at;

General enquires
admin@theuniversalcode.com

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2012

Rules and Regulations & Technical Inspection Manual



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IGSA Rule Book 2012

PUBLISHED APRIL 16, 2012 BY THE IGSA RULES SUBCOMMITTEE.

The Rules and Regulations & Technical Inspection Manual have been established by the IGSA since its inception for the organization, conduct, and judging of our sport. The rules are reviewed every year by the IGSA Rules Subcommittee. In translation and interpreting these rules, it is understood that the words "shall", "should", "will", and "must" are mandatory, and the words "can" and "may" are permissive.

I. INTRODUCTION

The International Gravity Sports Association was formed in 1996, recognizing the need for fair, unbiased leadership for the sport of gravity racing. Since its inception the goals of the association have been to foster strong and fair competition, to provide reasonable rules, to administer the competition program with impartiality, and to reduce the hazards associated with the sport.

Entrants, competitors and participants in general are required to be fully conversant with these regulations and any supplementary rules or instructions governing an event and are, by reason of their entry therein, bound by such regulations, supplementary rules or instructions.

It shall be the duty of IGSA participants to conduct themselves, while representing the Association, in a manner that shall not be prejudicial to the Association, nor bring unnecessary criticism on the Association.

The prime responsibility for the safe condition and operation of ones equipment in competition rests with the owner/competitor. A track operator's main responsibility is that of providing a safe place to conduct events. IGSA is the vital link between these two, which produces Rules and Regulations of Competition, based on experience gained at racing events all over the world. The IGSA seeks to build an outstanding experience, to develop an enviable safety record for gravity racing and to protect the integrity of the sport.

Safety is every person's responsibility and must be shared in total by every person and every associate of the sport of gravity racing. This is the purpose of this rulebook, to provide a common denominator of standards, which will benefit all those concerned. For this reason, adherence to the rules and regulations set forth in this book is fundamental to everyone in the sport.

II. OFFICIAL RULE BOOK

The official version of the Rulebook is the one available from the IGSA website. All changes between the printed Rulebook and the website rulebook will be highlighted. It is the responsibility of the organizing IGSA Rules Subcommittee to ensure these changes are distributed at the Riders' meetings of all IGSA events and posted on the official IGSA website.

III. RULES AND POLICIES

- A. RULE CHANGE:** Shall be defined as anything which would affect a participant's competitiveness in their class to the extent that they would not have a class in which to participate, would be noncompetitive, or would have to make substantial changes in equipment to remain legally competitive in any given class.
- B. POLICY CHANGE:** Shall be defined as anything that might affect a rule, but not in such a way as to make anyone noncompetitive or require a participant to change his or her equipment substantially to race competitively and legally. A policy change may be implemented immediately.

C. PROCEDURE: The procedure for the information and implementation of new rules is as follows:

Rule changes proposed during the previous competition year will be sent to all Directors for study and evaluation. Any IGSA participant may submit to the Board of Directors, proposals they would like considered by the Board during the January Rules Discussion.

Recommended rule changes will be discussed and put into the correct format. The Board will then vote upon the recommended rule changes for implementation in the next rulebook.

Policy changes can be put into the correct format for discussion and voted upon at any time by the Board of Directors. A simple majority vote is required to pass a policy change. All policy changes must be written out, distributed and explained to all affected competitors at the time of implementation.

New rulebook will go into effect when published.

IV. ELIGIBILITY

Membership in the IGSA is not required to compete in IGSA sanctioned events. A fee will be charged to the event promoter of each IGSA sanctioned event to cover the costs associated with the running of the organization.

A. COMPETITOR'S OBLIGATIONS:

- It shall be the sole responsibility of each competitor to decide whether to start or continue an event.
- All competitors are required to inform themselves of the time and place of each event. It is their sole responsibility to be aware of any changes or cancellations.
- A competitor shall compete only by using their speed and skill, by individual effort in compliance with the rules, and in accordance with the principals of fair play and sportsmanship.
- Familiarize themselves with and follow the IGSA Rules.
- Comply with special instructions from authorized officials.
- Possess current primary accident and medical insurance coverage.
- Execute the appropriate liability release and waiver form and image release at each venue.
- Behave in a courteous and polite manner.
- Take responsibility for their physical and mental ability to compete.

B. CODE OF CONDUCT:

All competitors have duties and responsibilities which include but are not limited to the following:

- Competitors shall be the sole judges of the limits of their skills and their ability to meet and overcome the inherent risks of competing and shall maintain reasonable control of speed and course.
- Competitors shall abide by the directions and instruction of the venue area operators.
- Competitors shall familiarize themselves with the course and difficulty of degree prior to attempting their first run.
- Competitors shall not overtake any other competitor except in such a manner as to avoid contact and shall grant right of way to the lead competitor.
- Competitors shall yield to other competitors when entering course or starting downhill.
- Competitors, when involved in an accident, shall not depart from the venue without leaving their names and addresses if reasonably possible.
- A competitor who is injured should, if reasonable, give notice of the injury to the venue area operator before leaving.
- Competitors shall not embark or disembark from a transportation vessel except at designated areas or by the authority of the venue area operator.
- Competitors shall not deface venue property but not limited to, especially with the application of decals or stickers.
- Offensive actions or obscene language around venue areas are grounds for expulsion from the IGSA event.
- Competitors shall refrain from using illegal substances.
- Competitors defacing or trashing their surroundings shall face immediate disqualification from competing and immediate expulsion from the IGSA.

- C. LIABILITY WAIVER:** All competitors shall sign a liability waiver before being allowed to participate in any IGSA sanctioned event.

The entrant and/or competitor, in signing the liability waiver for any IGSA sanctioned event, elects to use the track at their own risk, and thereby releases and forever discharges the International Gravity Sports Association, together with their heirs, assigns, officers, representatives, agents, employees, and participants from all liability from injury to person(s), property, employees and/or reputation, that may be received by said entrant and/or competitor, and from all claims of said injuries to parties listed above growing out of it, or resulting from the event contemplated under the liability waiver, or caused by any construction or condition of the course over which the event is held.

If the parent or legal guardian is unable to sign the liability waiver at the event, then the form must be notarized and brought to the event.

- D. RIDING ABILITY:** All competitors shall demonstrate their riding ability to the satisfaction of the officials during a mandatory practice period before being allowed to compete.
- E. PREGNANT WOMEN:** Pregnant women are not allowed to compete. This restriction applies to practice, qualifying and competition.
- F. APPEARANCE:** All competitors competing in IGSA sanctioned events shall maintain a clean and neat appearance.
- G. SPONSORS:** The IGSA reserves the right to refuse or restrict any sponsor for any reason. IGSA further reserves the right to refuse a competitors' participation in any event if the IGSA determines that any advertising and/or sponsorship is or may be detrimental to the interests of the IGSA or the event promoter.
- H. OFFICIAL ENTRY:** The competitor, not the equipment is the official entry in an IGSA sanctioned event and there shall be no substitution of the competitor. The competitor must be present and complete the pre-race technical inspection with all equipment necessary to substantiate legal entry. This includes all protective equipment. All equipment must be presented and must pass pre-race technical inspection. At no point, will any competitor or racing equipment be allowed to compete that has not passed pre-race technical inspection.
- I. PRE-RACE TECHNICAL INSPECTION:** All racing equipment shall be submitted to a pre-race technical inspection to ensure compliance of the IGSA Rules and Regulations.
1. Pre-race technical inspection shall consist of:
 - a. Visual inspection for legal and safe appearance of the race equipment and its parts.
 - b. Visual inspection of personal safety equipment.
 - c. Measurement of the width, length, wheels, weight and other applicable specifications.
 2. It is NOT the technical inspector's responsibility to identify or correct problems that may affect the performance of otherwise legal equipment.
 3. It is the competitor's responsibility to ensure that the equipment is ready, legal, and safe for competition.
 4. If there are any equipment legality questions they should be raised to the Technical Inspector prior to submitting the equipment for inspection.
 5. Equipment failing technical inspection must be corrected by its owner/competitor, be resubmitted to and pass technical inspection before being accepted into the race field.
 6. Any equipment changes made after passing Technical Inspection must conform to all IGSA rules and regulations. Using equipment that does not conform to IGSA regulations is grounds for immediate disqualification.
 7. Passing technical inspection does not deem equipment to be safe or free from defects.
- J. EVENT ELIGIBILITY:** The number of entries may be limited at some events. World Ranking points must be used at least partially, to determine eligibility. The remainder will be determined at the promoter's option.

K. MINIMUM AGE REQUIREMENTS: The minimum age to compete in the open categories of an IGSA sanctioned event is 14 years old. Minimum age exceptions can be made at the promoter's option. Competitors must be at least 8 years of age. A competitor can compete in an open class and a junior II class at the same event. **Competitor's age for the season is determined as of January 1st of the current year.**

If the parent or legal guardian is unable to sign the release wavier at the event, then the form must be notarized and brought to the event.

L. JUNIOR CLASSES:

Junior I 8 – 13 Years old

Junior II 14 – 17 Years old

V. OFFICIALS

Officials in their assigned duties must be familiar with all rules and regulations, which apply to those duties.

- A. OFFICIAL POWERS:** The designated officials of any IGSA sanctioned event shall have the power of rule enforcement and race supervision, as found in the IGSA Rules & Regulations, during the entirety of any event. Officials may reserve the right to prevent any entrant from participating in any IGSA event.
- B. TECHNICAL DELIGATE:** The IGSA Technical Delegate (TD) is the person who has advisory control over pre-race and race operation and has complete control over the competitive operation of the race. He/she has the final decision in all matters of racer protection, enforcement of rules and the implementation of penalties. He/she has the authority to cancel, postpone or annul the race if necessary. In all cases, the TD is the representative of the IGSA. An IGSA appointed Technical Delegate shall be present at all World Championship, World Cup and Continental level events. It is the Technical Delegates responsibility to be well versed in the IGSA rules and ensures that the Race Officials are enforcing those rules and following the event procedures set forth by the IGSA.
- C. CHIEF STEWARD:** The Chief Steward shall be that official having complete charge of the competitors while on the track. The Chief Steward shall disqualify any competitor who, in their opinion or that of their observers, is in violation of the rules or whose equipment is or has become unsafe to operate. The Chief Steward is also in charge of the Corner Marshals. The Chief Steward or their designated representatives shall uphold all IGSA rules and regulations pertaining to participant riding habits. The Chief Steward will supervise all competitors entered in an IGSA sanctioned event, and submit a written report to the IGSA Board of Directors on infractions of the rules and unsafe or un-sportsman like conduct on the part of any participant.
- D. STARTER:** The Starter shall be that Official having complete control of the start area. The Starter shall follow instructions from the Chief Steward. The Starter's verbal commands are to be obeyed without exception. The Starter shall conduct a meeting for all competitors prior to the start of the event to explain the flags, their use, and rules of the road. Prior to giving the verbal start commands the Starter will visually check all competitors helmet straps for secure retention. The Starter can also be the official that watches for Push Lane and interference violations. If any violations occur the Starter will report them to the Chief Steward.
- E. PUSH LANE JUDGE:** The Push Lane Judge shall be that Official who watches for Push Lane violations. Push Lane Judge will make sure competitors stay within their designated lane and do not push or paddle outside of their lane. Any infractions will be reported to the Starter. **(Optional)**
- F. CHIEF SCORER:** The Chief Scorer shall be that Official in charge of the timing and scoring. The responsibility is to keep the Chief Steward informed of finishing positions, bracketing, etc. The Chief Scorer will also be responsible to accept any protests that may arise, gather information from the respective competitors regarding the protest and report this information to the Chief Steward.
- G. CORNER MARSHAL:** The Corner Marshal shall be that Official in charge of the designated area assigned to. Multiple Corner Marshals shall be strategically located down the course to report any rules infractions, accidents, and or unsafe conditions, etc to the Chief Steward. They will also use the designated flags when necessary to signal competitors of accidents, debris, or other hazards.
- H. TECHNICAL INSPECTOR:** The Technical Inspector shall be that Official having charge of technical inspections. The inspector shall designate an area where equipment and competitors will be checked for legality on weight, bumpers, wheels, number placement, chassis, protective equipment, etc. Competitors are responsible to the Technical Inspector while in the Technical Inspection Area and are subject to disqualification if they leave without his approval. (see Eligibility I. Prerace Technical Inspection)

VI. SAFETY

Safety is one of the prime considerations of the IGSA. Methods of operation, race vehicle construction, track facilities, and competition practices are under constant review to protect the athletes and to raise the safety standards of the sport.

- A. **INSURANCE:** Any athlete who enters an IGSA sanctioned event shall receive spectator bodily injury liability and property damage liability. Insurance coverage may vary based on the underwriter's policy. All participants at any IGSA insured event must sign a liability waiver. This includes all Competitors, Workers, Media, and Officials. **There are no exceptions.**
- B. **ACCIDENTS:** Equipment involved in accidents may be required to undergo a technical inspection before being allowed to continue.
- C. **EMERGENCY MEDICAL:** A Physician, Paramedic, or Qualified Medical Attendant and first aid kit, shall be present during the entire racing event.
- D. **PROTECTIVE BARRIERS:** No person, race official or others shall be permitted on the racing surface at any time during a green flag race condition. Two straw bales or better shall be situated in front of each Corner Marshal for their protection.

VII. SAFETY EQUIPMENT

The IGSA shall not assume any responsibility or liability in relation to any recommendation or requirement for helmets or other body protection, referred to in this rule book.

- A. **PROTECTIVE EQUIPMENT REQUIREMENTS:** All required protective equipment must be used in all practice, qualifying and race runs of an IGSA sanctioned event. **NO EXCEPTIONS**

B. DOWNHILL SKATEBOARD PROTECTIVE EQUIPMENT

Competitors acknowledge that the sport of downhill skateboarding is a hazardous activity with inherent risks of serious personal injury, disability and death. It is the sole responsibility of the competitor to appropriately wear their safety equipment for their event.

1. **HELMETS:** Hard shell is required. Helmets must be full-face design with a shatterproof shield or goggles. The helmet must be worn to the manufacturer's recommendations. Helmet strap must be worn tight and secure as designed. **NO EXCEPTIONS!** No snap on chin guards. No modifications allowed except to face shield. Helmets meeting the following certification standards for skateboarding are recommended and will likely become mandatory in 2013: ASTM F1492, ASTM F1952, CE 1078, CPSC, Snell N94.

2. **LEATHERS:** All racers must wear a one (1) or two (2) piece suit made of leather and/or Kevlar. If a two-piece is used, it must zip together at the waist.

3. **SPEEDSUITS:** Speedsuits* not allowed.

*Speedsuits are defined as any full or partial covering of the leathers with a fabric or coating to gain aerodynamic advantage. Lycra shirts or bibs distributed by the race organizer to all competitors are allowed.

4. **GLOVES:** Racers must wear full fingered, leather and/or Kevlar gloves. Any gloves constructed of rubber, nylon, cotton, etc. must be worn over approved gloves.

5. **FOOTWEAR:** Shoes must be in good condition and be laced buckled or secured as designed. The ankles must be protected against abrasion injuries. High top shoes are recommended.

6. **ELBOW AND KNEE PADS:** Protective padding for the knees and elbows is recommended but not mandatory.

C. STREET LUGE AND CLASSIC LUGE PROTECTIVE EQUIPMENT

Competitors acknowledge that the sport of street and classic luge is a hazardous activity with inherent risks of serious personal injury, disability and death. It is the sole responsibility of the competitor to appropriately wear their safety equipment for their event.

1. **HELMETS:** Hard shell is required. Helmets must be full-face design with a shatterproof shield or goggles. The helmet must be worn to the manufacturer's recommendations. Helmet strap must be worn tight and secure as designed. **NO EXCEPTIONS!** No snap on chin guards. No modifications allowed except to face shield. Helmets meeting the following certification standards for skateboarding are recommended and will likely become mandatory in 2013: ASTM F1492, ASTM F1952, CE 1078, CPSC, Snell N94.

2. **LEATHERS:** All racers must wear a one (1) or two (2) piece suit made of leather and/or Kevlar. If a two-piece is used, it must zip together at the waist.
3. **SPEEDSUITS:** Speedsuits* not allowed with the exception of the street luge class and must be worn over the protective suit.
*Speedsuits are defined as any full or partial covering of the leathers with a fabric or coating to gain aerodynamic advantage. Lycra shirts or bibs distributed by the race organizer to all competitors are allowed.
4. **GLOVES:** Racers must wear full fingered, leather and/or Kevlar gloves. Any gloves constructed of rubber, nylon, cotton, etc. must be worn over approved gloves.
5. **FOOTWEAR:** Shoes must be in good condition and be laced buckled or secured as designed. The ankles must be protected against abrasion injuries. High top shoes are recommended.
6. **ELBOW AND KNEE PADS:** Protective padding for the knees and elbows is recommended but not mandatory.

VIII. DOWNHILL SKATEBOARD SPECIFICATIONS

Competitors are required to ride in an upright position. Riding in the supine (lying on back) position with their feet forward or in the skeleton (on the stomach) in a head first position is prohibited.

- A. **DECK:** The deck must be structurally sound and not pose a safety hazard. It must not possess sharp edges, which could injure competitors. It may be any shape within the size limits.
- B. **WEIGHT:** The complete board must not exceed seven kilograms (7kg / 15.4lbs). This rule will be strictly enforced. **A 0.5 kg allowance will be given for variances in the accuracy of scales.**
- C. **LENGTH:** One hundred forty centimeters (140cm / 55") maximum.
- D. **WIDTH:** Three hundred five millimeters (305mm / 12") maximum.
- E. **TRUCKS:** The trucks must be lean steer activated. They may be commercially available or custom built. They must be no more than three hundred five millimeters (305mm / 12") wide, as measured from the outside edge of the axles. The axles cannot protrude past the edge of the wheel.
- F. **BEARINGS:** Any bearing that fits into a hub designed to accept standard 608 Bearings. SKF 608 Bearing Specifications: OD Race 22mm (0.8661"), Width 7mm (0.2756"). The bore (inside diameter of the race) is not specified or regulated.
- G. **WHEELS:** Wheels can be a maximum diameter of one hundred thirty millimeters (130mm / 5.12"). If a particular wheel proves to have a significant performance advantage and is not made **commercially available*** for a reasonable price, it could be specifically banned in the future.
*Commercially available means the product must have been distributed to at least 24 people outside the company.
- H. **BRAKES:** No mechanized braking devices are allowed.
- I. **NUMBER AREA:** All competitors are required to have their IGSA assigned number located on their helmet or a bib. Bibs must be worn as designed. Helmet numbers must be placed on both sides and visible in the riding position. Bib numbers must be placed on both the front and back. The number area and number must be of contrasting colors and be highly visible from six meters (6m / 20') away.
- J. **NUMBERS:** Number digits must be a minimum of seven point six centimeters (7.6cm / 2.95") tall each. Some promoters may issue a bib or bib panel with a number other than your IGSA assigned number. **When race numbers have been issued they must be used as instructed and not tampered with cut or modified in any way.** In this case the event number supersedes the IGSA assigned number. **(For number assignment see section XVI. A)**
- K. **NUMBER USAGE:** If a competitor conducts a qualifying run without the correct number displayed in the correct fashion, that qualifying run will be listed as Did Not Finish (DNF). A substitute run will not be allowed. If a competitor races without the correct number displayed in the correct fashion they will be listed as Did Not Finish (DNF) in the said race.
- L. **BALLAST:** Any weight additions to the board are prohibited. Carrying of ballast on the competitor's body is prohibited.

IX. STREET LUGE SPECIFICATIONS

This class is designed to allow maximum design creativity with minimal restrictions. The only restrictions are made in the interest of safety or to retain the basic concept of a street luge. In the future, any further restrictions will be added for these reasons only. Competitors are required to ride in the supine (lying on back) position with their feet forward.

A special rule clause is in effect. If an obvious safety hazard is allowed by the rules, rule changes may occur during the competition year. Any rule changes will be published at www.IGSAworldcup.com and take effect immediately.

- A. **CHASSIS:** The chassis must be structurally sound and not pose a safety hazard. It must not possess sharp edges, which could injure competitors. No part of the luge may present an obvious trapping, amputation or other hazards. Structural soundness may be demonstrated through a "Bounce Test" or other stress simulations, which could mimic conditions encountered while racing. No part of the luge may enclose the competitor's body nor hinder their ability to brake. Nothing may protrude between the competitor's legs. **The Technical Inspector will be the final judge of legality.**
- B. **WEIGHT:** The complete luge must not exceed twenty-five kilograms (25kg / 55.1 lbs). This rule will be strictly enforced. **A 0.5kg allowance will be given for variances in the accuracy of scales.**
- C. **LENGTH:** The minimum length shall be no less than one hundred twenty centimeters (120cm / 47.24") Maximum length shall not exceed three meters (3m / 9.84').
- D. **WIDTH:** The luge must not exceed sixty-one centimeters (61cm / 24") in width.
- E. **FRONT END:** The front end of the luge must be padded, bumpered and/or nerfed in such a way as to minimize the risk of injury to a competitor who falls in front of it. **Bumpers made from a soft rubber, foam, plastic, or other material, which will absorb energy are required.** Minimal Bumper dimensions are seventy-seven millimeters (77mm/3") wide, twenty-six millimeters (26mm/1") tall and thirty-nine millimeters (39mm/1.5") thick. The front end should have nerf bars or some means of deflecting another competitor, object or straw bales. All exposed striking surfaces must be padded. No "Toe loops" allowed. If the complete board does not exceed six point five kilograms (6.5kg / 14.3lbs), padding or bumpers are not required if there are no sharp surfaces.
- F. **REAR END:** The rear end of the luge must not have any unpadded surfaces, which could injure a competitor who runs into the luge from behind. It should be constructed so as to minimize entanglements with the front end of other luges. If the complete board does not exceed six point five kilograms (6.5kg / 14.3lbs), padding or bumpers are not required if there are no sharp surfaces.
- G. **BODYWORK AND FAIRINGS:** Bodywork, nose cones in front of the competitor's feet and tail cones behind the competitors head and fairings are allowed. If nose cones are used, then there must be an eight centimeters (8cm / 3.14") crush zone area in front of the chassis. No part of the luge may present obvious trapping, amputation or other hazards. All bodywork and fairings must be constructed in a manner that will minimize injuries in the event of collisions. **Equipment should be designed so that no obvious hazards will be presented by the loss of bodywork and or fairings.**
- H. **TRUCKS:** The trucks must be lean steer activated. They may be commercially available or custom built. The track width must be no wider than the widest part of the luge to a maximum of sixty-one centimeters (61cm / 24"), as measured from the outside edge of the axles. The axles cannot protrude past the edge of the wheel.
- I. **BEARINGS:** No Restrictions
- J. **WHEELS:** A minimum of four (4) wheels must be in contact with the ground. Wheels can be a maximum diameter of one hundred thirty millimeters (130mm / 5.11").
- K. **BRAKES:** No mechanized braking devices are allowed.
- L. **NUMBER AREA:** All competitors are required to have their IGSA assigned number located on their helmet, bib or at the back of the board. Bibs must be worn as designed. Helmet or board numbers must be placed on both sides and visible in the riding position. Bib numbers must be placed on both the front and back. The number area and number must be of contrasting colors and highly visible from six meters (6m / 20') away. If a number panel is used it must be made of flexible material and not extend past the point where the back bumper connects to the chassis.

M. NUMBERS: Number digits must be a minimum of seven point six centimeters (7.6cm / 2.95") tall each. Some promoters may issue a bib or bib panel with a number other than your IGSA assigned number. **When race numbers have been issued they must be used as instructed and not tampered with cut or modified in any way.** In this case the event number supersedes the IGSA assigned number. **(For number assignment see section XVI. A)**

N. NUMBER USAGE: If a competitor conducts a qualifying run without the correct number displayed in the correct fashion, that qualifying run will be listed as Did Not Finish (DNF). A substitute run will not be allowed. If a competitor races without the correct number displayed in the correct fashion they will be listed as Did Not Finish (DNF) in the said race.

O. BALLAST: Any weight additions shall be securely bolted to the luge chassis. Carrying of ballast on the competitor's body is prohibited. Tape, tie wraps, or fasteners other than bolts are not legal for attaching weight. Ballast weight on all luges must be fastened with a minimum six millimeter (6mm / 0.236") through bolt with nylock nuts and be cotter keyed or safety wired. Tech inspectors are charged to make thorough inspections of weight installation to make sure they meet the through bolt requirement.

X. CLASSIC LUGE SPECIFICATIONS (Buttboard)

The **BASIC PREMISE** is that any competitor should be able to put together a competitive board from skateboard shop supplies for about \$300 US Dollars complete. A competitor may spend more on a board if they wish, however, advancements, which require a higher investment to be competitive, will be banned.

Competitors are required to ride in the supine (lying on back) position with their feet forward.

A. DECK: Must be made of laminated wood. The deck may have molded features such as a kick tail, but must be one piece. It may be any shape within the size limits. Nothing may be added to the deck except for the following:

1. Foam padding to the top.
2. Non-aerodynamic stiffeners to the bottom.
3. Skateboard-type grip rails underneath.

B. WEIGHT: The complete board must not exceed six point five kilograms (6.5kg / 14.3lbs). This rule will be strictly enforced. **A 0.5kg allowance will be given for variances in the accuracy of scales.**

C. LENGTH: One hundred twenty-five centimeters (125cm / 49.21") maximum.

D. WIDTH: Three hundred five millimeters (305mm / 12") maximum.

E. TRUCKS: The trucks must be lean steer activated. They must be **commercially available*** skateboard trucks. **Rolling axles are allowed.** They must not exceed three hundred five millimeters (305mm / 12") wide, as measured from the outside edge of the axles. The board must use exactly two (2) trucks. The axles cannot protrude past the edge of the wheel.

*Commercially available means the product must have been distributed to at least 24 people outside the company.

F. BEARINGS: Standard 608 type skateboard bearings only. SKF 608 Bearing Specifications: Bore 8mm (0.3150"), OD Race 22mm (0.8661"), Width 7mm (0.2756")

G. WHEELS: Only wheels originally manufactured with a maximum diameter of 70mm must be used. Modifications are allowed. The wheel must be **commercially available***. The board must use exactly four (4) wheels.

*Commercially available means the product must have been distributed to at least 24 people outside the company.

H. RIDE HEIGHT: A minimum ride height of eight centimeters (8cm / 3.14") is required. This is the lowest part of the board from the ground and includes rails, stiffeners, bolts, nuts, etc. It does not include the trucks or the truck mounting hardware.

I. BRAKES: No mechanized braking devices are allowed.

J. NUMBER AREA: All competitors are required to have their IGSA assigned **Street Luge** number located on their helmet or a bib. Bibs must be worn as designed. Helmet numbers must be placed on both sides and visible in the riding position. Bib numbers must be placed on both the front and back. The number area and number must be of contrasting colors and be highly visible from six meters (6m / 20') away.

- K. NUMBERS:** Number digits must be a minimum of seven point six centimeters (7.6cm / 2.95") tall each. Some promoters may issue a bib or bib panel with a number other than your IGSA assigned number. **When race numbers have been issued they must be used as instructed and not tampered with cut or modified in any way.** In this case the event number supersedes the IGSA assigned number. **(For number assignment see section XVI. A)**
- L. NUMBER USAGE:** If a competitor conducts a qualifying run without the correct number displayed in the correct fashion, that qualifying run will be listed as Did Not Finish (DNF). A substitute run will not be allowed. If a competitor races without the correct number displayed in the correct fashion they will be listed as Did Not Finish (DNF) in the said race.
- M. BALLAST:** Any weight additions to the board are prohibited. Carrying of ballast on the competitor's body is prohibited.

XI. RACING PROCEDURES

- A. PRACTICE:** Competitors are required to get a minimum of two (2) practice runs before making a qualifying attempt. Racers may choose to take less than 2 practice runs at their discretion.
- B. QUALIFYING:** Every competitor is required to get one qualifying attempt. Their single fastest run will be used to seed the competitor into the field. In the event that a timing system is not available or time restraints make it impossible, contestants will be picked for their starting positions.
- C. ELECTRONIC TIMING:** Electronic-timing systems, which measure results to the nearest one-thousandth (1/1000) of a second, is the minimum requirement for World Cup and Continental level events. Timing capability to the thousandth (1/1000) of a second shall be used to break ties. In Qualification, if a tie cannot be broken amongst the tied competitors to 1000th of a second, the competitor with the next overall quickest run will break the tie. If only one run is made, then the tie will be broken by the competitor with the lowest assigned IGSA competitor number.
- D. EVENT FORMATS:** The following are suggested formats for IGSA events. New and innovative formats may also be used with prior approval from the IGSA.
- 1. TIME TRIAL:** In this format, a single competitor negotiates the course with the lowest elapsed time declared the winner. Variations of this format can range from a single run determining the placing to a combined time of up to four runs.
 - 2. DUAL:** In this format, the competitor with the fastest qualifying time will be placed in the bracket as seed 1 and so on. The field competes in a single elimination, head to head, per bracket competition. Up to two competitors compete against each other on a single course with the first competitor crossing the finish line advancing to the next round. After multiple rounds of elimination's a final heat will be contested with the competitors being placed first through second depending how they finish in this heat. Third through fourth will be determined by a consolation final. The remaining positions will be determined by the number of rounds advanced with ties broken by qualifying position. Please refer to the bracket illustrated in this manual.
 - 3. MASS:** In this format, the competitor with the fastest qualifying time will be placed in the bracket as seed 1 and so on. The field competes in a single elimination, four competitors per bracket competition. Up to four competitors compete against each other on a single course with the first two competitors crossing the finish line advancing to the next round. After multiple rounds of elimination's a final heat will be contested with the competitors being placed first through fourth depending how they finish in this heat. Fifth through eighth will be determined by a consolation final. The remaining positions will be determined by the number of rounds advanced with ties broken by qualifying position. Please refer to the bracket illustrated in this manual.
 - 4. SUPER MASS:** In this format, the competitor with the fastest qualifying time will be placed in the bracket as seed 1 and so on. The field competes in a single elimination, six competitors per bracket competition. Up to six competitors compete against each other on a single course with the first three competitors crossing the finish line advancing to the next round. After multiple rounds of elimination's a final heat will be contested with the competitors being placed first through sixth depending how they finish in this heat. Seventh through twelfth will be determined by a consolation final. The remaining positions will be determined by the number of rounds advanced with ties broken by qualifying position. Please refer to the bracket illustrated in this manual.

5. **GP FORMAT:** GP (Grand Prix) is based on the current format used in formula car racing. This format is best suited to courses three kilometers (3km/1.86mi) or more in length. Competitors are set up in a staggered grid of two rows. The rows are set up three meters (3m / 9.84') apart with a one point five meter (1.5m / 5') offset. The starting grid is set based on qualifying times with the fastest qualifier in the front and the slowest in the rear. A maximum of 24 competitors are allowed to start a race. In the event that timed qualifying cannot occur, the previous year's world rankings are to be used to set the grid with low numbers in the front.

A GP format event must consist of at least three laps. Each competitors finishing position determines how they start the next lap. (e.g. If a competitor finishes in 4th position, they will start the next heat in 4th position). The finishing positions on the final lap are the ones used to determine the final results. Any competitor who commits a false start will be sent to the back of the grid and the other competitors would move forward.

The most difficult part of the GP format is scoring each lap. With up to 24 competitors finishing within 20 seconds, it can be a very difficult task. If a competitors number plate or helmet numbers are not clearly legible it can cause some serious problems. A video camera should be used to validate the scoring. At the end of each lap all of the competitors shall line up at the end of the run out area in their finishing position, so results can be rechecked. The video is available to settle any close finishes.

The GP format makes the corner marshals critical. In order to run large groups of competitors safely down the course, the competitors need to be warned of any incidents that may have occurred ahead. All corner marshals must receive detailed training on how to perform their jobs. Each corner marshal must be equipped with a radio and a complete set of flags.

E. START PROCEDURE:

1. **START SEQUENCE:** The official Starter, having verified with the Chief Steward that the course is clear for a bracket run, begins the **Start Sequence** as follows:
 - a. Official Starter says, "**Racers Ready**". Official Starter looks to the Push Lane Judge (if used) for acknowledgment.
 - b. Official Starter says, "**Racers Set**" Once this command is given, competitors must assume a set, final position.
No movement will be permitted until the official start command is given.
 - c. Within five seconds a **snap line, audible tone, or the starter saying "Go"** will mark the official start of the race.
2. **COMPETITORS START POSTION:** Competitors must start no more than twenty-five centimeters (25cm / 9.8") behind the start line or snap line. No starting from further behind to gain an advantage.

Downhill Skateboard: During the start procedure for racing and qualifying, the competitor must have one foot on his equipment and use the other foot for pushing. The competitor must have both feet and equipment behind the start line or snap line. All wheels must be on the ground when starting.

Street Luge & Classic Luge: During the start procedure for racing and qualifying, the competitor must be in the sitting position and push by paddling with their arms and hands. The competitor must have both feet and equipment behind the start line or snap line. All wheels must be on the ground when starting.

- F. **START BOX:** When contesting Dual, Mass and Super Mass events, the Start Box illustrated in this manual can be used. The distance from the "Start Line" to the end of the "Push lanes" may be adjusted at the Chief Stewards discretion. Use of the Start Box is at the promoter's option. Once a competitor passes the end of their push lane they are allowed to move out of their lane. **There is NO LIMIT how far or when they can push on the race course.** At the end of each heat, competitors must check in with the Chief Steward or his appointed delegate, to make sure no penalties were assessed. (Optional)

1. **PUSH LANE VIOLATION:** Any competitor who moves out of their Push Lane prior to the end will be disqualified. Upon seeing a violation the Push Lane Judge or Starter will sound an air horn or other loud sound to stop the race. The remaining competitors are repositioned and the starting procedure repeated.
2. **FALSE STARTS:** If any competitor moves between the time that the "**Racers set**" command is given and the start signal is given, a "**False start**" will be called. The Starter will sound an air horn or loud sound and/or the Push Lane Judge will raise a red flag. The offending competitor is charged with a "**False start**". The competitors are repositioned and the starting procedure repeated. A 2nd False start by the same competitor will result in disqualification.

G. PUSHING ON COURSE: There is **NO LIMIT** how far or when a competitor can push on the race course. (Also refer to Racing Rules: G. Crash Restart)

H. FINISH PROCEDURE:

1. Competitors will race to the finish line, at which time the heat is complete. A racer finishes the course when any part of his body or equipment crosses the designated finish line.
2. The Chief Steward will resolve all ties either by photo finish, video or eyewitness account.
3. Post race technical inspection may be required at specific events. In the case that the run is a Qualifying run, or a Final/Consolation Final, the competitor must go directly to the post race, technical inspection area. The competitor and their vehicle must not have any contact with any person other than IGSA authorized personnel.
4. Competitors must come to a complete stop before the end of the finish area run out. Competitors who fail to stop may be subject to disqualification. This is for the safety of the spectators and competitors.

I. FINAL PLACEMENT: Following the final and consolation final, the eliminated competitors will be ranked by comparing their qualifying results in each round. When using the Mass format (4-man) as an example, all third placed competitors will first be ranked in order based upon their qualifying result followed by all fourth placed competitors. In the event that a tie cannot be broken between third and fourth place competitors by photo finish or other means, both competitors will be awarded third place in the heat.

Competitors who do not finish their race run will be categorized as "Did Not Finish" (DNF) and be placed behind all the fourth place competitors by qualifying result in each round. "Disqualified" (DSQ) competitors will be placed behind all the "Did Not Finish" (DNF). "Did Not Start" (DNS) competitors are placed behind all of the "DSQ's". This includes any competitor who made qualifying runs but were not able to start the race for any reason. Competitors who sign up for a race but do not complete a qualifying attempt will not be placed in the final results. When using the Super Mass format, a similar procedure will be used to create the final ranking.

J. OFFICIAL RESULTS: Results are official only after they are transmitted to the IGSA Ranking office by the promoters. They will be processed and checked for formatting and accuracy. Once posted at www.IGSAworldcup.com they become the only official IGSA results and all others are unofficial.

K. JUDGES, INFRACTIONS, and RULINGS: All penalties will be assessed and ruled upon by the Chief Steward immediately upon completion of the heat. This is the only time a penalty may be issued. Once the competitors have left the finish area and competition continues, they will have missed their opportunity to protest. In making its determination, the Chief Steward shall include statements from officials who worked at the competition and others whom it considers to have pertinent information.

All disputes will be settled before the next round of competition. Each individual infraction and its results will be ruled upon and acted on before the next round by the Chief Steward and Judges on the course. Only the Chief Steward and its delegates will be present when they make a final decision on an infraction.

L. PROTESTS: Any competitor protest will be directed at the Chief Steward at the Finish Line at that time. This is the only time a protest can be made. Once the competitors have left the finish area and competition continues, they will have missed their opportunity to protest. In making its determination, the Chief Steward shall include statements from officials who worked at the competition and others whom it considers to have pertinent information.

To file a protest a competitor must submit a \$25 USD (or equivalent) protest deposit. The deposit will be returned to the competitor if the protest is upheld; otherwise it will be forfeited to the event prize purse of the respective class at that event.

M. INCLEMENT WEATHER: Qualifying and Races will be held rain or shine subject to the discretion of the promoter and chief steward. If the Promoter and Chief Steward come to a consensus and determine that weather conditions are not suitable for racing, competitors may challenge their ruling providing that:

1. A vote is taken by each class with the competitors present and a simple majority agrees to compete. This vote must be monitored by an IGSA representative.
2. The Event Promoter and Chief Steward are consulted and give final approval.

N. EVENT POSTPONEMENT OR CANCELLATION:

1. If weather conditions, acts of God, war and/or darkness cause the course to become unsafe during the running of an event. The race will be delayed until conditions become more favorable. If conditions do not become more favorable or if darkness occurs prior to the completion of an event, the race will be cancelled and positions will be awarded based upon qualifying.
2. In the event that qualifying is unable to occur due to inclement weather, acts of God or war and/or darkness, competitors will pea pick for grid positions. Every effort should be made to allow each registered competitor to participate in the race. If the number of competitors is greater than the space available in the race and a format change is not feasible, the highest ranked competitors from the previous year's final points shall be used to fill the field.
3. In the event that an entire race weekend cannot occur due to inclement weather, acts of God or war, no points or prize money will be awarded.
4. Twenty-five days notice must be given to the competitors in the case of a World Cup event cancellation. Competitors who have pre-registered for the event will have their entry fees reimbursed by the promoter. If the event promoter secures an alternative venue during the twenty-five day period, the competitor can at their discretion choose to attend the event or receive a refund. Events cancelled due to inclement weather, acts of God, or acts of war are not covered by this policy.

XII. FLAGS

- A. **GREEN:** Go, course is clear and open.
- B. **YELLOW:** Caution, hold your position. Do not pass; proceed past the yellow flag area with caution. Passing during a yellow flag condition is grounds for disqualification.
- C. **RED:** **STOP IMMEDIATELY** and do not ride any further. Proceed to the nearest Corner Marshal for instructions.

XIII. RACING RULES

- A. **CONTACT:** Racers who deliberately make contact in an effort to "steal speed" from another racer (also known as "mooch bumping") will be penalized.
- B. **PASSING:** Overtaking competitors assume the responsibility of avoiding the lead competitor. However, during a pass, the lead competitor may not take defensive measures such as moving in on the line of the passing competitor to prevent them from taking the lead. Meanwhile, the overtaking competitor is responsible for COMPLETELY clearing the other competitor before moving into their line. A racer who violates the passing protocol will be penalized.
- C. **INTENTIONAL CONTACT:** Some contact in close racing is natural. Racers who purposely spin, block, or cause another racer to crash will be penalized. Deliberate, aggressive contact is not allowed and will not be tolerated.
- D. **INTENTIONAL BLOCKING:** Intentional blocking of another racer is prohibited.
- E. **ROUGH RIDING:** Overly aggressive, dangerous or rough riding is not allowed and the offending competitor will be penalized and/or disqualified.
- F. **ILLEGAL PADDLING/PUSHING:** Paddling/Pushing a street luge or classic luge at any time from a standing, kneeling, squatting, or headfirst position is an automatic disqualification.
- G. **CRASH RESTART:** When returning to the track after a crash, the racer must place their vehicle on the track nearest to the point where it had come to rest. If racing a luge or classic luge the competitor must sit on the luge and paddle or push with their hands to restart. **No assistance from anyone is permitted.**
- H. **THE FINISH:** An official finish is when any part of the competitors' body or equipment crosses the finish line. Racers must be in contact with their vehicle and have all safety gear in place when they cross the finish line in order to earn placement. A racer who proceeds down the track without all pieces of safety gear in place will be disqualified.

- I. **INTERFERENCE:** If a competitor or a crewmember interferes with another racer while on course, the competitor committing the interference will be penalized. If a crewmember commits the offense, the penalty will be assessed to the competitor that the crewmember is assigned to.
- J. **COMPROMISED ABILITY:** If in the opinion of the race officials, a competitor's ability to be safely in control has been compromised by alcohol, drugs, illness, injury, or emotional distress, that competitor will not be allowed to continue the event.

XIV. PENALTIES

Competitors will at all times be responsible for their own conduct and the conduct of their crews. Any offense committed by a crewmember will be chargeable to the competitor. This particularly applies during the running of an event while the competitor is away from his pit.

- A. **POWERS OF THE IGSA BOARD:** The IGSA board has the power of suspension. Competitors who are placed on report and are found guilty by the IGSA Board shall be subject to the following penalties.

One (1) report: A warning letter will be sent.

Two (2) reports: The competitor will be placed on probation for a period between 30 and 365 days at the discretion of the IGSA Board.

Three (3) reports: The competitor will be suspended for a period between 30 days and life at the discretion of the IGSA Board.

NOTE: Some infractions may be of the nature, that it may be necessary to give full penalty on the first infraction. It is understood that the foregoing penalties are in addition to the normal disciplinary power available to the IGSA Board.

- B. **SUSPENSION:** Infraction of a rule or rules may result in exclusion or expulsion from the event or in extreme cases suspension or expulsion from the Association.

- C. **POWERS OF THE CHIEF STEWARD:** There is much confusion between the following five definitions of conduct at racing events. The following definitions should be used as guidelines for competitor and pit crew behavior:

- 1. **DEFINITIONS:**

- a. **Careless:** Departing from the standard of a reasonably prudent, competent competitor and/or personal conduct.
- b. **Reckless:** Performing an act or omission which creates an obvious and serious risk to others and without due consideration of the consequences.
- c. **Obscene Language:** These include: "fighting words," obscene or indecent words directed in a provocative fashion. Any use of such words to intentionally provoke a group to hostile reaction without due consideration of the consequences.
- d. **Obscene Behavior:** Performing the position or attitude of aggression or attack toward another competitor or Official without due consideration of the consequences.
- e. **Dangerous:** Performing an act or omission, which creates an obvious and serious risk to others and with deliberate disregard of the consequences.

- 2. **CONDUCT PENALTIES:** The Race Officials should note that any allegation of a competitor or pit crewmember committing one of the above offenses may be modified by the Chief Steward to consider as a greater or lesser offense.

- a. **First Offense:** If a competitor is riding dangerously, recklessly, displays offensive behavior, or uses obscene language to an official, other competitors and/or public, the Chief Steward may issue the competitor with a "Conduct Penalty." The first "Conduct Penalty" is a formal warning and will be noted down by the Chief Steward and reported to the IGSA Board.

- b. **Second Offense:** If a competitor receives two "Conduct Penalties" in a calendar year, the competitor will be disqualified and no points will be earned at the event where the second penalty was given.

c. Third Offense: If a competitor receives three "Conduct Penalties" in a calendar year, the competitor will be disqualified and no points will be earned at the event where the third penalty was given, and the competitor will be suspended from competing in any IGSA sanctioned events for the next 60 days. The suspension will begin on the date when the third "Conduct Penalty" was given.

XV. POINTS SYSTEM

- A. EVENT DESIGNATIONS:** Every IGSA sanctioned event will be given a designation of World Cup (WC), Continental Championship (CO), National Championship (NA), or Regional Championship (RG).
- B. EVENT LEVELS:**
1. **LEVEL 1:** World Cup
 2. **LEVEL 2:** Continental
 3. **LEVEL 3:** National
 4. **LEVEL 4:** Regional
- C. EVENT POINTS:** Maximum World Ranking points for each level of event are:
1. **LEVEL 1** = 450.00 points
 2. **LEVEL 2** = 383.44 points
 3. **LEVEL 3** = 316.87 points
 4. **LEVEL 4** = 228.77 points
 5. **COMPLETE POINTS CHART is listed in section XVII of the rulebook.**
- D. POINTS CALCULATIONS:** The following criteria will be used to calculate the various IGSA point series. Ties in the final point calculations for each series will not be broken.
1. **WORLD RANKINGS:** The IGSA World Rankings are a dynamic point system that is updated on the first day of each month. Each competitor's five highest point scoring finishes in the preceding 12 months, from any event level, will be used to determine their individual world rank. Twelve months after an event has taken place, points earned by a competitor will be dropped and the rankings will be recalculated. Official World Rankings are maintained at www.IGSAworldcup.com.
 2. **WORLD CUP SERIES POINTS:** IGSA World Cup points are calculated using each competitor's five highest point scoring finishes from Jan 1 through Dec 31 of each year. Finishes from any IGSA event level, will be used to determine their individual World Cup points. Points will be updated after each event. Official World Cup points are maintained at www.IGSAworldcup.com.
 3. **CONTINENTAL SERIES POINTS (e.g. IGSA NorAm Downhill Series):** IGSA Continental Series points are calculated using each competitor's five highest point scoring finishes in the respective series from Jan 1 through Dec 31 of each year. Only finishes from designated IGSA Continental level races, will be used to determine individual Continental Series points. Points will be updated after each event. Official Continental Series points are maintained at www.IGSAworldcup.com.
 4. **NATIONAL SERIES POINTS (e.g. IGSA USA Downhill Series):** IGSA National Series points are calculated using a defined number of each competitors highest point scoring finishes from Jan 1 through Dec 31 of each year. Only finishes from designated IGSA National level races, will be used to determine individual National Series points. Points will be updated after each event. Official National Series points are maintained at www.IGSAworldcup.com.
 5. **REGIONAL SERIES POINTS (e.g. IGSA California Downhill Series):** IGSA Regional Series points are calculated using a defined number of each competitors highest point scoring finishes from Jan 1 through Dec 31 of each year. Only finishes from designated IGSA Regional level races, will be used to determine individual Continental Series points. Points will be updated after each event. Official World Cup points are maintained at www.IGSAworldcup.com.

- E. IGSA CHAMPIONSHIPS:** The following criteria will be used to determine the various IGSA Champions.
- 1. WORLD CUP SERIES CHAMPION:** The competitor who is the highest ranked in their respective class of the IGSA World Cup points on December 31st of the current calendar year. World Cup Series Awards will only be given to the following classes: Downhill Skateboarding, Women's Downhill Skateboarding, Junior's Downhill Skateboarding, Street Luge, and Classic Luge. If 25 or more people participate in one of the other IGSA categories, a World Cup Series award will also be given.
 - 2. WORLD CHAMPION:** The competitor who wins their respective class at the IGSA World Championship event.
 - 3. CONTINENTAL SERIES CHAMPION:** The competitor who is the highest ranked in their respective class of each Continental Series' points on December 31st of the current calendar year. Continental Series Awards will only be given to the following classes: Downhill Skateboarding, Women's Downhill Skateboarding, Junior's Downhill Skateboarding, Street Luge, and Classic Luge. If 25 or more people participate in one of the other IGSA categories, a Continental Series award will also be given.
 - 4. CONTINENTAL CHAMPION:** The competitor who wins their respective class at the IGSA Continental Championship event. (e.g. IGSA European Championship)
 - 5. NATIONAL SERIES CHAMPION:** The competitor who is the highest ranked in their respective class of each National Series' points on December 31st of the current calendar year. National Series Awards will only be given to the following classes: Downhill Skateboarding, Women's Downhill Skateboarding, Junior's Downhill Skateboarding, Street Luge, Downhill Inline Skating, and Classic Luge. If 25 or more people participate in one of the other IGSA categories, a Continental Series award will also be given.
 - 6. NATIONAL CHAMPION:** The competitor who wins their respective class of the IGSA National Championship. Examples: U.S. National Champion, South African National Champion. If a non-citizen of the respective Country wins the event, the title will go to the highest finishing citizen of the country. If there is no National Championship held in a particular country, the highest IGSA World Ranked competitor from each country will earn the title of National Champion.
- F. EVENT DISTRIBUTION:** Each calendar year, the number of events held will be limited to the following:
- 1. WORLD CHAMPIONSHIP:** Each year one of the World Cup events will be designated as the World Championships. This event will count towards the host continent quota of World Cup events.
 - 2. WORLD CUP:** A maximum of three World Cup level events can be held on each Continent.
 - 3. CONTINENTAL:** A maximum of seven Continental level events can be held on each Continent.
 - 4. NATIONAL:** A maximum of seven National level events can be held in each country.
 - 5. REGIONAL:** An unlimited number of Regional level events can be held in each region.

XVI. COMPETITOR NUMBER ASSIGNMENT

- A. NUMBER ASSIGNMENT:** At the end of each IGSA racing season (December 31), all ranked competitors will be assigned their new number for the following racing season. This will be based on the competitor's world rankings from the previous year. **Classic Luge will use the Street Luge number assignments due to the large number of crossover entries. Fairing Bikes will use the Gravity Bike number assignments due to large number of crossover entries. NUMBER ASSIGNMENT WILL BE POSTED AT www.IGSAworldcup.com**
- B. UNRANKED COMPETITORS:** Competitors who did not compete in the previous IGSA racing season (unranked competitors) would be assigned a number from the pool for use during the current racing season. You must go to www.IGSAworldcup.com to register for your number or numbers.
- C. TIES:** To assign competitor numbers from previous years points, ties in the rankings shall be broken as follows:
1. Previous racing season ranking.
 2. Alphabetical order.
 3. IGSA Director's discretion.

DEFINITIONS

1. **RACING SEASON:** The racing season shall be the period of time between January 1 and December 31 of the given year.
2. **NUMBER AREA:** The area for the competitor's number as defined under rulebook specifications.
3. **RANK:** A competitor's place relative to all other ranked competitor's at the end of the IGSA racing season. A competitor must have accumulated a season point total greater than zero to be ranked.
4. **RESERVED NUMBER POOL:** A series of numbers equal to or greater than the number of ranked competitors. The reserved number pool shall provide enough numbers that each ranked competitor from the previous racing season would be assigned exactly one.
5. **NEW COMPETITOR NUMBER POOL:** A pool of numbers that starts at a number greater than the highest number in the reserved number pool. Competitors without a previous years ranking would be assigned a number from this pool for use during the current racing season.

NUMBER ASSIGNMENT WILL BE POSTED AT www.IGSAworldcup.com

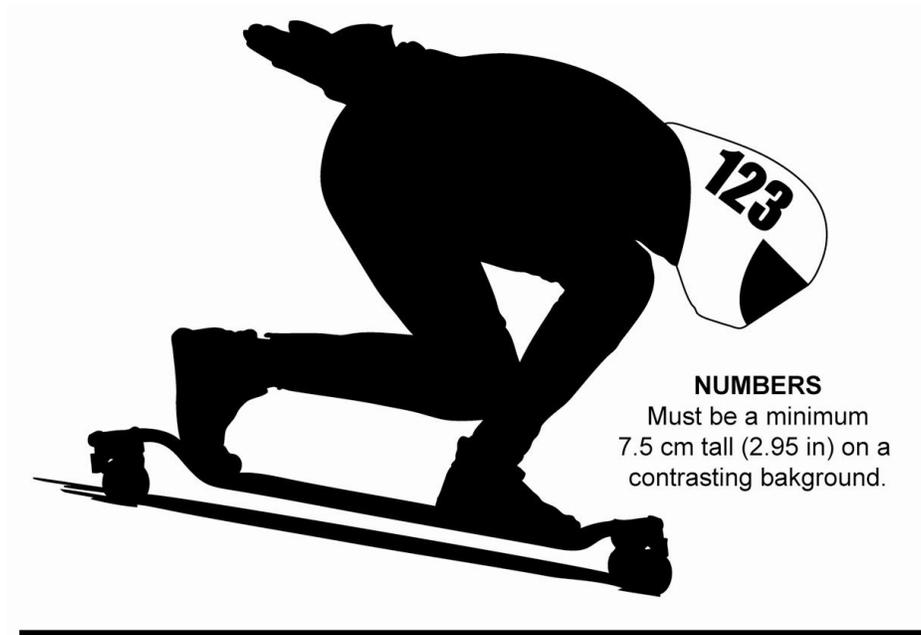
XVII. WORLD RANKING POINTS CHART

Point Scale					Point Scale Continued				
Level	1	2	3	4	Level	1	2	3	4
Rank	World Cup	Continental	National	Regional	Rank	World Cup	Continental	National	Regional
	WC	CO	NA	RG		WC	CO	NA	RG
1	450.00	383.44	316.87	228.77	51	241.33	205.64	169.94	122.69
2	432.62	368.62	304.63	219.93	52	238.83	203.50	168.17	121.41
3	424.37	361.60	298.82	215.73	53	236.34	201.38	166.42	120.15
4	416.84	355.18	293.53	211.91	54	233.88	199.29	164.69	118.90
5	409.88	349.25	288.62	208.37	55	231.44	197.21	162.97	117.66
6	403.36	343.70	284.03	205.06	56	229.02	195.15	161.27	116.43
7	397.22	338.47	279.71	201.93	57	226.63	193.10	159.58	115.21
8	391.40	333.50	275.61	198.97	58	224.25	191.08	157.91	114.00
9	385.84	328.77	271.70	196.15	59	221.89	189.07	156.25	112.80
10	380.52	324.24	267.95	193.45	60	219.55	187.08	154.60	111.61
11	375.41	319.88	264.35	190.85	61	217.23	185.10	152.97	110.43
12	370.49	315.69	260.89	188.35	62	214.93	183.14	151.35	109.26
13	365.74	311.64	257.54	185.93	63	212.65	181.19	149.74	108.10
14	361.13	307.71	254.30	183.59	64	210.38	179.26	148.14	106.95
15	356.66	303.91	251.15	181.32	65	208.13	177.34	146.56	105.81
16	352.32	300.21	248.09	179.11	66	205.89	175.44	144.98	104.67
17	348.10	296.61	245.12	176.96	67	203.68	173.55	143.42	103.54
18	343.98	293.10	242.22	174.87	68	201.48	171.67	141.87	102.42
19	339.96	289.67	239.39	172.82	69	199.29	169.81	140.33	101.31
20	336.03	286.33	236.62	170.83	70	197.12	167.96	138.80	100.21
21	332.19	283.05	233.92	168.87	71	194.96	166.13	137.29	99.11
22	328.43	279.85	231.27	166.96	72	192.82	164.30	135.78	98.02
23	324.75	276.71	228.68	165.09	73	190.70	162.49	134.28	96.94
24	321.14	273.63	226.13	163.25	74	188.58	160.69	132.79	95.87
25	317.59	270.61	223.64	161.45	75	186.49	158.90	131.32	94.80
26	314.11	267.65	221.19	159.68	76	184.40	157.12	129.85	93.74
27	310.69	264.73	218.78	157.94	77	182.33	155.36	128.39	92.69
28	307.33	261.87	216.41	156.24	78	180.27	153.60	126.94	91.64
29	304.02	259.05	214.08	154.55	79	178.22	151.86	125.50	90.60
30	300.77	256.28	211.79	152.90	80	176.19	150.13	124.07	89.57
31	297.56	253.54	209.53	151.27	81	174.17	148.40	122.64	88.54
32	294.40	250.85	207.31	149.66	82	172.16	146.69	121.23	87.52
33	291.29	248.20	205.11	148.08	83	170.16	144.99	119.82	86.50
34	288.22	245.59	202.95	146.52	84	168.17	143.30	118.42	85.49
35	285.19	243.01	200.82	144.98	85	166.20	141.62	117.03	84.49
36	282.20	240.46	198.72	143.46	86	164.24	139.94	115.65	83.49
37	279.25	237.95	196.64	141.96	87	162.28	138.28	114.27	82.50
38	276.34	235.47	194.59	140.48	88	160.34	136.63	112.91	81.51
39	273.46	233.01	192.56	139.02	89	158.41	134.98	111.55	80.53
40	270.62	230.59	190.56	137.58	90	156.49	133.34	110.20	79.56
41	267.81	228.20	188.58	136.15	91	154.58	131.72	108.85	78.58
42	265.04	225.83	186.63	134.74	92	152.68	130.10	107.51	77.62
43	262.29	223.49	184.70	133.34	93	150.79	128.49	106.18	76.66
44	259.58	221.18	182.78	131.96	94	148.91	126.89	104.86	75.70
45	256.89	218.89	180.89	130.59	95	147.04	125.29	103.54	74.75
46	254.23	216.63	179.02	129.24	96	145.18	123.71	102.23	73.81
47	251.60	214.38	177.17	127.90	97	143.33	122.13	100.93	72.86
48	249.00	212.17	175.33	126.58	98	141.49	120.56	99.63	71.93
49	246.42	209.97	173.52	125.27	99	139.66	119.00	98.34	71.00
50	243.86	207.79	171.72	123.97	100	137.83	117.45	97.06	70.07

Point Scale Continued				
Level	1	2	3	4
Rank	World Cup	Continental	National	Regional
	WC	CO	NA	RG
101	136.02	115.90	95.78	69.15
102	134.21	114.36	94.51	68.23
103	132.42	112.83	93.24	67.32
104	130.63	111.31	91.98	66.41
105	128.85	109.79	90.73	65.50
106	127.07	108.28	89.48	64.60
107	125.31	106.77	88.24	63.70
108	123.55	105.28	87.00	62.81
109	121.81	103.79	85.77	61.92
110	120.07	102.31	84.55	61.04
111	118.33	100.83	83.33	60.16
112	116.61	99.36	82.11	59.28
113	114.89	97.90	80.90	58.41
114	113.18	96.44	79.70	57.54
115	111.48	94.99	78.50	56.67
116	109.78	93.54	77.31	55.81
117	108.09	92.11	76.12	54.95
118	106.41	90.67	74.93	54.10
119	104.74	89.25	73.75	53.25
120	103.07	87.83	72.58	52.40
121	101.41	86.41	71.41	51.55
122	99.76	85.00	70.25	50.71
123	98.11	83.60	69.09	49.88
124	96.47	82.20	67.93	49.04
125	94.84	80.81	66.78	48.21
126	93.21	79.42	65.63	47.38
127	91.59	78.04	64.49	46.56
128	89.97	76.66	63.35	45.74
129	88.36	75.29	62.22	44.92
130	86.76	73.93	61.09	44.10
131	85.16	72.56	59.97	43.29
132	83.57	71.21	58.85	42.48
133	81.99	69.86	57.73	41.68
134	80.41	68.51	56.62	40.88
135	78.83	67.17	55.51	40.08
136	77.26	65.84	54.41	39.28
137	75.70	64.50	53.31	38.48
138	74.15	63.18	52.21	37.69
139	72.60	61.86	51.12	36.90
140	71.05	60.54	50.03	36.12
141	69.51	59.23	48.95	35.34
142	67.97	57.92	47.87	34.56

Point Scale Continued				
Level	1	2	3	4
Rank	World Cup	Continental	National	Regional
	WC	CO	NA	RG
143	66.45	56.62	46.79	33.78
144	64.92	55.32	45.71	33.00
145	63.40	54.02	44.65	32.23
146	61.89	52.73	43.58	31.46
147	60.38	51.45	42.52	30.69
148	58.88	50.17	41.46	29.93
149	57.38	48.89	40.40	29.17
150	55.88	47.62	39.35	28.41
151	54.39	46.35	38.30	27.65
152	52.91	45.08	37.26	26.90
153	51.43	43.82	36.22	26.15
154	49.96	42.57	35.18	25.40
155	48.49	41.31	34.14	24.65
156	47.02	40.07	33.11	23.90
157	45.56	38.82	32.08	23.16
158	44.10	37.58	31.06	22.42
159	42.65	36.34	30.03	21.68
160	41.21	35.11	29.02	20.95
161	39.76	33.88	28.00	20.21
162	38.33	32.66	26.99	19.48
163	36.89	31.43	25.98	18.75
164	35.46	30.22	24.97	18.03
165	34.04	29.00	23.97	17.30
166	32.62	27.79	22.97	16.58
167	31.20	26.58	21.97	15.86
168	29.79	25.38	20.97	15.14
169	28.38	24.18	19.98	14.43
170	26.97	22.98	18.99	13.71
171	25.57	21.79	18.01	13.00
172	24.18	20.60	17.02	12.29
173	22.79	19.41	16.04	11.58
174	21.40	18.23	15.07	10.88
175	20.01	17.05	14.09	10.17
176	18.63	15.88	13.12	9.47
177	17.26	14.70	12.15	8.77
178	15.88	13.53	11.18	8.07
179	14.51	12.37	10.22	7.38
180	13.15	11.20	9.26	6.68
181	11.79	10.04	8.30	5.99
182	10.43	8.89	7.34	5.30
183	9.08	7.73	6.39	4.61
184	7.73	6.58	5.44	3.93
185	6.38	5.44	4.49	3.24

XVIII. DOWNHILL SKATEBOARD DRAWINGS



NUMBERS
Must be a minimum
7.5 cm tall (2.95 in) on a
contrasting background.

Numbers must be placed on both sides of helmet.

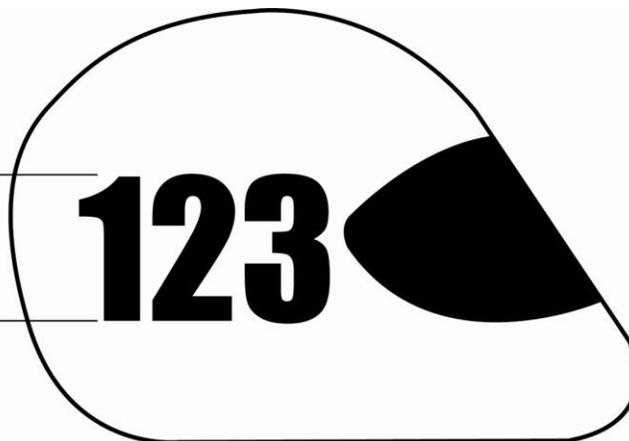


Downhill Skateboard Helmet Number Placement

XIX. STREET LUGE DRAWINGS

NUMBERS
Must be a minimum
7.5 cm tall (2.95 in) on a
contrasting background.

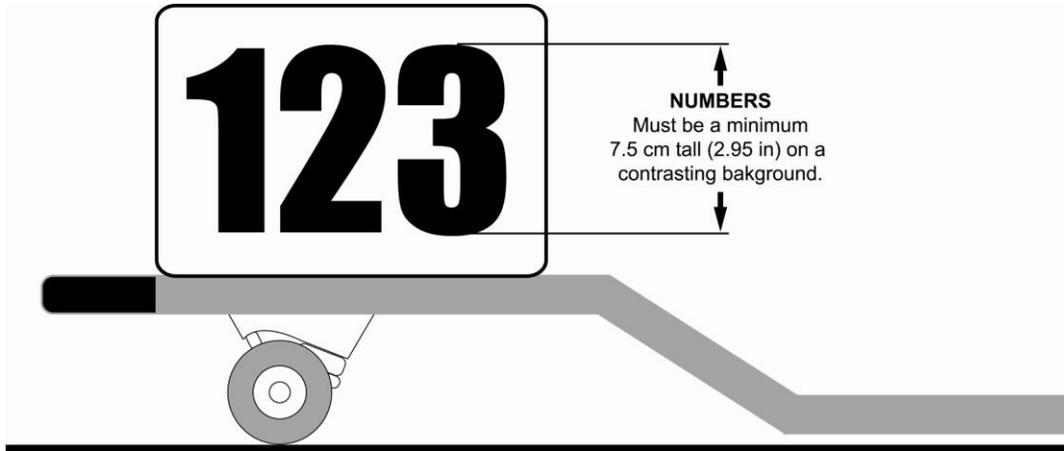
↑
Min 7.5 cm Tall



Numbers must be placed on both sides of helmet.



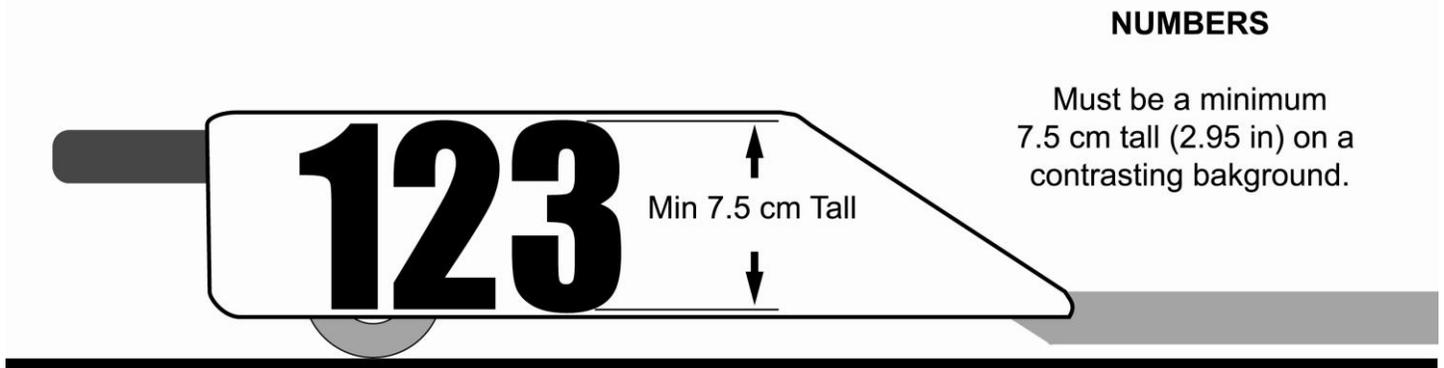
Street & Classic Luge Helmet Number Placement



Numbers must be placed on both sides of luge.



Street Luge Number Panel Placement

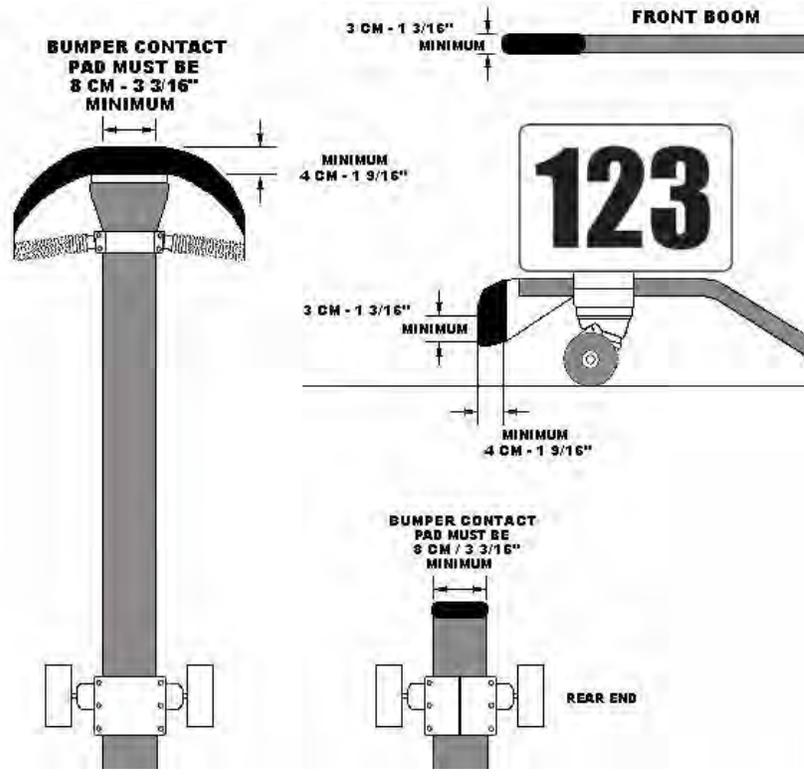
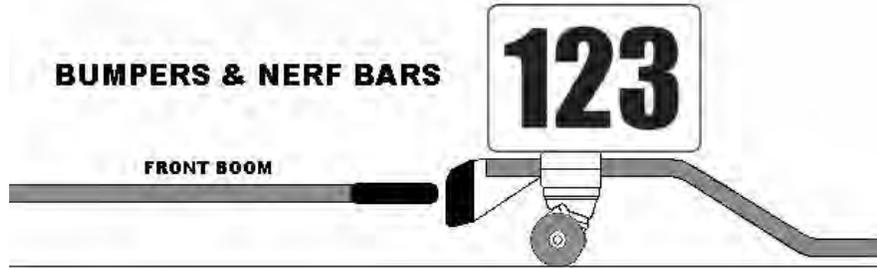


Numbers must be placed on both sides of luge.

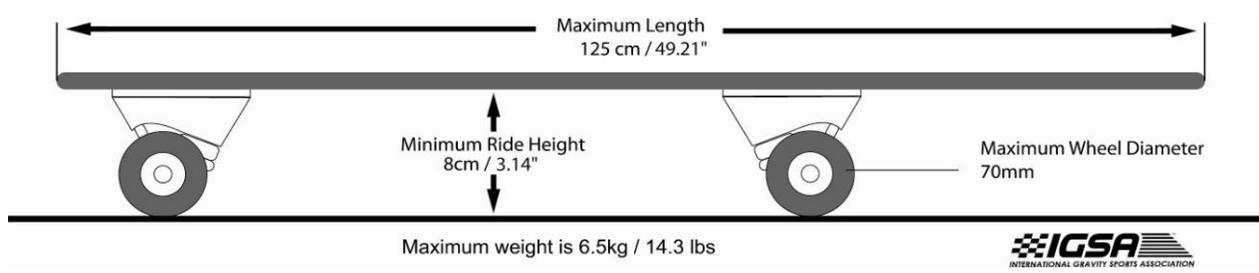


Street Luge Number Panel Placement

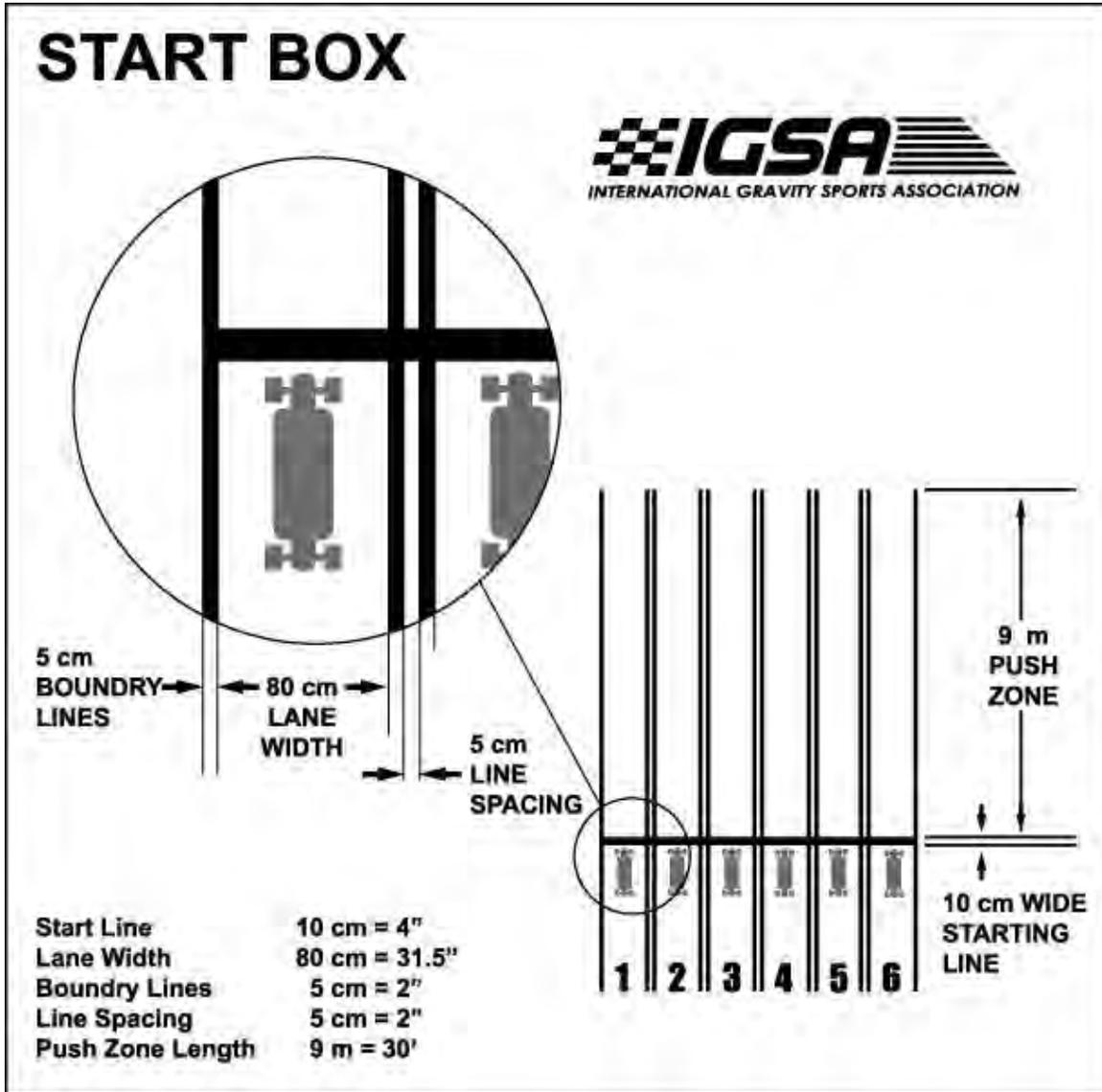
BUMPERS & NERF BARS



XX. CLASSIC LUGE DRAWINGS



XXI. START BOX



XXII. BRACKETS

DUAL 4 RACING BRACKET FOR 3 to 4 RIDERS					
DATE:		RACE:			
ROUND A		ROUND B		R = RED G = GREEN	
QUAL		1A	POS		
1	R		}	2B	POS
4	G				
		2A	R		Winner
2	R		G		
3	G				
		Loser 1A	R	1B	
		Loser 2A	G		3rd Place

DUAL 8 RACING BRACKET FOR 5 to 8 RIDERS					
DATE:		RACE:			
ROUND A		ROUND B		ROUND C	
QUAL		1A	POS		R = RED G = GREEN
1	R		}	1B	POS
8	G				
		2A	R	}	4C
4	R		G		
5	G			R	WINNER
		3A	G		
3	R		}	2B	
6	G				
		4A	R	}	3C
2	R		G		
7	G			Loser 1B	3RD PLACE
		Loser 2A	R	Loser 2B	
		Loser 2A	G		
		Loser 3A	R	3B	
		Loser 4A	G		
		Loser 3A	R	}	2C
		Loser 4A	G		
		Loser 3A	R		5TH PLACE
		Loser 4A	G		
		Loser 3B	R	}	1C
		Loser 4B	G		
		Loser 3B	R		7TH PLACE
		Loser 4B	G		

DUAL 32 RACING BRACKET FOR 17 to 32 RIDERS

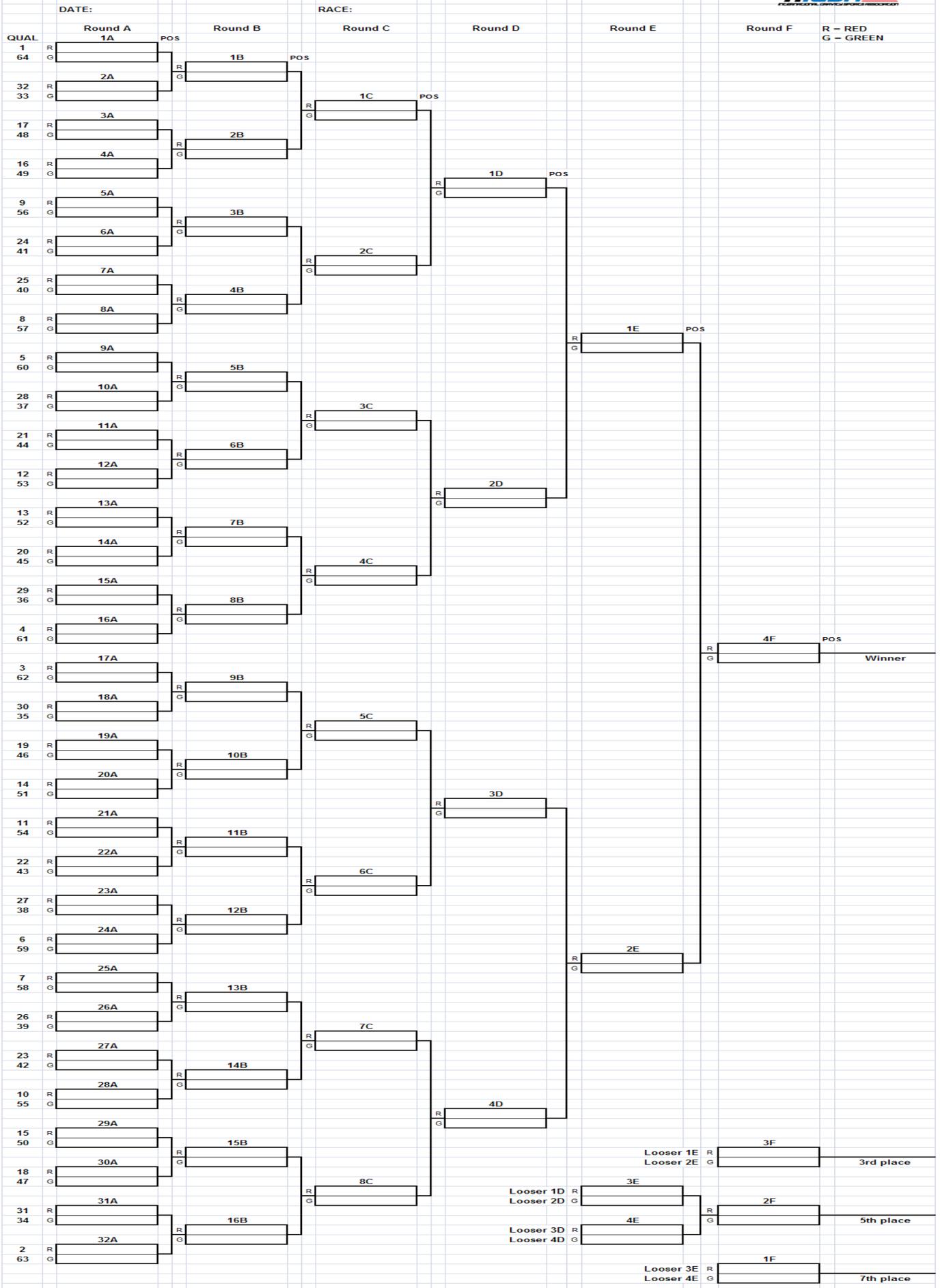


DATE:

RACE:

QUAL	Round A		POS	Round B		POS	Round C		POS	Round D		POS	Round E		POS
1	R														
32	G														
16	R														
17	G														
9	R														
24	G														
8	R														
25	G														
5	R														
28	G														
12	R														
21	G														
13	R														
20	G														
4	R														
29	G														
3	R														
30	G														
14	R														
19	G														
11	R														
22	G														
6	R														
27	G														
7	R														
26	G														
10	R														
23	G														
15	R														
18	G														
2	R														
31	G														

DUAL 64 RACING BRACKET FOR 33 to 64 RIDERS



MASS 8 RACING BRACKET FOR 5 to 8 RIDERS



DATE:

RACE:

R = RED
G = GREEN
B = BLUE
Y = YELLOW

		ROUND A				ROUND B				
QUAL		1A	POS			2B	POS			
1	R									
3	G									
6	B									
8	Y									
		2A		R				WINNER		
2	R									
4	G									
5	B									
7	Y									
				Loser 1A	R					
				Loser 1A	G					
				Loser 2A	B					5TH PLACE
				Loser 2A	Y					

SUPER MASS 12 RACING BRACKET FOR 7 to 12 RIDERS



DATE:

RACE:

R = RED
G = GREEN
B = BLUE
Y = YELLOW
P = PINK
O = ORANGE

		ROUND A				ROUND B				
QUAL		1A	POS			2B	POS			
1	R									
3	G									
5	B									
8	Y									
		2A		R				WINNER		
2	R									
4	G									
6	B									
7	Y									
				Loser 1A	R					
				Loser 1A	G					
				Loser 1A	B					
				Loser 2A	Y					7TH PLACE
				Loser 2A	P					
				Loser 2A	O					

SUPER MASS 24 RACING BRACKET FOR 13 to 24 RIDERS



DATE:

RACE:

		ROUND A				ROUND B				ROUND C		
QUAL		1A		POS		1B		POS		4C		POS
1	R											
5	G											
9	B											
16	Y											
20	P											
24	O											
4	R											
8	G											
12	B											
13	Y											
17	P											
21	O											
3	R											
7	G											
11	B											
14	Y											
18	P											
22	O											
2	R											
6	G											
10	B											
15	Y											
19	P											
23	O											
						Loser 1B		R				
						Loser 1B		G				
						Loser 1B		B				
						Loser 2B		Y				
						Loser 2B		P				
						Loser 2B		O				
						3B						
		Loser 1A	R									
		Loser 1A	G									
		Loser 1A	B									
		Loser 2A	Y									
		Loser 2A	P									
		Loser 2A	O									
						4B						
		Loser 3A	R									
		Loser 3A	G									
		Loser 3A	B									
		Loser 4A	Y									
		Loser 4A	P									
		Loser 4A	O									
						1C						
						Loser 3B		R				
						Loser 3B		G				
						Loser 3B		B				
						Loser 4B		Y				
						Loser 4B		P				
						Loser 4B		O				

R = RED
 G = GREEN
 B = BLUE
 Y = YELLOW
 P = PINK
 O = ORANGE

WINNER

7TH PLACE

13TH PLACE

19TH PLACE

SUPER MASS 96 RACING BRACKET FOR 49 to 96 RIDERS



DATE:	ROUND A		ROUND B		ROUND C		ROUND D		ROUND E		
QUAL	1A	POS	1B	POS	1C	POS	1D	POS	4E	POS	
1	1A	POS	1B	POS	1C	POS	1D	POS	4E	POS	WINNER
17											
33											
64											
80											
96											
16	2A	POS	1B	POS	1C	POS	1D	POS	4E	POS	WINNER
32											
48											
49											
65											
81											
9	3A	POS	1B	POS	1C	POS	1D	POS	4E	POS	WINNER
25											
41											
56											
72											
88											
8	4A	POS	1B	POS	1C	POS	1D	POS	4E	POS	WINNER
24											
40											
57											
73											
89											
5	5A	POS	1B	POS	1C	POS	1D	POS	4E	POS	WINNER
21											
37											
60											
76											
92											
12	6A	POS	1B	POS	1C	POS	1D	POS	4E	POS	WINNER
28											
44											
53											
69											
85											
13	7A	POS	1B	POS	1C	POS	1D	POS	4E	POS	WINNER
29											
45											
52											
68											
84											
4	8A	POS	1B	POS	1C	POS	1D	POS	4E	POS	WINNER
20											
36											
61											
77											
93											
3	9A	POS	1B	POS	1C	POS	1D	POS	4E	POS	WINNER
19											
35											
62											
78											
94											
14	10A	POS	1B	POS	1C	POS	1D	POS	4E	POS	WINNER
30											
46											
51											
67											
83											
11	11A	POS	1B	POS	1C	POS	1D	POS	4E	POS	WINNER
27											
43											
54											
70											
86											
6	12A	POS	1B	POS	1C	POS	1D	POS	4E	POS	WINNER
22											
38											
59											
75											
91											
7	13A	POS	1B	POS	1C	POS	1D	POS	4E	POS	WINNER
23											
39											
58											
74											
90											
10	14A	POS	1B	POS	1C	POS	1D	POS	4E	POS	WINNER
26											
42											
55											
71											
87											
15	15A	POS	1B	POS	1C	POS	1D	POS	4E	POS	WINNER
31											
47											
50											
66											
82											
2	16A	POS	1B	POS	1C	POS	1D	POS	4E	POS	WINNER
18											
34											
63											
79											
95											
Loser 1C	3D	POS	1B	POS	1C	POS	1D	POS	4E	POS	WINNER
Loser 1C											
Loser 1C											
Loser 2C											
Loser 2C											
Loser 2C											
Loser 3C	4D	POS	1B	POS	1C	POS	1D	POS	4E	POS	WINNER
Loser 3C											
Loser 3C											
Loser 4C											
Loser 4C											
Loser 4C											
Loser 3D	1E	POS	1B	POS	1C	POS	1D	POS	4E	POS	WINNER
Loser 3D											
Loser 3D											
Loser 4D											
Loser 4D											
Loser 4D											



Event:	Promoter:
Location:	Chief Steward:
Date:	Starter:
Event Level:	Track Conditions:
Weather:	Course Length:

SPORT:

QUAL	FIRST NAME	SURNAME	NO.	HEAT #1	HEAT #2	HEAT #3	TOTAL POINTS



IDF Race Rules & Regulations

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Section 1 Introduction

1.1 The IDF

The International Downhill Federation (IDF) was formed in 2012 recognizing the need for fair, unbiased and democratic organisation of the sport of downhill skateboard and luge racing.

The IDF seeks to build an outstanding experience, to develop an enviable safety record for skateboard and luge racing, and to protect the integrity of the sport.

1.2 About this Document

The IDF Race Rules & Regulations is published by the IDF for the organization, conduct, and judging of downhill skateboard and luge racing. The rules are reviewed every year by the IDF Board.

In translation and interpreting these rules the words "shall", "should", "will", and "must" indicate that the action is mandatory. The words "can" and "may" are permissive.

Printed copies of this document are uncontrolled. The official version of this document is always available from the IDF website.

1.3 Changing this Document

Any IDF member may submit a proposed rule change to the Board. All such proposals will be evaluated by the Board annually or at any other time agreed by the Board. The Board will endeavour to seek feedback from the IDF membership in relation to any proposed rule changes.

Proposals for change must receive a majority vote of the IDF Board at a general meeting. The change will become effective once published in these Rules on the IDF website.

Section 2 Competitors

2.1 IDF Membership

Membership in the IDF is required to compete in IDF sanctioned events. Individuals can join the IDF by filling in the membership form on the IDF website and paying the required membership fee.

2.2 Obligations and Code of Conduct

All competitors have duties and responsibilities which include but are not limited to the following:

1. Competitors must inform themselves of the time and place of each event. It is their sole responsibility to be aware of any changes or cancellations.
2. Competitors must compete only by using their speed and skill, by individual effort in compliance with the rules, and in accordance with the principles of fair play and sportsmanship.
3. Competitors must familiarize themselves with and follow the IDF Rules and any supplementary rules or instructions governing an event.
4. Competitors must comply with instructions from authorized IDF and event officials.
5. Competitors should possess current primary accident and medical insurance coverage.
6. Competitors must execute the appropriate liability release and waiver form and image release at each venue.
7. Competitors must take responsibility for their physical and mental ability to compete.
8. Competitors must take responsibility for the safe condition and operation of their equipment.
9. Competitors must, while representing the IDF, act in a manner that shall not be prejudicial to the IDF, nor bring unnecessary criticism on the IDF.
10. Competitors shall be the sole judges of the limits of their skills and their ability to meet and overcome the inherent risks of competing and shall maintain reasonable control of speed and course.
11. Competitors shall abide by the directions and instruction of the venue area operators.
12. Competitors shall familiarize themselves with the course and difficulty of degree prior to attempting their first run.
13. Competitors shall not overtake any other competitor except in such a manner as to avoid contact and shall grant right of way to the lead competitor. Refer to Section 7 Racing Rules for more detail.

14. Competitors shall yield to other competitors when entering course or starting downhill.
15. Competitors, when involved in a serious accident, shall not depart from the venue without leaving their names and addresses if reasonably possible.
16. A competitor who is injured should, if reasonable, give notice of the injury to the venue area operator before leaving.
17. Competitors shall not embark or disembark from a transportation vessel except at designated areas or by the authority of the venue area operator.
18. Competitors shall not deface venue property, particularly, but not limited to, the application of decals or stickers.
19. Offensive actions or obscene language around venue areas are grounds for expulsion from the IDF event.
20. Competitors shall refrain from using illegal substances.
21. Competitors defacing or trashing their surroundings shall face immediate disqualification from competing and possible expulsion from the IDF.

2.3 Liability Waiver

All competitors must sign a liability waiver before being allowed to participate in any IDF sanctioned event.

The entrant and/or competitor, in signing the liability waiver for any IDF sanctioned event, elects to use the track at their own risk, and thereby releases and forever discharges the IDF, together with their heirs, assigns, officers, representatives, agents, employees, and participants from all liability from injury to person(s), property, employees and/or reputation, that may be received by said entrant and/or competitor, and from all claims of said injuries to parties listed above growing out of it, or resulting from the event contemplated under the liability waiver, or caused by any construction or condition of the course over which the event is held.

If the entrant is under the age of 18, their parent or legal guardian must sign the waiver. If the parent or legal guardian is unable to sign the liability waiver at the event, then the form must be notarized and brought to the event.

2.4 Riding Ability

All competitors shall demonstrate their riding ability to the satisfaction of the officials during a mandatory practice period before being allowed to compete.



2.5 Pregnant Women

Pregnant women are not allowed to compete. This restriction applies to practice, qualifying and competition.

2.6 Sponsors

The IDF reserves the right to refuse or restrict any sponsor for any reason. The IDF further reserves the right to refuse a competitor's participation in any event where the IDF determines that the competitor's advertising and/or sponsorship is or may be detrimental to the interests of the IDF or the event promoter.

2.7 Pre-Race Technical Inspection of Equipment

The competitor must be present and complete the pre-race technical inspection.

2.8 Junior Category

The IDF will track results for one Junior category for all World Cup events.

2.8.1 Definition of Age

To be considered in the Junior category a rider must be under the age of 18 years. The rider's age for each race season (calendar year) is determined by the age the rider will be on December 31 of that race season.

2.8.2 Juniors Competing in Open Categories

A competitor may race in an open category and a Junior category at the same event. The minimum age to compete in the open categories is 14 years. Minimum age exceptions can be made at the event organiser's discretion.

2.8.3 Additional Age Categories

Additional age categories may be at the discretion of event organizers. For example, additional age categories may include a Masters category or a Juniors category as determined by the event organizers. For the avoidance of doubt, the IDF will not recognise any such additional age categories in the IDF World Rankings.

Section 3 Event Officials

The designated officials of any IDF-sanctioned event shall have the power of rule enforcement and race supervision, as found in the IDF Racing Rules, during the entirety of the event. Officials reserve the right to prevent any entrant from participating in any IDF event. Officials must be familiar with all relevant rules and regulations.

Event organisers are required to have the following officials:

3.1 Chief Steward

The Chief Steward shall have complete charge of the competitors while on the track and has the final decision in all matters of racer protection, enforcement of rules and the implementation of penalties. The Chief Steward shall disqualify any competitor who, in their opinion or that of their observers, is in violation of the rules or whose equipment is or has become unsafe to operate. The Chief Steward is also in charge of the Corner Marshals. The Chief Steward or their designated representatives shall uphold all IDF rules and regulations pertaining to participant riding habits. The Chief Steward will supervise all competitors entered in an IDF sanctioned event, and submit a written report to the IDF Board of Directors on infractions of the rules and unsafe or un-sportsmanlike conduct on the part of any participant.

3.2 Starter

The Starter shall have complete control of the start area. The Starter shall follow instructions from the Chief Steward. The Starter's verbal commands are to be obeyed without exception. The Starter and/or Chief Steward shall conduct a meeting for all competitors prior to the start of the event to explain the flags, their use, and rules of the road. Prior to giving the verbal start commands the Starter will visually check all competitors helmet straps for secure retention. The Starter is responsible for monitoring the start area and reporting any violations to the Chief Steward.

3.3 Chief Scorer

The Chief Scorer is in charge of the timing and scoring and bracketing. The Chief Scorer is also responsible for accepting any protests that may arise, gathering information from the respective competitors regarding the protest, and reporting this information to the Chief Steward.

3.4 Corner Marshals

The Corner Marshal is in charge of the designated area assigned to them. Multiple Corner Marshals shall be strategically located down the course to report any rules infractions, accidents, and/or unsafe conditions to the Chief Steward. They also use the designated flags when necessary to notify competitors of accidents, debris, or other hazards.

3.5 Technical Inspector

The Technical Inspector has responsibility for [technical inspections](#). The technical inspector shall designate an area for technical inspection to take place. Competitors are responsible to the Technical Inspector while in the Technical Inspection Area and are subject to disqualification if they leave without approval. Riding with equipment that has not passed technical inspection will result in a conduct penalty and/or disqualification.

Section 4 Safety

Safety is one of the prime considerations of the IDF. Methods of operation, race vehicle construction, track facilities, and competition practices are under constant review to protect the athletes and to raise the safety standards of the sport.

Safety is every person's responsibility and must be shared in total by every person and every associate of the sport of skateboard and luge racing.

The event organiser is responsible for providing a safe place to conduct events.

4.1 Pre-Race Technical Inspection of Equipment

4.1.1 Skateboard

All protective equipment including Helmet, leathers, and gloves must be submitted to a pre-race technical inspection to ensure compliance with the IDF Racing Rules. At no point will any competitor or protective equipment be allowed to compete that has not passed pre-race technical inspection. A competitor in the skateboard category is not required to present their racing equipment for technical inspection. It is the obligation of the rider to make sure their racing equipment i.e. skateboard is within the specifications of the IDF rules. A rider who uses equipment that is unsafe or outside of the IDF specifications during qualifying or racing will be issued a conduct penalty and may be disqualified.

4.1.2 Luge

All racing equipment, including all protective equipment, must be submitted to a pre-race technical inspection to ensure compliance with the IDF Racing Rules. At no point will any competitor or racing equipment be allowed to compete that has not passed pre-race technical inspection.

1. Pre-race technical inspection shall consist of:
 - a. Visual inspection for legal and safe appearance of the race equipment and its parts.
 - b. Visual inspection of personal safety equipment.
 - c. Measurement of the width, length, wheels, weight and other applicable specifications.
2. It is NOT the technical inspector's responsibility to identify or correct problems that may affect the performance of otherwise legal equipment.
3. It is the competitor's responsibility to ensure that the equipment is ready, legal, and safe for competition.

4. If there are any equipment legality questions they should be raised with the Technical Inspector prior to submitting the equipment for inspection.
5. Equipment failing technical inspection must be corrected by its owner/competitor, and be resubmitted and pass technical inspection before being accepted into the race field.
6. Any equipment changes made after passing Technical Inspection must conform to all IDF rules and regulations. Using equipment that does not conform to IDF rules and regulations is grounds for immediate disqualification.
7. Passing technical inspection does not deem equipment to be safe or free from defects.

4.2 Insurance

Any event organiser of an IDF-sanctioned event must have appropriate public liability insurance coverage. Insurance coverage may vary based on the underwriter's policy.

4.3 Liability Waiver

All participants at any IDF-sanctioned event must sign a [liability waiver](#). This includes all Competitors, Workers, Volunteers, Media, and Officials. There are no exceptions.

4.4 Accidents

Equipment involved in accidents may be required to undergo a [technical inspection](#) before being allowed to continue.

4.5 Emergency Medical

A Physician, Paramedic, or Qualified Medical Attendant and first aid kit, shall be present during the entire racing event.

4.6 Track Access

No person, race official or others shall be permitted on the racing surface at any time during a green flag race condition.

4.7 Rider's Safety Equipment

The IDF shall not assume any responsibility or liability in relation to any recommendation or requirement for helmets or other body protection, referred to in these Rules.

All required protective equipment must be used in all practice, qualifying and race runs of an IDF-sanctioned event, without exception.

Downhill skateboarding and luge racing is a hazardous activity with inherent risks of serious personal injury, disability and death. It is the sole responsibility of the competitor to appropriately wear their safety equipment for their event.

4.7.1 Helmets

A hard-shell helmet is required. Helmets must be of a single-piece outer shell, full-face design. Detachable chin guards are not permitted. Break-away aero additions are not permitted. The helmet must be worn according to the manufacturer's recommendations. The helmet strap must be worn tight and secure as designed. The helmet must be structurally sound.

4.7.2 Leathers

All racers must wear a one (1) or two (2) piece suit made of leather and/or Kevlar. If a two-piece is used, it must zip together at the waist.

4.7.3 Speedsuits

Speedsuits are allowed on the condition they are worn over the competitor's leather suit. Lycra shirts or bibs distributed by the race organizer to all competitors are allowed. (Speedsuits are defined as any full or partial covering of the leathers with a fabric or coating to gain aerodynamic advantage.)

4.7.4 Gloves

Racers must wear full-fingered, leather or synthetic racing gloves.

4.7.5 Footwear

Racers must wear shoes that are of closed design, in good condition and that are laced, buckled or secured as designed.

4.7.6 Elbow and Knee Pads

Protective padding for the knees and elbows is recommended but not mandatory.

4.7.7 Eyewear/Visor

Protective eyewear/helmet visor is recommended but not mandatory.

Section 5 Equipment Specifications

5.1 Skateboard

5.1.1 Deck

The deck must be structurally sound and not pose a safety hazard. It must not possess sharp edges, which could injure competitors. It may be any shape within the size limits.

5.1.2 Weight

The complete board must not exceed seven kilograms (7kg / 15.4lbs). This rule will be strictly enforced. A 0.5 kg allowance will be given for variances in the accuracy of scales.

5.1.3 Length

Must not exceed 122 centimeters (48").

5.1.4 Width

Must not exceed 30.5 centimeters (12").

5.1.5 Trucks

The trucks must be lean steer activated. They must be no more than 305 millimeters (12") wide, as measured from the outside edge of the axles. The board must use exactly two (2) trucks.

5.1.6 Bearings

No restrictions.

5.1.7 Wheels

The board must use exactly four (4) wheels. Wheels can be a maximum diameter of 110 millimeters (4.33").

5.1.8 Brakes

No mechanized braking devices are allowed.

5.1.9 Number Area

All competitors are required to have their IDF assigned number located on their helmet. Helmet numbers must be placed on both sides and visible in the riding position. The number area and number must be of contrasting colors and be highly visible from 6 meters (20') away.

5.1.10 Numbers

Number digits must be a minimum of 7.6 centimeters (2.95") tall each. When race numbers have been issued they must be used as instructed and not tampered with cut or modified in any way.

Should a competitor replace their helmet with another competitor's helmet, the appropriate rider number must be placed on that helmet.

5.1.11 Ballast

Any weight additions to the board are permitted as long as the weight of the board does not exceed the 7kg total weight limit. Carrying of ballast on the competitor's body is prohibited.

5.2 Street Luge

This class is designed to allow maximum design creativity with minimal restrictions. The only restrictions are made in the interest of safety or to retain the basic concept of a street luge. In the future, any further restrictions will be added for these reasons only. Competitors are required to ride in the supine (lying on back) position with their feet forward.

If an obvious safety hazard is allowed by the rules, rule changes may occur during the competition year. Any rule changes will be published at www.internationaldownhillfederation.org and take effect immediately.

5.2.1 Chassis

The chassis must be structurally sound and not pose a safety hazard. It must not possess sharp edges that could injure competitors. No part of the luge may present obvious trapping, amputation or other hazards. Structural soundness may be demonstrated through a "Bounce Test" or other stress simulations, which could mimic conditions encountered while racing. No part of the luge may enclose the competitor's body nor hinder their ability to brake. Nothing may protrude between the competitor's legs. The [Technical Inspector](#) will be the final judge of legality.

5.2.2 Weight

The complete luge must not exceed 25 kilograms (55.1 lbs). This rule will be strictly enforced. A 0.5kg allowance will be given for variances in the accuracy of scales.

5.2.3 Length

The minimum length shall be no less than 120 centimeters (47.24") and the maximum length shall not exceed 3 meters (9.84').

5.2.4 Width

The luge must not exceed 61 centimeters (24") in width.

5.2.5 Front End

The front end of the luge must be padded, bumpered and/or nerfed in such a way as to minimize the risk of injury to a competitor who falls in front of it. Bumpers made from a soft rubber, foam, plastic, or other material, which will absorb energy are required. Minimal Bumper dimensions are seventy-seven millimeters (77mm/3") wide, twenty-six millimeters (26mm/1") tall and thirty-nine millimeters (39mm/1.5") thick. The front end should have nerf bars or some means of deflecting another competitor, object or straw bales. All exposed striking surfaces must be padded. No "Toe loops" allowed. If the complete board does not exceed 6.5 kilograms (14.3lbs), padding or bumpers are not required if there are no sharp surfaces.

5.2.6 Rear End

The rear end of the luge must not have any unpadded surfaces that could injure a competitor who runs into the luge from behind. It should be constructed so as to minimize entanglements with the front end of other luges. If the complete board does not exceed 6.5 kilograms (14.3lbs), padding or bumpers are not required if there are no sharp surfaces.

5.2.7 Bodywork and Fairings

Bodywork, nose cones in front of the competitor's feet and tail cones behind the competitors head and fairings are allowed. If nose cones are used, then there must be an 8 centimeter (3.14") crush zone area in front of the chassis. No part of the luge may present obvious trapping, amputation or other hazards. All bodywork and fairings must be constructed in a manner that will minimize injuries in the event of collisions. Equipment should be designed so that no obvious hazards will be presented by the loss of bodywork and or fairings.

5.2.8 Trucks

The trucks must be lean steer activated. The track width must be no wider than the widest part of the luge to a maximum of 61 centimeters (24"), as measured from the outside edge of the axles. The axles cannot protrude past the edge of the wheel.

5.2.9 Bearings

No Restrictions

5.2.10 Wheels

A minimum of four (4) wheels must be in contact with the ground. Wheels can be a maximum diameter of 130 millimeters (5.11").

5.2.11 Brakes

No mechanized braking devices are allowed.

5.2.12 Number Area

All competitors are required to have their IDF assigned number located on their helmet or at the back of the board. Helmet or board numbers must be placed on both sides and visible in the riding position. The number area and number must be of contrasting colors and highly visible from 6 meters (20') away. If a number panel is used it must be made of flexible material and not extend past the point where the back bumper connects to the chassis.

5.2.13 Numbers

Number digits must be a minimum of 7.6 centimeters (2.95") tall each. Some promoters may issue a bib or bib panel with a number other than your IDF assigned number. When race numbers have been issued they must be used as instructed and not tampered with cut or modified in any way.

Should a competitor replace their helmet with another competitor's helmet, the appropriate rider number must be placed on that helmet.

5.2.14 Ballast

Any weight additions shall be securely bolted to the luge chassis. Carrying of ballast on the competitor's body is prohibited. Tape, tie wraps, or fasteners other than bolts are not legal for attaching weight. Ballast weight on all luges must be fastened with a minimum 6 millimeter (0.236") through bolt with nylock nuts and be cotter keyed or safety wired. Tech inspectors are charged to make thorough inspections of weight installation to make sure they meet the through bolt requirement.

5.3 Classic Luge

5.3.1 Deck

The deck must be one piece. It may be any shape within the size limits. Nothing may be added to the deck except for the following:

- Foam padding to the top
- Non-aerodynamic stiffeners to the bottom
- Skateboard-type grip rails underneath

5.3.2 Weight

The complete board must not exceed seven kilograms (7kg / 15.4lbs). This rule will be strictly enforced. A 0.5 kg allowance will be given for variances in the accuracy of scales.

5.3.3 Length

A maximum of 125 centimeters (49.21").

5.3.4 Width

A maximum of 305 millimeters (12").

5.3.5 Height

The underside of the board must have a minimum height of 70mm (2.75")

5.3.6 Trucks

The trucks must be lean steer activated. Rolling axles are allowed. They must not exceed 305 millimeters (12") wide, as measured from the outside edge of the axles. The board must use exactly two (2) trucks. The axles cannot protrude past the edge of the wheel.

5.3.7 Bearings

No restrictions.

5.3.8 Wheels

The board must use exactly four (4) wheels. Wheels can be a maximum diameter of 76 millimeters (2.99").

5.3.9 Brakes

No mechanized braking devices are allowed.

5.3.10 Number Area

All competitors are required to have their IDF assigned Classic Luge number located on their helmet. Helmet numbers must be placed on both sides and visible in the riding position. The number area and number must be of contrasting colors and be highly visible from 6 meters (20') away.

5.3.11 Numbers

Number digits must be a minimum of 7.6 centimeters (2.95") tall each. When race numbers have been issued they must be used as instructed and not tampered with cut or modified in any way. Should a competitor replace their helmet with another competitor's helmet, the appropriate rider number must be placed on that helmet.

5.3.12 Ballast

Any weight additions to the board are permitted as long as the weight of the board does not exceed the 7kg total weight limit. Carrying of ballast on the competitor's body is prohibited.

Section 6 Racing Procedures

6.1 Practice

Race organisers must provide a minimum of two (2) practice runs before competitors begin qualifying or racing. Racers may choose to take less than 2 practice runs at their discretion.

6.2 Qualifying

Qualifying is the process whereby the event is divided into two stages;

- **Qualifying:** where all competitors take part, and
- **Finals:** where only those competitors who have achieved a sufficiently good result in the qualifying stage are allowed to compete.

There are various systems that can be used for the qualifying stage. All World Cup Events require a minimum of 1 timed run for each competitor. Timed Qualifying is recommended but is not mandatory for WQS events :

- **Timed runs** - either one or two timed runs can be used to seed riders, with only the fastest 64 (for example) progressing to the finals.

- **Race-to-qualify** - a series of head-to-head races, usually in a round robin format, are used to seed the riders, with only the leading 64 (for example) progressing to the finals.
- **Automatic** - the competitor's IDF ranking is used to seed the rider directly into the finals.
- **Mixed** - a combination of Automatic and one of the other methods. For example, the 32 highest ranked competitors might automatically qualify for the finals, with the remaining 32 finals spots being determined by either timed runs or race-to-qualify.

Approved formats are available from the IDF website and are subject to change.

6.2.1 Timed Runs

When using timed runs as the qualifying system, at least one qualifying attempt must be provided for each competitor. If two timed runs are used for each competitor, each competitor's single fastest run will be used to seed the competitor into the finals. In the event that the timing system becomes unusable, race-to-qualify should be used if practicable, and if impracticable Mixed or Automatic systems should be used.

6.2.1.a Electronic Timing

An electronic-timing system that measures results to the nearest one thousandth (1/1000) of a second is required for IDF-sanctioned races that use electronic timing.

If there is a tie in Qualification it is broken by:

- the competitor's second fastest qualifying run (where there are two runs), and if still tied, by
- the competitor's IDF ranking, and if still tied (i.e., there are no rankings for those competitors) by
- coin toss.

6.3 Race Formats

Approved racing formats for qualifying and racing are available on the IDF website. Additional formats may also be used by event organisers with prior approval from the IDF.

6.4 Start Procedure

6.4.1 Start Sequence

The Starter, having verified with the Chief Steward that the course is clear, begins the Start Sequence as follows:

1. Starter says, "Racers Ready". Official Starter looks to the Push Lane Judge (if used) for acknowledgment. Once this command is given, competitors must assume a set, final position. No movement will be permitted until the official start command is given.

2. The Starter gives the “Racers Set” command. No movement will be permitted until the official start command is given.
3. Within 2-5 seconds of the “Racers Set” command, a snap line, audible tone, or the starter saying “Go” will mark the official start of the race.

6.4.2 Competitors Start Position

Qualifying - Both a start line and anchor line is used during timed qualifying. The anchor line will be 2m behind the start line. A rider must begin their qualifying run with their push foot on the anchor line, in luge a riders hands must be placed on the anchor line. The timer (photocell) begins when you cross the start line.

Racing - Competitors must start no more than twenty-five centimeters (25cm / 9.8”) behind the start line or snap line. Starting from further behind in order to gain an advantage is not permitted.

Skateboard: During the start procedure for racing and qualifying, the competitor must have one foot on his equipment and use the other foot for pushing. The competitor must have both feet and equipment behind the start line or snap line. All wheels must be on the ground when starting.

Street Luge & Classic Luge: During the start procedure for racing and qualifying, the competitor must be in the sitting position and push by paddling with their arms and hands. The competitor must have both feet and equipment behind the start line or snap line. All wheels must be on the ground when starting.

6.5 Start Box

The distance from the “Start Line” to the end of the “Push lanes” (if utilized) may be adjusted at the Chief Stewards discretion. Once a competitor passes the end of their push lane they are allowed to move out of their lane. There is NO LIMIT how far or when they can push on the race course. (Optional)

6.5.1 Push Lane Violation (only applicable if Push Lanes utilized)

Any competitor who moves out of their Push Lane prior to the end will be penalised. Upon seeing a violation the Starter will sound an air horn or other loud sound to stop the race. The remaining competitors are repositioned and the starting procedure repeated. The Start Line Judge may at their discretion restart a race in the event of a start line incident. If there is a crash in this area that has affected multiple riders the Starter at their discretion can call a restart regardless of fault.

6.5.2 False Starts

If any competitor moves between the time that the “Racers set” command is given and the start signal is given, a “False start” will be called. The offending competitor is charged with a “False start”.

The competitors are repositioned and the starting procedure repeated. Two false starts by the same competitor will result in disqualification.

6.6 Pushing On Course

There is NO LIMIT how far or when a competitor can push on the race course. (Also refer to 7.9 Crash Restart)

6.7 Finish Procedure

1. Competitors will race to the finish line, at which time the heat is complete.
 - Skateboard: A racer finishes the course when their front wheels touch the finish line.
 - Street Luge and Classic Luge: A racer finishes when any part of his body or equipment crosses the designated finish line.
2. The Chief Steward will resolve all ties either by photo finish, video or eyewitness account.
3. Post race technical inspection may be required at specific events. In the case that the run is a Qualifying run, or a Final/Consolation Final, the competitor must go directly to the post race, technical inspection area. The competitor and their vehicle must not have any contact with any person other than IDF authorized personnel.
4. Competitors must come to a complete stop before the end of the finish area run out. Competitors who fail to stop may be subject to disqualification. This is for the safety of the spectators and competitors.

6.8 Number Usage

If a competitor conducts a qualifying run without the correct number displayed in the correct fashion, that qualifying run will be listed as Did Not Finish (DNF). A substitute run will not be allowed. If a competitor races without the correct number displayed in the correct fashion they will be listed as Did Not Finish (DNF) in the said race.

6.9 Final Placement

Following the final and consolation final, the eliminated competitors will be ranked by comparing their qualifying results in each round. When using the Mass format (4-man) as an example, all third placed competitors will first be ranked in order based upon their qualifying result followed by all fourth placed competitors. In the event that a tie cannot be broken between third and fourth place competitors by photo finish or other means, both competitors will be awarded third place in the heat.

Competitors who do not finish their race run will be categorized as “Did Not Finish” (DNF) and be placed behind all the fourth place competitors by qualifying result in each round. “Disqualified” (DSQ) competitors will be placed behind all the “Did Not Finish” (DNF).

“Did Not Start” (DNS) competitors are placed behind all of the “DSQ’s”. This includes any competitor who made qualifying runs but was not able to start the race for any reason. Competitors who sign up for a race but do not complete a qualifying attempt will not be placed in the final results. When using the Super Mass format, a similar procedure will be used to create the final ranking.

6.10 Official Results

Results are official only after they are transmitted to the IDF by the promoters.

They will be processed and checked for formatting and accuracy.

Once posted at www.internationaldownhillfederation.org they become the only official IDF results and all others are unofficial.

6.11 Judges, Infractions, and Rulings

All disputes will be settled before the next round of competition. Each individual infraction and its results will be ruled upon and acted on before the next round by the Chief Steward and Judges on the course. Only the Chief Steward and its delegates will be present when they make a final decision on an infraction.

6.12 Protests

To file a protest a competitor must inform the Chief Steward immediately upon the completion of the race heat. A competitor who leaves the finish area immediately forfeits their right to protest.

Any competitor protest will be directed at the Chief Steward at the Finish Line at that time. This is the only time a protest can be made. Once the competitors have left the finish area and competition continues, they will have missed their opportunity to protest. In making its determination, the Chief Steward shall include statements from officials who worked at the competition and others whom it considers to have pertinent information.

6.13 Protective Position

In the case of a protest that is upheld a rider’s position in the heat is considered protected from the approach to the last corner or within 400 meters of the end of the track, whichever distance is shortest to the finish line.

A penalty in any other area of the track will not in any circumstance improve the rider’s position and will be determined solely by the Track Marshals and Chief Steward.

6.14 Inclement Weather

Qualifying and Races will be held rain or shine subject to the discretion of the event organiser and Chief Steward. In making a decision whether or not to halt a race, the

event organiser and Chief Steward may consult with competitors to obtain their feedback. However, a final decision whether or not to race rests with the event organiser and Chief Steward.

6.15 Event Postponement Or Cancellation

1. If weather conditions, acts of God, war and/or darkness cause the course to become unsafe during the running of an event. The race will be delayed until conditions become more favorable. If conditions do not become more favorable or if darkness occurs prior to the completion of an event, the race will be cancelled and positions will be awarded based upon qualifying.
2. In the event that qualifying is unable to occur due to inclement weather, acts of God or war and/or darkness, competitors will pick for grid positions. Every effort should be made to allow each registered competitor to participate in the race. If the number of competitors is greater than the space available in the race and a format change is not feasible, the highest ranked competitors from the previous year's final points shall be used to fill the field.
3. In the event that an entire race weekend cannot occur due to inclement weather, acts of God or war, no points or prize money will be awarded.
4. Twenty-five days notice must be given to the competitors in the case of a World Cup event cancellation. Competitors who have pre-registered for the event will have their entry fees reimbursed by the event organiser. If the event organiser secures an alternative venue during the twenty-five day period, the competitor can at their discretion choose to attend the event or receive a refund. Events cancelled due to inclement weather, acts of God, or acts of war are not covered by this policy.

6.16 Flags

6.16.1 Green

Go, course is clear and open.

6.16.2 Yellow

Caution, hold your position. Do not pass; proceed past the yellow flag area with caution. Passing during a yellow flag condition is grounds for disqualification.

6.16.3 Red

STOP IMMEDIATELY and do not ride any further. Proceed to the nearest Corner Marshal for instructions.

Section 7 Racing Rules

7.1 Skateboard

Competitors are required to ride in an upright position. Riding in the supine (lying on back) position with their feet forward or in the skeleton (on the stomach) in a head first position is prohibited.

7.2 Luge

Competitors are required to ride in a supine (lying on back) position with their feet forward. Riding in the upright (Standing up) position or in the skeleton (on the stomach) in a head first position is prohibited.

7.3 Contact

Racers who deliberately make contact in an effort to "steal speed" from another racer will be issued a conduct penalty.

7.4 Passing

Overtaking competitors assume the responsibility of avoiding the lead competitor. However, during a pass, the lead competitor may not take defensive measures such as moving in on the line of the passing competitor to prevent them from taking the lead. Meanwhile, the overtaking competitor is responsible for COMPLETELY clearing the other competitor before moving into their line. A racer who violates the passing protocol will be issued a conduct penalty.

7.5 Intentional Contact

Some contact in close racing is natural. Racers who purposely spin, block, or cause another racer to crash will be penalized. A rider is responsible for their own braking and must avoid transferring speed to another rider by touching or bumping the back of a rider on the approach to turns. Deliberate, aggressive or repeated contact is not allowed and will not be tolerated.

7.6 Intentional Blocking

Intentional blocking of another racer is prohibited.

7.7 Rough Riding

Overly aggressive, dangerous or rough riding is not allowed and the offending competitor will be penalized and/or disqualified.

7.8 Illegal Paddling/Pushing

Paddling/Pushing a street luge or classic luge at any time from a standing, kneeling, squatting, or headfirst position is an automatic disqualification.

7.9 Crash Restart

After a crash the racer should return to the track at a point reasonably close to where the crash occurred. If racing a luge or classic luge the competitor must sit on the luge and paddle or push with their hands to restart. Using another rider's equipment after a crash is not permitted. No assistance from anyone is permitted.

7.10 The Finish

Racers must finish the race with the skateboard or luge they started on. Racers must be in contact with their vehicle and have their helmet on when they cross the finish line in order to earn placement. The intentional removal of safety equipment before the completion of a race is not permitted.

7.10.1 Interference

If a competitor interferes with another racer while on course, the competitor committing the interference will be issued a conduct penalty.

7.11 Compromised Ability

If in the opinion of the race officials, a competitor's ability to be safely in control has been compromised by alcohol, drugs, illness, injury, or emotional distress, that competitor will not be allowed to continue the event.

Section 8 Penalties

8.1 Powers Of The IDF Board

The IDF board has the power of suspension. Competitors who are placed on report and are found guilty by the IDF Board shall be subject to the following penalties.

- One (1) report: A warning letter will be sent.
- Two (2) reports: The competitor will be placed on probation for a period between 30 and 365 days at the discretion of the IDF Board.
- Three (3) reports: The competitor will be suspended for a period between 30 days and life at the discretion of the IDF Board.

NOTE: Some infractions may be of a nature so serious that it may be necessary to give full penalty on the first infraction. It is understood that the foregoing penalties are in addition to the normal disciplinary power available to the IDF Board.

8.2 Suspension

Infraction of a rule or rules may result in exclusion or expulsion from the event or in extreme cases suspension or expulsion from the Association.

8.3 Powers Of The Chief Steward

There is much confusion between the following five definitions of conduct at racing events. The following definitions should be used as guidelines for competitor behavior:

8.3.1 Definitions

- a. **Careless:** Departing from the standard of a reasonably prudent, competent competitor and/or personal conduct.
- b. **Reckless:** Performing an act or omission which creates an obvious and serious risk to others and without due consideration of the consequences.
- c. **Obscene Language:** These include: "fighting words," obscene or indecent words directed in a provocative fashion. Any use of such words to intentionally provoke a group to hostile reaction without due consideration of the consequences.
- d. **Obscene Behavior:** Performing the position or attitude of aggression or attack toward another competitor or Official without due consideration of the consequences.
- e. **Dangerous:** Performing an act or omission, which creates an obvious and serious risk to others and with deliberate disregard of the consequences.

8.3.2 Conduct Penalties

The Race Officials should note that any allegation of a competitor committing one of the above offenses may be modified by the Chief Steward to consider as a greater or lesser offense.

8.3.2.a LEVEL 1 Conduct Penalty

Examples of level 1 conduct behavior include but are not limited to;

- Careless riding
- Safety equipment violations
- Skateboard or luge equipment violations
- Verbal abuse of race officials, public and/or other riders
- Failure to follow event staff direction
- Bringing the sport into disrepute

Examples of level 1 conduct penalties include but are not restricted to;

- Warning
- Reallocation of heat placement
- Heat disqualification

8.3.2.b LEVEL 2 Conduct Penalty

Examples of level 2 conduct behavior include but are not limited to;

- The accumulation of 2 x Level 1 Conduct Penalties in a calendar year
- Reckless and negligent riding
- Verbal abuse of race officials, public and/or other riders
- Bringing the sport into disrepute

Examples of level 2 conduct penalties include but are not restricted to;

- Disqualification from heat
- Reduction of 1-10 event places
- Disqualification from event

8.3.2.c LEVEL 3 Conduct Penalty

Examples of level 3 conduct behavior include but are not limited to;

- The accumulation of 3 x Level 1 Conduct Penalties in a calendar year
- The addition of any conduct penalties while already holding a level 2 conduct penalty
- Physical abuse of race officials, public and/or other riders
- Racial abuse of race officials, public and/or other riders
- Bringing the sport into disrepute

Examples of level 3 conduct penalties include but are not restricted to;

- Disqualification from event
- World Cup Series suspension 1 event
- World Qualifying Series suspensions 3 events

Section 9 Ranking Points

9.1 Event Levels

Every IDF sanctioned event will be designated as one of two event levels:

- Level 1: World Cup (WC)
- Level 2: World Qualifying Series (WQS)

9.2 Event Points

The maximum World Ranking points for each level of event are:



- World Cup (WC) = 1,000.00 points
- World Qualifying Series (WQS) = 650.00 points

The complete points chart is listed on the [IDF website](#).

9.3 World Rankings Calculations

The IDF World Rankings are calculated using each competitor's combined points from both IDF event levels from January 1 through December 31 of each year. The number of events included for each competitor is as follows:

- Each competitor's five highest point scoring results.
- In the event that a competitor has competed at five or more WC level races in the calendar year, that competitor's best result from a WQS race in that year shall also be added to their points total as long as it has not already been added as one of their five highest point scoring results.

Ties in the final point calculations for each series will not be broken. Points will be updated after each event. Official World Rankings are maintained at <http://www.internationaldownhillfederation.org>.

9.4 IDF Champions

The IDF Champion is the person who is highest ranked in their respective class of the IDF World Cup Tour points on December 31 of the current calendar year. World Cup Champion Awards will only be given to the following classes:

- Downhill Skateboarding,
- Women's Downhill Skateboarding,
- Junior's Downhill Skateboarding,
- Street Luge, and
- Classic Luge.

9.5 Geographical Distribution of Events

Each calendar year, the number of events held will be limited to the following:

- WORLD CUP: A maximum of three World Cup level events can be held on each Continent.
- WORLD QUALIFYING SERIES: There is no upper limit to WQS event locations.