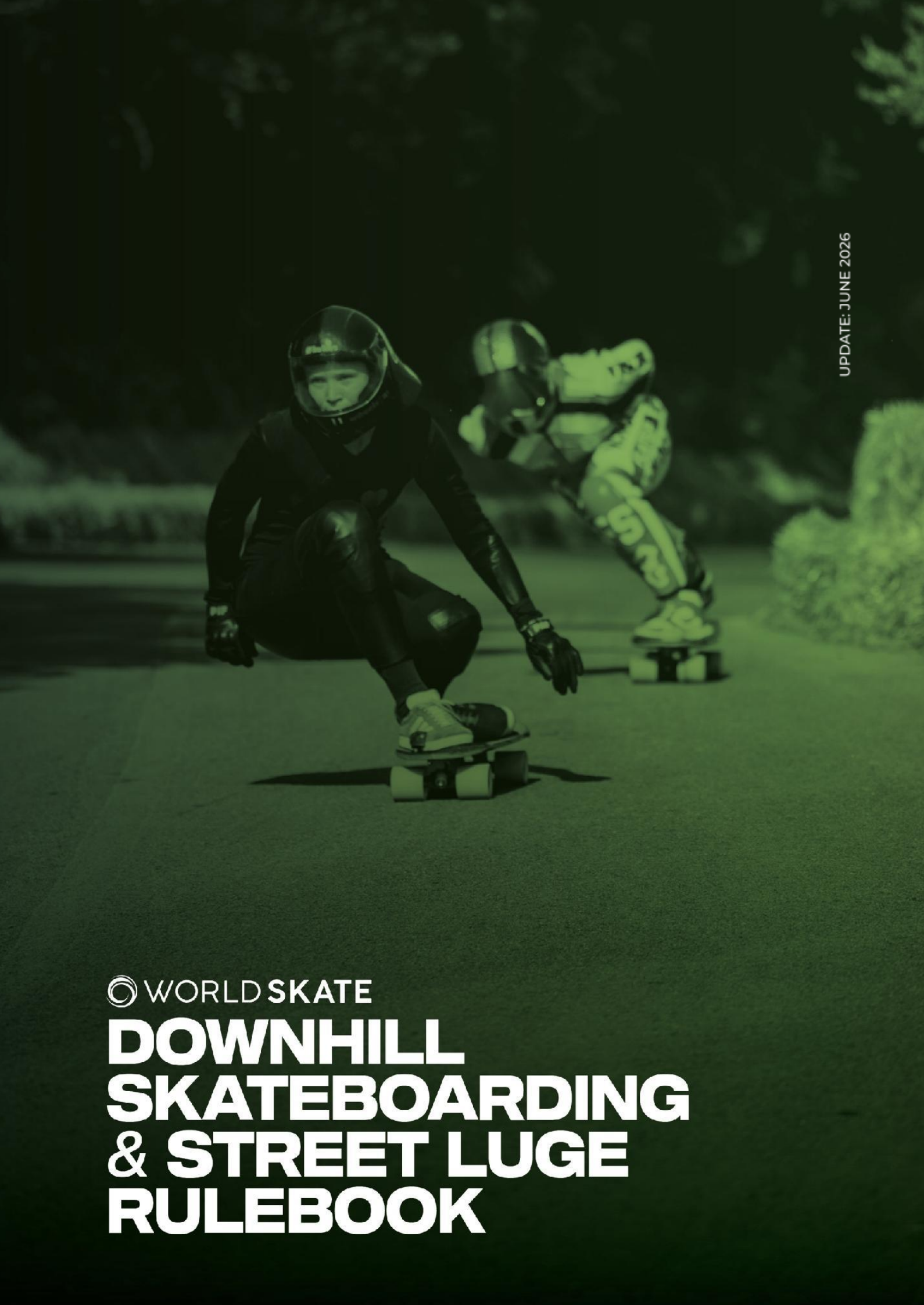


A full-page photograph of two downhill skateboarders on a paved road. The skater in the foreground is wearing a black suit and a black helmet, crouching low on their skateboard. The skater in the background is wearing a white and yellow suit and a white helmet, also crouching. The background is a blurred road with trees and bushes.

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DOWNHILL SKATEBOARDING & STREET LUGE RULEBOOK

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1. INTRODUCTION

Downhill Skateboarding is the fastest form of skateboard racing. Riders compete on highly specialized boards developed to handle the high speeds and slides encountered whilst riding down steep terrain. Speeds of up to 120km/h are possible on straights but only if the rider is aerodynamic with high quality equipment used.

The object of racing is to be the fastest down the hill with race heats usually containing 4 riders. Some tracks allow for 6 riders.

Downhill Skateboarding requires a very high skill level to participate and a heightened emphasis on the safety equipment used must be suitable. If a rider is evaluated as insufficiently capable with the course during the time given for practice they will be removed from competition.

Street Luge often accompanies Downhill Skateboard and is popular with an older demographic. It maintains a high level of skill, and typically features slightly faster speeds of up to 130km/h. The same qualities are required for the sport as Downhill Skateboard, riders must be very aerodynamic and of appropriate skill to tackle any hill.

1.2 DISCIPLINES

World Skate event rules in this document are set for sanctioned Downhill skateboard competitions in two disciplines:

- Downhill Skateboard
- Street Luge

1.3 DIVISIONS

Divisions distinct by athlete's gender:

- Male
- Female

1.3 AGE LIMIT

Sanctioned Downhill skateboarding and Street Luge events are subject to athlete age limits. The minimum age required to compete is 14 years old in the year of the competition. For example, a 13 year old who will

turn 14 during the year in which the competition will be held, is eligible to participate.

No maximum age limit is set.

1.4 ATHLETES

1.4.1 Responsibilities

All athletes (also referred to as competitors) have the following responsibilities:

- To hold a valid license, membership, or affiliation to a World Skate-recognized National Federation or have been granted a wild card by World Skate.
- To abide by the World Skate rules and regulations.
- Athletes will check-in at the competition office according to deadlines and times defined by World Skate in official bulletins or communications.
- To clear the competition area before the competition begins and avoid interfering in any way with the progress of the competition.
- To respect and accept the Judges' decisions.
- All downhill skateboard and street luge athletes must wear a helmet, suit, shoes, gloves and any extra protection during practice and competition.
- To be aware of their surroundings at all times while on the race track (FOP) in order to avoid collisions throughout practice and competition time. Wearing headphones during practice and competition isn't recommended, at the Technical Delegate's discretion, skaters can be required to stop using headphones for safety reasons.

1.4.2 Nationality

All athletes entering World Skate official events represent the country of their Sport Nationality (Par. 10.C World Skate By-Laws). Athletes shall compete under the responsibility of the skateboarding *National*

Governing Body (NGB) recognized by World Skate in their country. The NGB is responsible for all athletes representing their country, regardless of the athlete's status (country quota athlete registered through the World Skate sports entry platform, wild card athlete, pre-seeded athlete etc.). Athlete issues the NGB is responsible for include assistance, registration fee payment, insurance, possible complaints, and injuries.

In case of the absence of a recognized NGB in their country of origin, the athlete will be considered an independent athlete, and will represent their country without being part of a National Team. These athletes will compete under their own responsibility or of a legal guardian, if underage. When checking-in on site, they will be required to:

- Provide proof of existing insurance coverage for the duration of the event.
- Nominate a support-contact person that must be available at the competition venue every day, and the whole time he/she is practicing or competing. The support contact person will have the same tasks and responsibilities as a National Team Manager in case of injury or other event-related situations.

1.4.3 National Team

A National team is a team that represents a Nation during a competition, and it's comprised of:

- One National Team Manager per discipline.
- All National Technical Officials (NTO) and/or support staff registered to access the competition venue (medical support, tutors for underaged athletes, coaches, athlete's guests, etc.) as per World Skate instructions.
- All competitors of the same nationality.

In case an NGB does not register a Team Manager, it must provide World Skate with information on who will bear its tasks.

1.4.4 National Team Manager

Each National Team must confirm the appointment of a National Team Manager (NTM) per discipline, during the on-site accreditation process, before any of the National Team athletes start practicing or competing.

While confirming the NTM appointment, the following information must be confirmed to the World Skate Competition Secretary.

The National Team Manager/s shall bear the following responsibilities for the entire duration of the event:

- Represent the NGB and National Team members in the relationships with the LOC and WS.
- Ensure athletes, NTOs, and support staff read and understand competition rules and abide by all World Skate rules and regulations.
- Make sure athletes and staff have the latest information about the competition.
- In case of injury or illness, must assist National Team members under their responsibility.
- Represent athletes and team members during riders' meetings and any other events/ meetings if athletes cannot attend.

2. ANTI-DOPING RULES

Please refer to the World Skate Anti Doping Rules for 2021.

3. DISCIPLINARY ACTIONS & DISPUTES

The following definitions should be used as guidelines for competitor behavior.

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.

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 Race Director and/or Technical Delegate to be considered as a greater or lesser offense.

3.2.1 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
- Heat disqualification

3.2.2 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

3.2.3 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 Championship suspension 1 event
- World Cup suspensions 3 events

3.3 RACE PENALTIES

These penalties apply to actions on the Field of Play, and are less severe than Conduct Penalties. A Race penalty can never shift a competitor's place in the heat behind a competitor who:

- has received a Disqualification (DQ), or
- who did not start the heat (DNS), or
- did not finish the heat (DNF).

However, Race penalties accumulate over the entire course of a race. If a competitor accumulates 3 Race penalties over the course of a race, the

3rd Race Penalty will be automatically deemed a LEVEL 1 Conduct Penalty resulting in direct disqualification from the heat.

3.3.1 LEVEL 1 Race Penalty

A Level 1 Penalty incurs a 1 place deduction within the corresponding heat.

It is applied when a competitor unintentionally contacts another competitor in such a manner that it disturbs them.

3.3.2 LEVEL 2 Race Penalty

A Level 2 Penalty incurs a 2 place deduction within the corresponding heat.

It is applied in the following cases:

- when during an overtake, a competitor intentionally contacts another competitor, disrupting their line and/or disturbing them, resulting in the contact initiator gaining any of:
 - at least one position of advantage, or
 - additional speed, or
 - a favourable race line.
- when pushing a competitor to transfer speed.

3.3.3 LEVEL 3 Race Penalty

A Level 3 Penalty incurs a 3 place deduction within the corresponding heat.

It is applied in the following cases:

- when during an overtake a competitor does any of the following:
 - intentionally contacts another competitor,
 - aggressively blocks their line,
 - pushes them out of their line or out of the course.

- when not overtaking, a competitor intentionally approaches another competitor to do any of the following:
 - deviate them from their racing line, or
 - prevent them from overtaking or
 - cause a collision.
- when touching or pulling a competitor to gain speed from them.

4. TECHNICAL RULES

4.1 OBLIGATIONS AND CODE OF CONDUCT

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

1. NF 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 World Skate Rules and any supplementary rules or instructions governing an event.
4. Competitors must comply with instructions from authorized World Skate and event officials.
5. Competitors must take responsibility for their physical and mental ability to compete.
6. Competitors must take responsibility for the safe condition and operation of their equipment.
7. 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.

8. Competitors shall abide by the directions and instruction of the venue area operators.
9. Competitors shall familiarize themselves with the course and difficulty of degree prior to attempting their first run.
10. 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 the Racing Rules section for more detail.
11. Competitors shall yield to other competitors when restarting course or starting downhill.
12. A competitor who is injured should, if reasonable, give notice of the injury to the venue area operator before leaving.
13. Competitors shall not embark or disembark from a transportation vessel except at designated areas or by the authority of the venue area operator and any World Skate Downhill official.
14. Competitors shall not deface venue property, particularly, but not limited to, the application of decals or stickers.
15. Offensive actions or obscene language around venue areas are grounds for expulsion from the World Skate event.
16. Competitors defacing or trashing their surroundings shall face immediate disqualification from competing and possible expulsion from World Skate.
17. Competitors should not act in such a manner that could damage the World Skate organization, nor make unnecessary or offending critics to the organization. Parallely, World Skate supports the freedom of expression whenever it is performed in a respectful manner to all staff members involved in the competitions and to the competitors themselves; and encourages competitors to make constructive suggestions to the organization.

4.2 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.

4.3 PRE-RACE TECHNICAL INSPECTION OF EQUIPMENT

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

5. SAFETY

Safety is one of the prime considerations of World Skate. 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 Downhill Skateboard and Street Luge racing.

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

5.1 TECHNICAL INSPECTION OF EQUIPMENT

1. Pre-race technical inspection may 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 World Skate rules and regulations. Using equipment that does not conform to World Skate rules and regulations is grounds for immediate disqualification.

7. Passing technical inspection does not deem equipment to be safe or free from defects.

5.1.1 Skateboard

All protective equipment including Helmet, leathers, and gloves may be required to be submitted to a pre-race technical inspection to ensure compliance with the World Skate Rulebook. It is the obligation of the rider to make sure their racing equipment i.e. skateboard is within the specifications of the World Skate rules. A rider who uses equipment that is unsafe or outside of the World Skate specifications during qualifying or racing will be issued a conduct penalty and may be disqualified.

Tech inspection can happen at any moment or location during the event, at the discretion of the Head Judge.

5.1.2 Street Luge

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

5.2 INSURANCE

Any event organizer must have appropriate public liability insurance coverage. Insurance coverage may vary based on the underwriter's policy.

5.3 LIABILITY WAIVER

All athletes taking part in any event must sign a liability waiver. This includes all Competitors, Workers, Volunteers, Media, and Officials, with no exception.

5.4 ACCIDENTS

Equipment involved in accidents may be required to undergo a technical inspection before being allowed to continue.

5.5 TRACK ACCESS

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

5.6 RIDER'S SAFETY EQUIPMENT

The World Skate 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 World Skate-sanctioned event, without exception.

Downhill skateboarding and Street 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.

5.6.1 Helmets

Certified full face helmets are strongly recommended.

Helmets must:

- Be of a single piece, outer hard shell, full-face design.
- Be worn according to the manufacturer's recommendations.
- Be structurally sound.
- Have a strap that is worn tight and secure as designed.

Helmets must NOT have:

- A detachable chin-guard, or
- A break-away aero addition.

Aerodynamic fairings are allowed, as long as they do not obviously diminish the safety of the helmet.

Only the following three categories of helmet are permitted:

1. Helmets that carry a certification from ATSM, CE, CPSC, SNELL, or another credible certification source.
2. Production helmets that use EPS foam as their principal form of impact absorption.
3. Non-production helmets that use EPS foam as their principal form of impact protection, and that the Skateboarding Technical Commission has given written permission to be used.

5.6.2 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.

5.6.3 Speedsuits

The exterior surface of the race suit must be made of leather and/or kevlar. Speed suits are not allowed.

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 latex, fabric or any coating intended to gain aerodynamic advantage.)

5.6.4 Gloves

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

5.6.5 Footwear

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

5.6.6 Elbow and Knee Pads

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

5.6.7 Eyewear/Visor

Protective eyewear/helmet visor is recommended but not mandatory.

5.6.8 Back protectors

Certified back protectors are strongly recommended.

5.6.9 Mirrors and cameras

No mirrors, reflective devices, or cameras may be affixed to the board, body or helmet for the purpose of monitoring the position of other competitors during all Qualifying Stages and Racing. Approved cameras and placement will be overseen by a World Skate Official.

6 EQUIPMENT SPECIFICATIONS

6.1 SKATEBOARD

6.1.1 Deck

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

Toe stops protruding from the edge of the deck should have no sharp edges or corners. They should be made of, or enclosed by, rubber, plastic, or a similar material less likely to cause injury than exposed metal.

6.1.2 Weight

The complete board must not exceed six kilograms (6kg / 11.2lbs). This rule will be strictly enforced. A 0.2 kg allowance will be given for variances in the accuracy of scales.

6.1.3 Length

Must not exceed 122 centimeters (48").

6.1.4 Width

Must not be less than 20.3 centimeters (8") or exceed 30.5 centimeters (12").

6.1.5 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.

6.1.6 Bearings

No restrictions.

6.1.7 Wheels

The board must use exactly four (4) wheels. Wheels can have a minimum diameter of 65 millimeters (2.56") and a maximum diameter of 110 millimeters (4.33").

6.1.8 Brakes

No mechanized braking devices are allowed.

6.1.9 Number Area

If competitor numbers are used, all competitors are required to have their 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.

6.1.10 Numbers

If competitor numbers are used, 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.

6.1.11 Ballast

Any weight additions to the board are permitted as long as the weight of the board does not exceed the 6kg total weight limit and is attached to the board in a manner that the Technical Delegate and/or Head Judge consider as safe and doesn't infringe any other safety measure. Carrying of ballast on the competitor's body is prohibited.

6.2 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.worldskate.org and take effect immediately.

6.2.1 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 street 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 street 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.

6.2.2 Weight

The complete street 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.

6.2.3 Length

The maximum length shall not exceed 3 meters (9.84'). There is no minimum length.

6.2.4 Width

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

6.2.5 Front End

The front end of the street 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.

6.2.6 Rear End

The rear end of the street luge must not have any unpadded surfaces that could injure a competitor who runs into the street luge from behind. It should be constructed so as to minimize entanglements with the front end of other street 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.

6.2.7 Bodywork and Fairings

Bodywork, nose cones in front of the competitor's feet and tail cones behind the competitor's 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 street 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.

6.2.8 Trucks

The trucks must be lean steer activated. The track width must be no wider than the widest part of the street 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.

6.2.9 Bearings

No Restrictions

6.2.10 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").

6.2.11 Brakes

No mechanized braking devices are allowed.

6.2.12 Number Area

If competitor numbers are used, all competitors are required to have their 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.

6.2.13 Numbers

If competitor numbers are used, 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 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.

6.2.14 Ballast

Any weight additions shall be securely bolted to the street 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 street 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.

7. RACING PROCEDURES

7.1 PRACTICE

Race organizers 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.

7.2 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:

- **Timed runs:** competitors take a number of timed runs with only the fastest 64 (for example) progressing to the finals.

- **Race-to-qualify:** some form of head-to-head racing is used to qualify for the finals.

7.2.1 Timed Runs

An electronic-timing system that measures results to the nearest one hundredth (1/100) of a second is required for World Skate races.

Various formats of timed qualifying may be used. For example:

- **Traditional:** At least one qualifying attempt must be provided for each competitor. If two or more timed runs are used for each competitor, each competitor's single fastest run will be used to seed the competitor into the finals.
- **Shootout:** A series of “rounds” where the rider’s time in each round determines whether they advance to the next round. For example:
 - **1st round:** All riders participate.
 - **2nd round:** The fastest 50% of riders from the 1st run (rounded up if there’s an odd number of riders in the 1st run) participate.
 - **3rd round:** The 10 fastest riders from the 2nd run participate.

7.2.1.1 Eligibility for timed qualifying

Riders who are *pre-seeded* will automatically be eligible for the 2nd round of *shootout* timed qualifying. They will join the riders who qualify for the 2nd round via their time in the first round.

Riders who are more than 50% slower in practice than the fastest rider (of the same gender and discipline) may be excluded from timed qualifying at the discretion of World Skate.

7.2.1.2 Fastest qualifier awards

If awards for fastest qualifiers are given they shall be determined by:

- **Traditional:** the riders’ fastest qualifying run
- **Shootout:** the riders’ time in the final round of the shootout

7.2.1.3 Qualification ties

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

1. The rider's second fastest qualifying run.
2. If still tied, the competitors third fastest qualifying run, etc.

7.2.2 Race-to-qualify

Timed runs are generally preferred. In the event that the timing system becomes unusable, race-to-qualify should be used. This will typically take the form of a series of race brackets that can be used to seed all riders.

7.3 RACE FORMATS

Additional formats may also be used by event organizers with prior approval from the World Skate.

7.4 START PROCEDURE

7.4.1 Competitors Start Position

7.4.1.1 Qualifying

Both a start line and anchor line is used during timed qualifying. The anchor line will be 2m behind the start line. The timer (photocell or transponder) begins when a rider crosses the start line.

Skateboard: Each rider must begin their qualifying run with their push foot **on the anchor line** and their other foot on the deck.

Street Luge: Each rider must be in the sitting position and push by paddling with their arms and hands. Each rider's hands must be placed **on the anchor line**.

7.4.1.2 Racing

Skateboard:

All wheels and one foot must be on the ground when starting, with the other foot being on the board.

The front part of the front wheels must be behind the start line.

Hands placed on the ground must not touch on or extend beyond the start line.

Any part of an athlete's body may extend beyond the line in the air, provided that no part touches the ground before the final beep sounds.

Street Luge: Each rider 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.

7.4.2 Start Sequence for Racing

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

Manual procedure:

1. Starter says, "Racers Ready". Official Starter looks to the Push Lane Judge (if used) for acknowledgement. Once this command is given, competitors must assume a set, final position. No excessive* movement will be permitted from this point 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 after "Racers Set".
3. Within 1.5 - 4 seconds of the "Racers Set" command, a snap line, audible tone, or the starter saying "Go" will mark the official start of the race.

Beep procedure:

A loud Beep system is required at World Cup and World Championship events.

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

2. Starter begins the beep sequence. After the 3rd beep, No movement will be permitted until the official start command is given.
3. Within 1.5 - 4 seconds after 3rd beep, an audible tone will mark the official start of the race.

* “Excessive” is up to the discretion of the starter. An excessive movement means any movement which in the opinion of the Technical Delegate, Head Judge, or Starter Course Judge might be done in order to mislead other competitors or make them lose focus and incite them to make a false start. Excessive movement will be judged as a false start.

7.4.3 False Starts

If any competitor crosses the start line 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.

7.4.4 Start Lanes

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

7.4.5 Lane Choice

Competitors may choose their start lane in the following order of preference:

- **First round:** qualifying position.
- **Subsequent rounds:** competitors who finished 1st in the previous round shall have first choice of start line position in order of their qualifying position. The same will follow for the competitors who finished 2nd in the previous round and 3rd in the event of a 6-racer format.

7.4.6 Push Lane Violation

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.

7.6 PUSHING ON COURSE

There is NO LIMIT how far or when a competitor can push on the race course. (Also refer to 8.7 Crash Restart.)

7.7 FINISH PROCEDURE

Competitors will race to the finish line, at which time the heat is complete. If transponders are being used, a racer finishes the course when their transponder crosses the finish line. Finish line positions will be determined by transponder, except in a case where a finish is too close to determine or cannot be decided by transponders alone (refer to 7.7.3 Contested Finish).

If transponders are not being used:

- Skateboard: A racer finishes the course when the front part of their front wheels overcome the finish line, being this defined by the tangent from the front of the wheels that is perpendicular to the ground at the finish line.
- Street Luge: A racer finishes when any part of his body or equipment crosses the designated finish line.

The Head Judge will resolve all ties either by photo finish, video or eyewitness account, who can be: the Finish Line Course Marshall, their assistant, Race Director or Technical Delegate.

Exceptionally, and in the event of lack of other evidence, the Head Judge and the Technical Delegate may utilize the eyewitness accounts of third parties, such as volunteers, and in no case of the public.

7.7.1 Coming To A Complete Stop

Competitors must come to a complete stop before the end of the finish area runout. Competitors who fail to stop may be subject to severe penalties or even to disqualification. This is for the safety of the spectators and competitors.

7.7.2 Post-race technical inspection

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 World Skate authorized personnel.

7.7.3 Contested Finish

A contested finish is any finish in which riders and/or World Skate officials disagree about the exact sequence of finishers.

In a contested finish, video evidence will be deferred to to determine the final decision. Protests may be entertained and reviewed after each round of racing.

7.8 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.

7.9 FINAL PLACEMENT

Following the final and consolation final, the eliminated competitors in former heats will be ranked by comparing their qualifying results in each round. When using 4-man heats 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 or sixth place competitors (according to the type of heats) 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.

7.10 OFFICIAL RESULTS

The official results will be published at <http://www.worldskate.org>

7.10.1 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 Head Judge and Judges on the course. Only the Head Judge and its delegates will be present when they make a final decision on an infraction.

7.10.2 Protests

To file a protest a competitor must inform the Head Judge 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 Head Judge 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 Head Judge shall include statements from officials who worked at the competition and others whom it considers to have pertinent information.

7.10.3 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 Head Judge.

7.10.4 Inclement Weather

Qualifying and Races will be held rain or shine subject to the discretion of the event organizer and Head Judge. In making a decision whether or not to halt a race, the event organizer and Head Judge may consult with competitors to obtain their feedback. However, a final decision whether or not to race rests with the event organizer and Head Judge.

7.11 FLAGS

7.11.1 Yellow

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

7.11.1 Red

STOP AS QUICKLY AS POSSIBLE without causing additional risk to yourself or others and do not ride any further. Proceed to the nearest Corner Marshal for instructions.

8. RACING RULES

8.1 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.

8.2 STREET 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.

8.3 PASSING/OVERTAKING

8.3.1 Definitions

Luge: An overtake is deemed underway when any part of an overtaking rider's luge overlaps any part of another rider's luge. An overtake is considered completed when the overtaking rider's luge is completely clear and not overlapping another rider's luge. Any part of the rider's body is not considered part of the "Luge".

Skateboard: An overtake is deemed underway when any part of an overtaking rider's board overlaps any other rider's board. An overtake is considered completed when an overtaking rider's board is completely clear and not overlapping another rider's board.

8.3.2 Responsibility

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 or causing them to have no choice but to leave the track.

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 race penalty.

8.3.3 The Riders' "line"

A rider's "line" is defined as a fair and reasonable amount of space on the track in which the rider's body and equipment may be operated in a normal racing fashion in a location of the rider's choosing.

Any rider using a line that is notably outside the traditional “racing line” with the intention of disrupting other competitors will be considered to have greater responsibility for any incidents related to such riding.

8.4 CONTACT

8.4.1 Responsibility for avoiding contact

A competitor must to the best of their ability avoid contact with other riders. Accidental contact that benefits the initiating party may result in a penalty.

8.4.2 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. Additionally, racers who deliberately make contact in an effort to "steal speed" from another racer will be issued a Level 3 Race Penalty.

Instances in which limited contact is necessary to ensure the safety of competitors without affecting race positions or results is allowed.

8.5 ROUGH RIDING

Overly aggressive, dangerous or rough riding is not allowed and the offending competitor will be penalized and/or disqualified at the discretion of the Technical Delegate or Head Judge.

8.6 ILLEGAL PADDLING/PUSHING

Paddling/Pushing a street luge at any time from a standing, kneeling, squatting, or head-first position is an automatic disqualification.

8.7 CRASH RESTART

After a crash the racer should return to the track at a point reasonably close to where they come to a stop or where their equipment came to rest.

If racing a street luge the competitor must sit on the street luge and paddle or push with their hands to restart.

Using another rider's equipment after a crash is not permitted. No assistance from observers is permitted. Assistance may only be issued by course officials and is permitted in order to recover the technical gear if any equipment leaves the Field of Play.

8.8 THE FINISH

Racers must finish the race with the skateboard or street luge they started on. Racers must be in contact with their own 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.

8.9 INTERFERENCE

If a competitor interferes with another racer while on course, the competitor committing the interference will be issued a Race Penalty or Conduct Penalty according to the severity of the interference.

8.10 COMPROMISED ABILITY

If in the opinion of the Technical Delegate, 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.



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