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WORLD SKATE

SKATEBOARDING COMPETITION RULES

WORLD SLALOM COMMISSION

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INTRODUCTION

These are the World Skate Slalom Skateboarding Rules. The objectives of these rules are to:

- Provide contest directors and racers with a uniform set of written rules.
- Allow some variation for event organizers to customize events to suit their tastes.
- Allow for a method to change these rules in the future.

A slalom skateboard race consists of a prescribed course set out on a hard surface, marked with cones. The skateboard racer passes through the course, alternately passing the cones on the left and right. The racer is timed through the course. Time penalties are assessed if the racer fails to complete the course or displaces cones in the course. These rules will be updated as needed. Members of the World Skate Slalom Working Group (further as WSSWG) may propose rules changes at any time. The WSSWG may then accept, modify or reject the proposed change(s). In addition, the WSSWG may make clarifications, emergency changes or alterations to these rules before or during the race season by a majority vote of members of WSSWG.

DEFINITIONS

DIVISIONS

distinct by athlete's gender:

- Male
- Female

AGE LIMIT

The table below outlines the minimum age rule with a phased introduction.

Year	Minimum Age
2025	11
2026	12
2027	13
2028 - Onward	14

Please note that the minimum age is based on the calendar year of the athlete's birth. The eligibility to compete is determined by the year when athletes were born according to the Gregorian calendar, rather than their exact birth date.
For specific events classified as Junior/Youth or others designed to support development projects at the continental level, the minimum age will be set to 12 years old from 2026 onward.

EQUIPMENT

REQUIRED EQUIPMENT

Skateboard
- Deck: The deck must be structurally sound and not pose a safety hazard. It may be any shape, size or construction.
- Wheels: Exactly four (4) wheels. Wheels must have a diameter of 40 to 90 mm. No other restrictions.
- Trucks: Must be lean steer activated.
- Competitors are required to ride in a standing (upright) position.

Protective Equipment/ Racer Attire
- Helmet. Intended for skateboarding, biking or motorbiking
- Shoes. Thongs or similar are not acceptable
- Shirt. A bare upper body, or only a bra is not acceptable
- Pants of some sort. Underwear is not acceptable
- Optional protective equipment: Knee pads, elbow pads and gloves are strongly encouraged.

ALLOWED EQUIPMENT (INCLUDING, BUT NOT LIMITED TO)

- Grip tape, foot stops or other devices to limit the lateral movement of the feet on the deck. They must not trap or affix the rider's foot to the deck in any way.
- Concave, kicktail, camber, and other shape modifications to the flat deck.

PROHIBITED EQUIPMENT

- Propulsion devices or mechanisms.
- Brakes, clutches or other devices providing torque to the wheels.
- Bindings, toe straps or other devices that attach the shoes to the deck.
- Aerodynamic fairings, parachutes, sails or other such devices.
- Handles, seats, supports or other equipment that provides an interface from the racer to the board other than the sole of the shoe.
- Equipment that is consumed, discarded or dropped during the race.
- Steering mechanisms activated by means other than lean-to-steer.

SLALOM RACE DESCRIPTION

SINGLE-LANE
Single-lane slalom races are run one racer at a time.

STANDARD RACE FORMAT
Two or more runs are made by each racer. The final placing of the racers is determined by taking the single best time (or the sum of the two best times) from each racer.

DUAL-LANE
Dual-lane slalom races consist of two identical (either parallel or mirrored) courses. Two racers run at the same time.
Standard race format:
The race is split into a Qualifying round and one or more Head-to-Head (H2H) rounds.

QUALIFYING
- The racers take one run on each course.
- Each racer's qualifying position is determined by taking his/her single best time.

HEAD-TO-HEAD RACING
- The racers are seeded into brackets and take one run in each course, with their opponent in the other course.
- The winner of the round is determined by taking the sum of both runs.
- The loser of the round is eliminated from further competition.
- Rounds are taken until the final two racers face off for the first-place round.

CROSS
Both single-lane and dual-lanes may be mixed. Two or more riders share the same course on the single-lane part.
Standard race format:
Head-to-Head (H2H) with a loser's bracket.

OTHER FORMATS
Additional formats exist and may also be used by event organizers with prior approval from WSSWG.
See section 10 for more information about race formats.

COURSE SETTING
The race organizer is responsible for setting the course. The method used shall be clearly stated in the race application.
The course setter(s) and/or one or two riders they select, may briefly ride a racecourse while setting it to ensure that the course is suitable for the

event. However, such testing must be kept to an absolute minimum. Any other practicing or training on the racecourse before the event, except during official pre-race warm-up, is strictly prohibited. Desirably the course setter is not competing.

TIMING SYSTEM

Timing Systems accurate to 1/100th or 1/1000th of a second shall be used. We recommend using the Trackmate (version 6.8 or above) with random beep start for dual racing and tape switches as the preferred start and stop device.

START

The start typically consists of a starting platform (ramp) elevated above the surface of the course (see Section 3.8 below). The racer stands still on the start platform with both feet on the skateboard, and upon signal from the race official, or timer, propels down the platform and onto the racecourse. The racers board must have always contact to the ground with all four wheels during start. A signaling device determines when the racer has started.

STARTING RAMP

Start ramps shall:

- Be a minimum of 0.75 meters tall.
- Be a maximum of 2 meters tall. Exceptions can be granted upon request.
- Be a maximum angle of 45 degrees from horizontal.
- Should be equipped with a backstop (for rear wheels) perpendicular to the end of the platform and 4 cm and 7 cm of height.
- Contain transitions of minimum radius 1 meter.
- Be placed no closer than 4 meters from the first cone in the course.
- Provide handholds for the racer to pull on for propulsion from the start.
- Have a signaling device placed in such a way that the timing equipment can be signaled when the race starts from the ramp. When using tape switches, they should ideally be placed in front of the truck and perpendicular aligned with the handholds. Consider board lengths and size of kids racing to find the best position.

CONES AND COURSE

Cones are placed on the course surface to indicate the turn points for the racer. The cones shall be arranged in left/right sequence down the course. Cone spacing and placement depends on the type of course (see Section 4). The object of the race is to successfully pass each turn point in the fastest time.

Blind cones (also known as gimme cones) are cones that are placed in an offset position compared to the previous and the next cones making the turn easier rather than harder creating an unnatural turn. An acceptable blind cone is one that still touches the straight line between the previous

and next cones center to center position. More extreme blind cone positioning is not permitted in Tight, Straight or Hybrid Slalom. They may however be used in Giant Slalom or Super Giant Slalom if necessary to provide a reasonable course as the road turns.
The course shall be set so that the rider shall pass the first cone on the right side, the only exception is the mirrored lane of a dual-lane course. The course shall also be marked to indicate the entry direction into the course. Once the course is set, the course officials shall mark a cone-circle around each cone to determine placement of the cones after each run, and to determine cone displacements during a run.
Note: Blind cones are not permitted to be placed with shorter space limits as defined in section 4.

Cone spacing shall be measured center to center.

Cone specification:

- Base diameter: 140 mm +/- 20mm (5.25 inches wide)
- Cone height: 230mm +/- 30mm (9 inches tall)
- Material: Plastic
- Construction: Hollow (light weight)
- Base Flange: Not allowed
- No openings in sidewall of cone.

FINISH

The finish consists of a line perpendicular to the course. The finish shall provide a signal to the timing equipment to stop the timing when the racer passes the finish line.

SLALOM DISCIPLINES

TIGHT SLALOM (TS)

- Course Intent: Test the racer's ability to turn very quickly, with occasional rhythm interruptions and offsets away from the fall line. Course is primarily down the fall line of the racing surface. Turns are all short radiuses.
- May be run on flat or sloped surfaces.
- Cone Spacing Limits: 1.5m to 3.0m (5 to 10 feet)
- Cone Spacing Suggestion: 1.7m to 2.0m (5.5 to 6.5 feet)
- Course Length: 25 to 100 cones. (Suggestion: 50 cones)
- Cone Spacing Suggestion: 50 Cones

STRAIGHT SLALOM (SPS)

- Course Intent: Test the racer's ability to turn as quickly as possible on a regular, straight-line course down the fall line of the racing surface with no rhythm interruptions and offsets. The course may contain curved sections. Turns are all short radiuses.
- May be run on flat or sloped surfaces.
- Cone Spacing Limits: 1.6m to 2.5m (5.25 to 8.25 feet)
- Cone Spacing Suggestion: 1.8m to 2.1m (6 to 7 feet)
- Course Length: 25 to 100 cones. (Suggestion: 50 cones)
- Cone Spacing Suggestion: 50 Cones

HYBRID SLALOM (HS) [ALSO KNOWN AS SPECIAL SLALOM (SS)]

- Course Intent: Test the racer's ability to turn quickly, with constantly changing interruptions and offsets away from the fall line. Course may combine fall-line sections, angled sections and curved sections. Turns are a mixture of short-radius and medium radius.
- Sloped surfaces of moderate pitch are used. (Suggestion: 3% to 8% grade.)
- Cone Spacing Limits: 1.5m to 4.5m(5 to 14.75 feet)
- Cone Spacing Suggestion: 2.0m to 3.0m (6.5 to 10 feet)
- Course Length: 25 to 100 cones (Suggestion: 50 cones)
- Cone Spacing Suggestion: 50 Cones

GIANT SLALOM (GS)

- Course Intent: Test the racer's ability to make a variety of short-, medium- and long-radius turns through the course. The course should use the full width of the racing surface, with the course curving a smooth path down the hill. May be run single-lane or dual, depending on road width. Speeds are higher than the Hybrid Slalom.
- Sloped surfaces of moderately steep pitch are used. (Suggestion: 3% to 10% grade.)
- Cone Spacing Limits: 2.0m to 10m (6.5 to 33 feet)

- Cone Spacing Suggestion: 3.0m to 5.0m (10 to 16.5 feet)
- Course Length: 20 to 60 ones. (Suggestion: 40 cones)
- Cone Spacing Suggestion: 40 Cones

SUPER-GS (SGS)

- Course Intent: Test the racer's ability to make high-speed, long-radius turns through the course. The course should use the full width of the racing surface, with the course curving a smooth path down the hill. Speeds are much higher than the Slalom events. Racers turn while tucking for whole subsections of the course. The cones shall determine the turning points, not just the curves in the road (to distinguish from downhill racing).
- Sloped surfaces of moderately steep pitch are used. The road follows several natural curves and changes of pitch. (Suggestion: 3% to 10% overall grade.)
- Cone Spacing Limits: 3.0m to 20m (10 to 66 feet)
- Cone Spacing Suggestion: 5m to 15m (10 to 49 feet)
- Course Length: 20 to 50 cones. (Suggestion: 30 cones)
- Cone Spacing Suggestion: 30 Cones

RACE RUNS

PRACTICE RUNS

Each racer shall be granted a minimum 1 practice run per lane – two on dual courses (one per lane) – on newly setup courses, prior to the qualification rounds.

START OF RUN

The start of the run shall follow a predictable and consistent sequence for all racers:

- Racers are called to the start and assume a ready position on the start ramp/area.
- Race officials determine that the course is ready and the racers are ready.
- The timing system is activated, and the racers are given an audible signal. Then,
- EITHER the timing system shall start with regular one second interval beep or random beep.

START WITH RANDOM BEEP

- The timing system provides one or more “ready” tones, followed by a Start tone at a RANDOM interval between 1 and 4 seconds. (Allowed at all races; REQUIRED at both qualifying and head-to-head racing).
- Upon the start signal, the clock will start for both courses, regardless of whether the racers have passed the start line. If a racer starts before the start signal, the race shall be disqualified for that run; if a racer starts after the start signal, no additional penalty is given. Reaction time however is added to the total time of this run.

ALTERNATIVE/ START WITH REGULAR BEEP

- The timing system provides tones on 1-second intervals – 3 seconds to start/2 seconds to start/1 second to start/Start. After the start signal, the clock will start as soon as the racer passes the start line.

The Start signal shall differ in pitch, duration or volume from the preceding tones.

SUCCESSFUL PASSING THROUGH THE COURSE

A racers skateboard is deemed to have successfully passed through the course if it:

- Passes the start line and triggers the timing device;
- Passes cones on the correct side;
- Passes cone(s) on the incorrect side, yet displaces the cone(s) (as defined in Section 5.4);
- Passes the finish line and triggers the timing device;
- Passes the finish line with both feet on the board;

AND

● The racer is not disqualified for other reasons.

CONE DISPLACEMENTS

A cone is counted as being displaced if either of these occurs:

● The entire base of the cone is outside of the entire cone-circle on the surface of the course.
● The cone is tipped over and not standing upright.

A cone is NOT counted as being displaced if it is tipped over by an outside agent (includes being hit by a cone from the adjacent course).

The cone penalty shall be:

● 0.1 seconds for Slalom races (TS, SPS, HS, SS)
● 0.2 seconds for GS races
● 0.3 seconds for Super-GS races
● 0.3 seconds for Banked Slalom

DISQUALIFICATIONS

The racer is disqualified during the run for any of the following:

● Starts before the random beep.
● Unsuccessfully passing through the course.
● A racer who displaces more than 9 cones shall be disqualified for that run. The Race Director may establish a lower maximum number of displaced cones when warranted by the length, number of cones, or configuration of the course. Any alternative maximum must be established and announced to all racers before the start of competition.
● Displacing any cone by contact above the knees.
● Placing any part of the body except the hand(s) onto the course surface during the race.
● Unsporting conduct (interfering with a racer, damaging equipment, etc.).

FINISH OF RUN

The time for each racer stops when the racer passes over the finish line. After passing the finish line, the racer may stop in any manner (foot-break, slide, carve, turn uphill, etc.).

CALCULATION OF TIME

CALCULATING THE RESULTANT TIME

The time for each racer is calculated by the formula: RT = ET + (Cones Displaced *Cone Penalty)

- RT is the Resulting (final) Time
- ET is the Elapsed Time from the start tone (random beep) or start line (regular beep) to the racer's finish.

DISQUALIFICATION AND ABSENCE: QUALIFICATION AND RACE WITHOUT H2H FINALS

Qualification and race without H2H finals. If a racer is disqualified for a run the elapsed time (ET) is set to DQ. If a racer is absent for a run the elapsed time (ET) is set to DNR. The DQ and DNR will also be the Resultant Time (RT).

DISQUALIFICATION, ABSENCE AND MAXIMUM TIME DIFFERENCE FOR H2H FINALS

If a racer is disqualified for a run the elapsed time (ET) is set to DQ.
If a racer is absent for a run the elapsed time (ET) is set to DNR.
Maximum Resultant Time (RT) for the looser = the winner RT plus Maximum time diff.
DQ and DNR will set the Resultant Time (RT) to the Maximum RT.
Maximum time diff:
1 second (for Tight, Straight and Hybrid).
1.5 seconds (for Giant).

PROVISION FOR TIES

If racers should be tied during a race, the following shall apply in the order given:

- During qualification runs
  1. The slower run (Resultant Time) of each racer is compared to breaking the tie.
  2. The racer with the lowest cone count shall be the winner of the tiebreaker.
  3. The racers who are still tied are placed into the head-to-head seeding in random order among the tied racers.

- During single-lane competition:
  1. The second slowest run (Resultant Time) of each racer is compared to breaking the tie.
  2. The racer with the lowest cone count shall be the winner of the tiebreaker.
  3. If that does not break the tie, then the racers are tied in the final

placement.

- During head-to-head competition:
  1. The faster run (Resultant Time) of each racer is compared to breaking the tie.
  2. The racer with the lowest cone count shall be the winner of the tiebreaker.
  3. The racer with the higher placement in the qualifying round shall be declared the winner of the head-to-head round.

HEAD-TO-HEAD BRACKETS/ RACE FORMAT

SIZE OF BRACKETS

Racing brackets shall be formulated as follows. The Qualifying Group size is determined after the qualifying runs have been made, eliminating all racers who did not receive a qualifying time (after DQ on both runs):

Qualifying group equal or greater than	Qualifying group less than or equal to	Head-to-Head bracket size
2	3	2 (Final)
4	7	4 (Semi Final)
8	15	8 (Quarter Final)
16	∞	16 or ABC groups of 8

SEEDING OF BRACKETS

The racing bracket shall be constructed by placing the qualifying racers into the positions indicated.

16-group	8-group	4-group	
1 16	1 8	1 4	Finals for 1st, 2nd
8 9			
4 13	4 5		
5 12			
2 15	2 7	2 3	Consolidation for 3rd, 4th
7 10			
3 14	3 6		
6 11			

FINAL PLACEMENT OF RACERS

Final placement of the racers in head-to-head competition is as follows:

- Racers who did not receive a qualifying time due to DQ on both runs shall share last place.
- Racers whose qualifying time does not place them into the head-to-head brackets receive a final placement equal to their qualifying placement.
- Racers eliminated in the group of 16 will receive places 9-16 in order of their qualifying placement.
- Racers eliminated in the group of 8 will receive places 5-8 in order of their qualifying placement.
- The winner of the consolation round receives 3rd place; loser receives 4th place.
- The winner of the final round receives 1st place; the loser receives 2nd place.

SPECIAL SITUATIONS AND EXCEPTIONS

RE-RUNS

Situations Leading to a Re-Run
A Re-Run may be granted in the following cases:
- The timing equipment malfunctions.
- The start ramp is displaced or damaged.
- The course is not set properly with each cone within the circle.
- The racer is interfered with by an outside agent (people on course, animals, wind blowing cones, soccer ball on course, etc.).

In such cases, the racer must abandon the course, raise a hand, and immediately ask for a Re-Run.

Situations Not Leading to a Re-Run
- A cone from the adjacent course interferes with the racer.
- A cone from the racer's own course interferes with the racer.
- The racer's own skateboard, pads, clothing or other equipment fails.
- The racer does not immediately abandon the course and ask for a Re-Run.

Re-Run Procedure
For single-lane courses, or during the Qualifying rounds:

- The racer granted a Re-Run receives the Re-Run at a time determined by the race officials.
  - During Qualifying, if two racers were running simultaneously and only one racer is granted a Re-Run, the unaffected racer may elect either to take the Re-Run or to retain the result of the original run.
  - If the unaffected racer elects not to take the Re-Run, the racer granted the Re-Run shall complete the Re-Run alone. No accompanying rider will be provided or permitted.

For Head-to-Head competition within the bracket rounds:

- If a Re-Run is required for either racer during a Head-to-Head match, both racers must re-run the heat together. Neither racer may elect to retain the result of the original run.
- The Re-Run must be completed before the current round is complete.
- The original run results are discarded, and the Re-Run results are recorded.

ABANDONMENT OF RACE

If the race should be abandoned by the race officials, the following shall apply to determine the final placing of the racers:

During Qualifying or Single-Lane Racing:

- If the entire field of racers has not completed their first run, the race is declared void and no results posted.
- If the entire field of racers has completed their first run and the race is abandoned during the second run, then only the results of the first run shall be used to determine the placing.

During Head-to-Head Racing:
- Racers not entering the head-to-head rounds receive results as usual, based on the completed qualifying round.
- Racers eliminated during complete rounds receive placing as usual.
- Racers currently competing in an abandoned round (both runs have not been completed) will receive the remaining placing based on their qualifying times.

PROTESTS

Protests are only allowed in the higher-status competitions (Major, Main). Protests are not allowed in the lower-status competitions (Prime, Basic, Plain). The procedure is:

1. Race officials provide protest forms for the racer to fill in.
2. Within 10 minutes of the end of the current round (Qualifying, group of 16, etc.), racer fills in a protest form. On the form, the Racer states which rule was not followed and includes statements or evidence.
3. Race officials form a Protest Jury consisting of
   - Head Race Judge.
   - Racer Jury Member (should be selected before race starts).
   - One person chosen in agreement by the Racer Jury Member and the Head Race Judge.
4. Upon receipt of a written protest, the Protest Jury shall review the protest and may hear testimony from witnesses and the affected racer(s). The Protest Jury may, at its discretion, review available video evidence relevant to the protest. The Protest Jury renders a final verdict with one of the following outcomes:
   - The racer is allowed a re-run (subject to the rules on Re-Runs).
   - The racer's cone count or DQ status is adjusted based on the evidence.
   - No changes in results are made.

The decision of the Protest Jury is final and cannot be re-protested.
A racer may only submit a protest for actions in which he or she was involved.

RACER CLASSIFICATIONS, RACER GROUPINGS; AWARDS AND OVERALL WINNER

RACER CLASSIFICATIONS

The following racer classifications are recognized. A racer may race in one and only one classification for each race.

Skill level

● Pro / Amateur (self-declared; gender open)

Gender

● Male

●Female

Age

● Juniors (17 and under): Racers whose age will not reach 18 in the current calendar year.
● Teens (14 and under): Racers whose age will not reach 15 in the current calendar year.
● Kids (11 and under): Racers whose age will not reach 12 in the current calendar year.
● Masters: Racers whose age is 45 years or older.
● Grand master: Racers whose age is 55 years or older.

Open

● All racers compete in the same division regardless of skill level, gender, age, etc.

RACER GROUPINGS

The race organizer will decide which racer classifications will be run independently and which ones grouped together under the “open” classification. It is suggested that racer groupings only be implemented if there are more than 8 racers in the group. The race organizer may choose to use different courses for different racer groups (e.g., a less challenging “Kids” race). Groupings can use the logical combinations of racer classifications above (e.g., Amateur-Female-Kids group).

At Main sanctioned events and higher, a separate Women's division must be run for each included Head-to-Head discipline when at least six (6) women are registered.

Prizes and Awards

Award of prizes, points and other items may be made into the various Racer Classifications even if the race is not separately grouped in that manner (e.g., giving the top Female finishers an award in a race with all

racers in a single “Open” grouping). Not every contest will award points, prizes and medals to every one of these classifications.

OVERALL WINNER

An event with several races may give awards for the overall winner. The method of calculating the overall winner shall be:

- Racers may enter as many events as desired.
- One event is declared the “tie breaker” before the competition begins. If no event has been declared the tie breaker, then the first registered discipline of an event shall be used as a tie breaker.
- Racers receive points in each race according to the chart (below).
- Racers are sorted from highest to lowest sum of total points over all events.
- Ties are broken by comparing racer placing in the “tie breaking” event.

Point Values to Determine Overall Placings							
1st = 200	2nd = 180	3rd = 160	4th = 150	5th = 145	6th = 140	7th = 136	8th = 132
9th = 129	10th = 126	11th = 124	12th = 122	13th = 120	14th = 118	15th = 116	16th = 115
17th = 114	18th = 113	19th = 112	20th = 111	21th = 110	22th = 109	23th = 108	24th = 107
25th = 106	26th = 105	27th = 104	28th = 103	29th = 102	30th = 101	31th = 100	32th = 99
33th = 98	Beyond 33rd until 80th place points decrease by 1 point/place					DQ = 50	DNR = 0

CONTEST DIRECTOR INSTRUCTIONS

COURSE OFFICIALS

● Required Course Officials
● Head Race Judge – Makes on-the-hill decisions and is head of the Protest Jury. Suggested Course Officials
● Head Timer – Runs timing equipment and records the final cone-counts.
● Head Cone Judge – Coordinates cone judges and informs Head Timer of the final cone count and DQs for each racer. Other possible Course Officials
● Cone Judges – Count displaced cones, determine if the racer has completed the course correctly. In addition, Cone Judges are required at Major and Main sanctioned events.

It should be made clear to all racers which people are acting as course officials, and which are merely doing clerical, voluntary or manual-labor functions. It is suggested that the Course Officials wear identifying clothing (special shirt, hat, vest, etc.).

ALLOWABLE VARIATIONS FROM RULES

Variations from these rules are allowable under the following conditions:
● Variations shall be stated clearly in the contest sanction application.
● Variations shall be declared in written communication to the racers on prior to the race.
● Variations shall be minor, few, and not significantly change the nature of the race.

OTHER RACE FORMATS

Many other race formats may exist and be used depending on different situations. Additional formats may be used by event organizers with prior approval from WSSWG. Here are some examples of racing formats.

SINGLE LANE WITH SEMIS AND FINALS

A single lane format developed for webcast and TV-Production to be able to have a more interesting race format for both viewers and riders.

FORMAT

2 Qualification runs
1 Semi-final run. **n** racers ordered by results. Slowest to fastest.
1 Final run. Top 6 racers ordered by results. Order 6,5,3,4,1,2.

n = A number that can change depending on time situation.

Qualification: Run order done by organizer with priority to spread out racers from the same country or town. And with a loosely estimated overall level from slower to faster riders.

Semi: If time exists all racers could be allowed to run the Semi's. But it could also be that there will be a limit of how many racers will be allowed to do the third qualification (Semi) run.

Webcast / TV can start sending any time during the Semi-final runs when racing from slowest to fastest riders. Then finishing off with a more compact racing Final where only the Top 6 racers run in the following order.

6
5
3
4
1
2

This order, swapping place 3-4 and 1-2 around is done to keep excitement until the very last run for both podium place (3rd place) and first place

DUAL LANE WITH QUALIFICATION FINALS AND H2H FINALS

A dual lane format developed for webcast and TV-Production to be able to have a more interesting race format for both viewers and riders.

FORMAT

2 Qualification runs (run 1 and 2)
8 best riders directly in the H2H final.
2 Qualification final runs (run 3 and 4)
n racers (9-) ordered in heats by qualification results. Slowest to fastest.
Top 8 H2H Final.

n = A number that can change depending on time situation.

Qualification: Run pairings done by organizer with priority to avoid pairing racers from the same country or town. And with a loosely estimated overall level from slower to faster riders.

Qualification Finals: For riders that did not qualify directly to the H2H Final. Run pairings are set up and sorted according to qualification results. From slowest to fastest racers.

Example: Heat with racers 9-20

19-20
17-18
15-16
13-14
11-12
9-11

The pairings will create some very exciting racing for all racers outside of the top 8. Racers of the same capacity are racing against each other. Also, racers with this format can better their placement in single steps, opposed to the 16 racers H2H with many un-even heat pairings and where racers mostly get stuck with the placement they already got from qualification.

H2H Finals: Will be intertwined between Women and Men. This will give a good viewing experience and a nice finish with the last finals done for both Women and Men at the same time. And directly a price ceremony for both Women and Men together.

Intertwined H2H finals also give a better tempo towards the ending Semi Finals and Finals. Having two classes gives automatically that extra time needed for racers to breathe between the heats at the end, which becomes too compact when racing only one single H2H class.

Webcast / TV can start sending any time during the Semi-final runs when racing from slowest to fastest riders. And then finishing off with the joint Women and Men top 8 H2H Final.

Top 8 H2H Intertwined format
This is how the intertwined Top 8 H2H format with Women and Men looks like.

Heat 32 Run 1 [Women] [Quarter final]
Heat 31 Run 1 [Women] [Quarter final]
Heat 30 Run 1 [Women] [Quarter final]
Heat 29 Run 1 [Women] [Quarter final]
Heat 28 Run 1 [Men] [Quarter final]
Heat 27 Run 1 [Men] [Quarter final]
Heat 26 Run 1 [Men] [Quarter final]
Heat 25 Run 1 [Men] [Quarter final]

Heat 24 Run 2 [Women] [Quarter final]
Heat 23 Run 2 [Women] [Quarter final]
Heat 22 Run 2 [Women] [Quarter final]
Heat 21 Run 2 [Women] [Quarter final]
Heat 20 Run 2 [Men] [Quarter final]
Heat 19 Run 2 [Men] [Quarter final]
Heat 18 Run 2 [Men] [Quarter final]
Heat 17 Run 2 [Men] [Quarter final]

Heat 16 Run 1 [Women] [Semi final]
Heat 15 Run 1 [Women] [Semi final]
Heat 14 Run 1 [Men] [Semi final]
Heat 13 Run 1 [Men] [Semi final]
Heat 12 Run 2 [Women] [Semi final]
Heat 11 Run 2 [Women] [Semi final]
Heat 10 Run 2 [Men] [Semi final]
Heat 9 Run 2 [Men] [Semi final]

Heat 8 Run 1 [Women] [Third place]
Heat 7 Run 1 [Women] [Final]
Heat 6 Run 1 [Men] [Third place]
Heat 5 Run 1 [Men] [Final]
Heat 4 Run 2 [Women] [Third place]
Heat 3 Run 2 [Women] [Final]
Heat 2 Run 2 [Men] [Third place]
Heat 1 Run 2 [Men] [Final]

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