



**2009**

**IGSA Rules and Regulations  
& Technical Inspection Manual**



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## 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, riders 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/rider. 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. 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 rulebooks will go into effect when published.**

## III. 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. LIABILITY WAIVER:** All riders shall sign a liability waiver before being allowed to participate in any IGSA sanctioned event.

The entrant and/or rider, in signing the liability waiver for any IGSA 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, property, employees and/or reputation, that may be received by said entrant and/or rider, 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.

- B. RIDING ABILITY:** All riders shall demonstrate their riding ability to the satisfaction of the officials during a mandatory practice period before being allowed to compete.
- C. PREGNANT WOMEN:** Pregnant women are not allowed to compete. This restriction applies to practice, tests, qualifying and competition.
- D. APPEARANCE:** All competitors competing in IGSA sanctioned events shall maintain a clean and neat appearance.
- E. 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.
- F. OFFICIAL ENTRY:** The rider, not the equipment is the official entry in an IGSA sanctioned event and there shall be no substitution of the rider. The rider must complete and be at the pre-race technical inspection with all equipment necessary to substantiate legal entry. This includes all protective equipment. All equipment must be presented to and must pass pre-race technical inspection. At no point, will any rider or racing equipment be allowed to run down the hill that has not passed pre-race technical inspection.
- G. PRE-RACE TECHNICAL INSPECTION:** All racing equipment shall be submitted to a pre-race technical inspection to ensure compliance of the IGSA Competition 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 rider'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/rider, 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.
- H. 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.

- I. 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. Junior competitors must be at least 8 years of age. Competitor's age for the season is determined as of January 1<sup>st</sup> of the current year. Once a competitor has reached 14 years of age, they are eligible to compete in the open classes. A competitor can compete in an open class and a junior class at the same event.

**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.**

**J. JUNIOR CLASSES:**

**Junior I** 8 – 13 Years old

**Junior II** 14 – 17 Years old

## **IV. 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 Competition 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 Cup and World Championship 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 riders while on the track. The Chief Steward shall disqualify any rider 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 rules and regulations pertaining to participant riding habits. The Chief Steward will supervise all riders 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 riders 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 check all competitors helmet straps for secure retention. The Starter can also be the official that watches for Push Line and Push Lane violations. If any violations occur the Starter will report them to the Chief Steward. The Push Line Judge is under the command of the Starter.
- E. PUSH LINE JUDGE:** The Push Line Judge shall be that Official who watches for Push Line and Push Lane violations. Push Line Judge will make sure riders stay within their designated lane while in the Push Zone and do not paddle past the Push Line. 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.
- 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, etc to the Chief Steward. They will also use the designated flags when necessary to signal riders of accidents, debris, or other hazards.
- H. FINISH STEWARD:** The Finish Steward shall be that Official having charge of the finish. The responsibility is to accept any protests that may arise, gather information from the respective athletes regarding the protest and report this information to the Chief Steward. **(Optional)**

- I. **TECHNICAL INSPECTOR:** The Technical Inspector shall be that Official having charge of technical inspections. The inspector shall designate an area where equipment and riders will be checked for legality on weight, bumpers, wheels, number panels, chassis, protective equipment, etc. Entrants are responsible to the Technical Inspector while in the Technical Inspection Area and are subject to disqualification if they leave without his approval.

## V. 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 Riders, Workers and Officials. **There are no exceptions.**
- B. **ACCIDENTS:** Equipment involved in accidents may be required to under go 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.

### E. DOWNHILL SKATEBOARD AND INLINE BOARD PROTECTIVE EQUIPMENT

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 manufactures recommendations. The helmet strap must be worn tight and secure as designed. **NO EXCEPTIONS!** No snap on chin guards. No modifications allowed except to face shield. Certified helmets designed for motorcycle or motor sports use are recommended.
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:** Not 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.

### F. STREET LUGE, CLASSIC LUGE, GRAVITY BIKE PROTECTIVE EQUIPMENT

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 manufactures recommendations. The helmet strap must be worn tight and secure as designed. **NO EXCEPTIONS!** No snap on chin guards. No modifications allowed except to face shield. Certified helmets designed for motorcycle or motor sports use are recommended.
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:** Not Allowed with the exception of the street luge class and must be worn over the protective suit.

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.

#### G. DOWNHILL INLINE PROTECTIVE EQUIPMENT

1. **HELMETS:** Hard shell is required. Helmets must be full face or open face design with chin guard and a shatterproof shield or goggles. The helmet must be worn to the manufactures recommendations. The helmet strap must be worn tight and secure as designed. NO EXCEPTIONS! No modifications allowed except to face shield. Certified helmets designed for motorcycle or motor sports use are recommended.
2. **LEATHERS:** All inline racers must wear a one (1) or two (2) piece suit made of leather and/or Kevlar. If two piece, it must zip together at the waist. Race organizers may modify the leathers requirement as long as the IGSA board approves the modification and the modification is clearly published in the race announcement.
3. **SPEEDSUITS:** Speedsuits must be worn over the protective suit.
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. **ELBOW AND KNEE PADS:** Protective padding for the knees and elbows is recommended but not mandatory.

## VI. 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 riders. 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 1/8"). 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.
- H. **BRAKES:** All braking must be accomplished using the riders' feet. No mechanical braking devices are allowed.
- I. **NUMBER AREA:** All riders are required to have their IGSA assigned number located on their helmet or a bib. 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. **Numbers must be a minimum of seven point six centimeters (7.6cm / 3") tall.** The number area and number must be of contrasting colors and be highly visible from six meters away (6m / 20')

Some promoters may issue a bib or bib panel with a number other than your IGSA assigned number. In this case the event number supercedes your IGSA assigned number. (For number assignment see section XVIII. A)  
\*Commercially available means the product must have been distributed to at least 24 people outside the company.

## VII. 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.

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](http://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 riders. 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 rider's body nor hinder their ability to brake. Nothing may protrude between the rider's legs. **The Technical Inspector will be the final judge of legality.** Competitors are required to ride in the supine (lying on back) position with their feet forward.
- B. **WEIGHT:** The complete luge must not exceed twenty-five kilograms (25kg / 55.6 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-five centimeters (125cm / 51"). Maximum length shall not exceed three meters (3m / 10').
- 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 rider 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 rider, object or straw bales. All exposed striking surfaces must be padded. No "Toe loops" allowed.
- F. **REAR END:** The rear end of the luge must not have any unpadded surfaces, which could injure a rider who runs into the luge from behind. It should be constructed so as to minimize entanglements with the front end of other luges.
- G. **BODYWORK AND FAIRINGS:** Bodywork, nose cones in front of the rider's feet and tail cones behind the rider's head and fairings are allowed. If nose cones are used, then there must be an eight centimeters (8cm / 3 3/16") 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 1/8").
- K. **BRAKES:** All braking must be accomplished using the riders' feet. No mechanical braking devices are allowed.

- L. **NUMBER AREA:** All riders are required to have their IGSA assigned number located on their helmet, bib or at the back of the board. 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. Numbers must be a minimum of seven point six centimeters (7.6cm / 3") tall. The number area and number must be of contrasting colors and highly visible from six meters away (6m / 20'). 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. Some promoters may issue a bib or bib panel with a number other than your IGSA assigned number. In this case the event number supercedes your IGSA assigned number. **(For number assignment see section XVIII. A)**
- M. **BALLAST:** Any weight additions shall be securely bolted to the luge chassis. Carrying of ballast on the rider's person 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 / ¼") 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.

## VIII. CLASSIC LUGE SPECIFICATIONS (Buttboard)

The **BASIC PREMISE** is that any rider should be able to put together a competitive board from skateboard shop supplies for about \$200 US Dollars complete. A rider 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 / 48") 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.
- 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:** 70mm maximum skateboard wheels only. They must be **commercially available\***. The board must use exactly four (4) wheels.
- H. **RIDE HEIGHT:** A minimum ride height of eight centimeters (8cm / 3 1/8") 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:** All braking must be accomplished using the riders' feet. No mechanical braking devices are allowed.
- J. **NUMBER AREA:** All riders are required to have their IGSA assigned **Street Luge** number located on their helmet or a bib. 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. Numbers must be a minimum of seven point six centimeters (7.6cm / 3") tall. The number area and number must be of contrasting colors and be highly visible from six meters away (6m / 20'). Some promoters may issue a bib or bib panel with a number other than your IGSA assigned number. In this case the event number supercedes your IGSA assigned number. **(For number assignment see section XVIII. A)**

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

## IX. DOWNHILL INLINE SPECIFICATIONS

- A. **SKATES:** All inline skates, roller-skates, street skis, and roller skis are allowed, as long as they are sturdy, safe, and previously tested. Braking devices are allowed.
- B. **FAIRINGS:** Fairings may only be worn on the lower leg. They must be constructed of foam or other materials that compress or flex upon impact. They may not extend more than 6 inches (15.24 cm) from the leg material on the protective suit.
- C. **NUMBER AREA:** All riders are required to have their IGSA assigned number located on their helmet or a bib. 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. **Numbers must be a minimum of seven point six centimeters (7.6cm / 3") tall.** The number area and number must be of contrasting colors and be highly visible from six meters away (6m / 20') Some promoters may issue a bib or bib panel with a number other than your IGSA assigned number. In this case the event number supercedes your IGSA assigned number. **(For number assignment see section XVIII. A)**

## X. GRAVITY BIKE SPECIFICATIONS

- A. **FRAME:** Bike frame must be free of any cracks or rust. All welds must be in good condition.
- B. **WEIGHT: Total weight of the bike, rider and all protective gear in racing configuration cannot exceed one-hundred-thirty-two kilograms (132kg / 290lbs).** The complete bike cannot exceed thirty-four kilograms (34kg / 75lbs). Soft ballast added to the rider's body cannot exceed ten kilograms (10kg / 22lbs). If a heavyweight rider is unable to comply with the maximum combined weight rule (132kg / 290lbs), they will still be allowed to compete if their bike does not exceed sixteen kilograms (16kg / 35lbs). No added ballast will be permitted on either the bike or the body of overweight riders. **A 0.5 kg allowance will be given for variances in the accuracy of scales.**
- C. **LENGTH:** Wheel base (axle to axle) must not exceed one hundred twenty-seven centimeters (127cm / 50").
- D. **FAIRINGS:** Small fairings to accommodate numbers are allowed on the front and rear.
  - 1. **Front:** A small fairing of any size or shape that can be designed to fit inside a box with the dimensions twenty-three centimeters (23cm / 10") by thirty-one centimeters (31cm / 12") is allowed.
  - 2. **Rear:** A small fender like tailpiece can extend a maximum of ten centimeters (10cm / 3 15/16") beyond the rear tire. It cannot exceed fifteen centimeters (15cm / 6") in width.
- E. **FRONT END:** Front fairing cannot extend more than fifteen centimeters (15cm / 5 7/8") ahead of front tire.
- F. **BRAKES:** Bikes must have working front and rear brakes. Brakes must be adequate to stop the bike in one hundred meters (100m / 300') from a speed of one hundred kilometers per hour (100kph / 62mph) or the rider will be disqualified. Disc type brakes are recommended.
- G. **WHEELS:** Wheel size cannot exceed fifty-one centimeters (51cm / 20"). Disk wheels will be allowed on the rear only.
- H. **TIRES:** Tires must be in good condition with no visible cracks in the sidewall or tread. If a particular tire 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.
- I. **FOOT PEGS / KNEELER BOARDS:** Foot pegs at or near the rear axle or kneeler boards are required. Foot pegs must be at least three centimeters (3cm / 1 3/16") in diameter. Kneeler boards must not have any sharp corners.
- J. **HANDLEBARS:** Width of handlebars cannot exceed sixty-one centimeters (61cm / 24"). Grips are required and must be in good condition.
- K. **SEAT:** A seat is required and must be securely mounted to the bike. No tape or zip ties.

- L. **NUMBER AREA:** All bikes are required to have their IGSA assigned number located in three areas. The numbers must be visible on the front and both sides of the bike when the rider is in place. Numbers must be a minimum of seven point six centimeters (7.6cm / 3") tall. The number area and number must be of contrasting colors and highly visible from six meters (6m / 20') away. Some promoters may issue a bib or bib panel with a number other than your IGSA assigned number. In this case the event number supercedes your IGSA assigned number. **(For number assignment see section XVIII. A)**
- M. **BALLAST:** Ballast is allowed on both the bike and the rider to reach the maximum weight limit. Any weight added to the bike must be securely fastened to the frame. Tape, tie wraps or fasteners other than bolts or hose clamps are not legal for attaching weight. Ballast weight on bikes must be fastened with either a minimum six-millimeter (6mm / ¼") through bolt or double hose clamps. Ballast weights in excess of one kilogram (1kg / 2.2lbs) will require a minimum of thirteen-millimeter (13mm / ½") through bolt. Bolt and nut installations must be either cotter keyed or safety wired. Ballast added to the rider must be soft weights only and cannot exceed ten kilograms (10kg / 22lbs). Only shot or sand will be accepted and must be securely contained to avoid spillage on the racecourse. Body weights must be worn under leathers. Tech inspectors are charged to make thorough inspections of weight installation to make sure they meet all safety requirements.

## XI. FAIRING GRAVITY BIKE SPECIFICATIONS

- A. **FRAME:** Bike frame must be free of any cracks or rust. All welds must be in good condition.
- B. **WEIGHT: Total weight of the bike, rider and all protective gear in racing configuration cannot exceed one-hundred-thirty-six kilograms (136kg / 299lbs).** The complete bike cannot exceed thirty-four kilograms (34kg / 75lbs). Soft ballast added to the rider's body cannot exceed ten kilograms (10kg / 22lbs). If a heavyweight rider is unable to comply with the maximum combined weight rule (136kg / 299lbs), they will still be allowed to compete if their bike does not exceed twenty-three kilograms (23kg / 50lbs). No added ballast will be permitted on either the bike or the body of overweight riders. **A 0.5 kg allowance will be given for variances in the accuracy of scales.**
- C. **LENGTH:** Wheel base (axle to axle) must not exceed one hundred twenty seven centimeters (127cm / 50").
- D. **FAIRINGS:** Front fairing cannot extend more than twelve point seven centimeters (12.7cm / 5") ahead of front tire. Fairing cannot cover more than seven point six centimeters (7.6 / 3") of the front wheel. Fairing cannot cover the rider's body completely. Rider must be visible from side view. Fairing must be mounted to the frame in a secure manner. Tape and/or zip ties will not be considered adequate fasteners.
- E. **TAIL PIECE:** The tailpiece can extend a maximum of sixty-one centimeters (61cm / 24") beyond the rear wheel. Tailpiece cannot be any wider than the rider.
- F. **BRAKES:** Bikes must have working front and rear brakes. Brakes must be adequate to stop the bike in one hundred meters (100m / 300') from a speed of one hundred kilometers per hour (100kph / 62mph) or the rider will be disqualified. Disc type brakes are recommended.
- G. **WHEELS:** Wheel size cannot exceed fifty-one centimeters (51cm / 20"). Disk wheels will be allowed on the rear only.
- H. **TIRES:** Tires must be in good condition with no visible cracks in the sidewall or tread. If a particular tire 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.
- I. **FOOT PEGS / KNEELER BOARDS:** Foot pegs at or near the rear axle or kneeler boards are required. Foot pegs must be at least three centimeters (3cm / 1 3/16") in diameter. Kneeler boards must not have any sharp corners.
- J. **HANDLEBARS:** Width of handlebars cannot exceed twenty-four inches (24" / 61cm). Grips are required and must be in good condition.
- K. **SEAT:** A seat is required and must be securely mounted to the bike. No tape or zip ties.

- L. **NUMBER AREA:** All bikes are required to have their IGSA assigned number located in three areas. The numbers must be visible on the front and both sides of the bike when the rider is in place. Numbers must be a minimum of seven point six centimeters (7.6cm / 3") tall. The number area and number must be of contrasting colors and highly visible from six meters (6m / 20') away. Some promoters may issue a bib or bib panel with a number other than your IGSA assigned number. In this case the event number supercedes your IGSA assigned number. **(For number assignment see section XVIII. A)**
- M. **BALLAST:** Ballast is allowed on both the bike and the rider to reach the maximum weight limit. Any weight added to the bike must be securely fastened to the frame. Tape, tie wraps or fasteners other than bolts or hose clamps are not legal for attaching weight. Ballast weight on bikes must be fastened with either a minimum six-millimeter (6mm / 1/4") through bolt or double hose clamps. Ballast weights in excess of one kilogram (1kg / 2.2lbs) will require a minimum of thirteen-millimeter (13mm / 1/2") through bolt. Bolt and nut installations must be either cotter keyed or safety wired. Ballast added to the rider must be soft weights only and cannot exceed ten kilograms (10kg / 22lbs). Only shot or sand will be accepted and must be securely contained to avoid spillage on the racecourse. Body weights must be worn under leathers. Tech inspectors are charged to make thorough inspections of weight installation to make sure they meet all safety requirements.

## XII. INLINE BOARD SPECIFICATIONS

**Riding position must be conventional stand up skateboard riding style only. Kneeling and other non-standing positions are not permitted. The board must be lean steer activated. Skateboard style kick starts only. Push handles for bobsled style starts will NOT be permitted.**

- A. **FRAME:** The frame must be free of any cracks or rust. All welds must be in good condition. The frame and deck should be structurally sound and have no sharp edges that could injure riders.
- B. **WEIGHT:** The complete board cannot exceed fifteen kilograms (15kg / 33lbs). A 0.5 kg allowance will be given for variances in the accuracy of scales.
- C. **LENGTH:** The total maximum board length cannot exceed one-hundred-eighty-five centimeters (185cm / 73"). (e.g. nose to end of rear wheel)
- D. **FAIRINGS:** Nose cones mounted to the frame are permitted but cannot extend past the front tire rear edge. Sharp edges that could injure riders will not be permitted.
- E. **BRAKES:** The board must have working brakes. Disc or rim type brake systems designed for bicycles are required. Disc type brakes are recommended. Scrub type braking systems that work off the tires are not permitted.
- F. **WHEELS:** Wheels size cannot exceed fifty-one centimeters (51cm / 20"). Disk style wheel covers are permitted on the rear only. The number of wheels must be exactly two.
- G. **TIRES:** Tires must be in good condition with no visible cracks in the sidewall or tread. Tires must be a pneumatic design (air inflatable).
- H. **NUMBER AREA:** All riders are required to have their IGSA assigned number located on their helmet, bib or at the back of the board. 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. Numbers must be a minimum of seven point six centimeters (7.6cm / 3") tall. The number area and number must be of contrasting colors and highly visible from six meters away (6m / 20'). 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. Some promoters may issue a bib or bib panel with a number other than your IGSA assigned number. In this case the event number supercedes your IGSA assigned number. **(For number assignment see section XVIII. A)**
- I. **BALLAST:** Any weight additions shall be securely bolted to the frame or contained inside the frame tubing. Carrying of ballast on the rider's person is prohibited. Tape, tie wraps or fasteners other than bolts are not legal for attaching weight. Ballast weight on all boards must be fastened with a minimum six-millimeter (6mm / 1/4") through bolt with nylock nuts and be cotter keyed or safety wired. Tech inspectors are charged to make thorough inspections of weight installations to make sure they meet the through bolt requirement. Any weight added should be as low to the ground as possible, without compromising required ground clearance for safe riding.

### XIII. 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 rider 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. EVENTS FORMATS:** The following are suggested formats for IGSA events. New and innovative formats may also be used with approval from the IGSA.
- 1. TIME TRIAL:** In this format, a single rider 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 field competes in a single elimination, head to head, bracketed competition. Two riders compete against each other on a single course with the first rider crossing the finish line advancing to the next round. After multiple rounds of elimination the last remaining rider is declared the winner. The top eight positions will be determined by a series of consolation heats. 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 field competes in a single elimination, four people per bracket competition. Four riders compete against each other on a single course with the first two riders advancing to the next round. After multiple rounds of elimination's a final heat will be contested with the riders 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 field competes in a single elimination, six people per bracket competition. Up to six riders compete against each other on a single course with the first three riders advancing to the next round. After multiple rounds of elimination's a final heat will be contested with the riders 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 / 10') 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 lap is contested to determine the starting position for the next lap. Any rider who commits a false start will be sent to the back of the grid and the other riders would move forward. Each competitor's finishing position determines how they start the next lap. (e.g. If a competitor finishes in 4<sup>th</sup> position, they will start the next heat in 4<sup>th</sup> position). The finishing positions on the final lap are the ones used to determine the final results.

The most difficult part of the GP format is scoring each lap. With up to 24 riders finishing within 20 seconds, it can be a very difficult task. If a rider's 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 riders safely down the course, the riders 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.

D. **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 “Push line” may be adjusted at the Chief Stewards discretion. Use of the Start Box is at the promoter’s option.

#### 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 Line Judge for acknowledgment.
- b. Official Starter says, “**Racers set**” Once this command is given, riders must assume a set, final position.  
No movement will be permitted until the start horn or loud sound starts the race.
- c. **An audible tone within five seconds, the starter saying, “GO”, or a snap line will mark the official start of the race.**

When using the Start Box, a Push Line fifteen centimeters (15cm / 6”) wide that runs across the course can be used to mark the end of the Push Zone. When a push line is used riders are allowed to push within their lanes until they touch the Push Line. Once a rider passes the push line they are allowed to move out of their lane. At the end of each heat, riders must check in with the Chief Steward or his appointed delegate, to make sure no penalties were assessed.

2. **PUSH LINE VIOLATIONS:** Any rider who pushes past the Push Line (i.e. if they touch the course past the Push Line during the start) will be disqualified from the race. Upon seeing a violation the Push Line Judge will raise a red flag and will sound an air horn or other loud sound to stop the race. The remaining riders are repositioned and the starting procedure is repeated.
3. **PUSH LANE VIOLATION:** Any rider who moves out of their lane prior to crossing the Push Line 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 riders are repositioned and the starting procedure repeated.
4. **FALSE STARTS:** If any rider 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 Line Judge will raise a red flag. The offending rider is charged with a “*False start*”. The riders are repositioned and the starting procedure repeated. A 2<sup>nd</sup> False start by the same rider will result in disqualification.

#### F. FINISH PROCEDURE:

1. Competitors will race to the finish line, at which time the heat is complete.
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 rider must go directly to the post race, technical inspection area. The rider 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.

G. **JUDGES, INFRACTIONS, and RULINGS:** All penalties will be assessed and ruled upon by the Chief Steward immediately upon completion of the heat. Any competitor protest will be directed at the Chief Steward at the Finish Line also at that time. This is the only time a penalty may be issued or protest can be made. Once the competitors have left the finish area and competition continues, they will have missed their opportunity to protest.

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.

**H. INCLEMENT WEATHER:** Races will be held rain or shine. In the event of inclement weather the Chief Steward will have the option of designating a "Wet Race". All classes can be held in the wet with the exception of Downhill Skateboard. Downhill skateboarding events can take place in "Wet Race" conditions if a vote by the participants is taken and a simple majority agrees to compete.

**I. 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, riders will pea pick for grid positions. Every entry will be allowed to race.
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.

## **XIV. 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.

## **XV. 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 riders assume the responsibility of avoiding the lead rider. However, during a pass, the lead rider may not take defensive measures such as moving in on the line of the passing rider to prevent them from taking the lead. Meanwhile, the overtaking rider is responsible for COMPLETELY clearing the other rider 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 rider 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 rider 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 rider's ability to be safely in control has been compromised by alcohol, drugs, illness, injury, or emotional distress, that rider will not be allowed to continue the event.

## XVI. PENALTIES

Riders 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 rider. This particularly applies during the running of an event while the rider is away from his pit.

- A. **POWERS OF THE IGSA BOARD:** The power of suspension from IGSA sanctioned events shall rest solely with the IGSA Board. Riders 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 rider will be placed on probation for the next two events.

Three (3) reports: The rider will be suspended for two events.

**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 three definitions of conduct at racing events. The following definitions should be used as guidelines for rider and pit crew behavior:
  - 1. **DEFINITIONS:**
    - a. **Careless:** Departing from the standard of a reasonably prudent, competent rider 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. **Dangerous:** Performing an act or omission, which creates an obvious and serious risk to others and with deliberate disregard of the consequences.
  - 2. **PENALTIES:** The Race Officials should note that any allegation of a rider 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. *Verbal* warning
    - b. Dock one or more positions
    - c. Disqualification from heat
    - d. Disqualification for the event or day
    - e. Letter to the Board for recommendation for suspension

## XVII. 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 Championship

3. **LEVEL 3:** National Championship
  4. **LEVEL 4:** Regional Championship
- 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 XIX of the rulebook.
- D. POINTS CALCULATIONS:** The IGSA World Rankings are a dynamic point system that will be updated after each event takes place. Twelve months after an event has taken place, points earned by a competitor will be dropped and the rankings will be recalculated. Only a competitor's four highest point scoring finishes will be used to determine their individual world rank. Official world rankings are maintained at [www.IGSAworldcup.com](http://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 Rankings on December 31<sup>st</sup> of the current calendar year. World Cup Series Awards will only be given to the following classes: Downhill Skateboarding, Women's Downhill Skateboarding, Street Luge, Classic Luge, and Downhill Inline Skating. 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 CHAMPION:** The competitor who wins their respective class at their IGSA Continental Championship event. (e.g. IGSA European Championship)
  4. **NATIONAL CHAMPION:** The competitor who wins their respective class of their 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 four World Cup level events can be held on each Continent.
  3. **CONTINENTAL:** A maximum of one Continental level event can be held on each Continent.
  4. **NATIONAL:** A maximum of four National level events can be held on each Continent.
  5. **REGIONAL:** An unlimited number of Regional events can be held on each Continent.

## XVIII. RIDER NUMBER ASSIGNMENT

- A. NUMBER ASSIGNMENT:** At the end of each IGSA racing season (December 31), all ranked riders will be assigned their new number for the following racing season. This will be based on the rider'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.IGSAWORLD CUP.COM](http://WWW.IGSAWORLD CUP.COM)**
- B. UNRANKED RIDERS:** Riders who did not compete in the previous IGSA racing season (unranked riders) would be assigned a number from the pool for use during the current racing season. You must go to [www.IGSAworldcup.com](http://www.IGSAworldcup.com) to register for your number or numbers.
- C. TIES:** Ties in ranking 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 rider'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 rider 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 riders. The reserved number pool shall provide enough numbers that each ranked rider from the previous racing season would be assigned exactly one.
5. **NEW RIDER NUMBER POOL:** A pool of numbers that starts at a number greater than the highest number in the reserved number pool. Riders 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.IGSAWORLD CUP.COM](http://WWW.IGSAWORLD CUP.COM)**

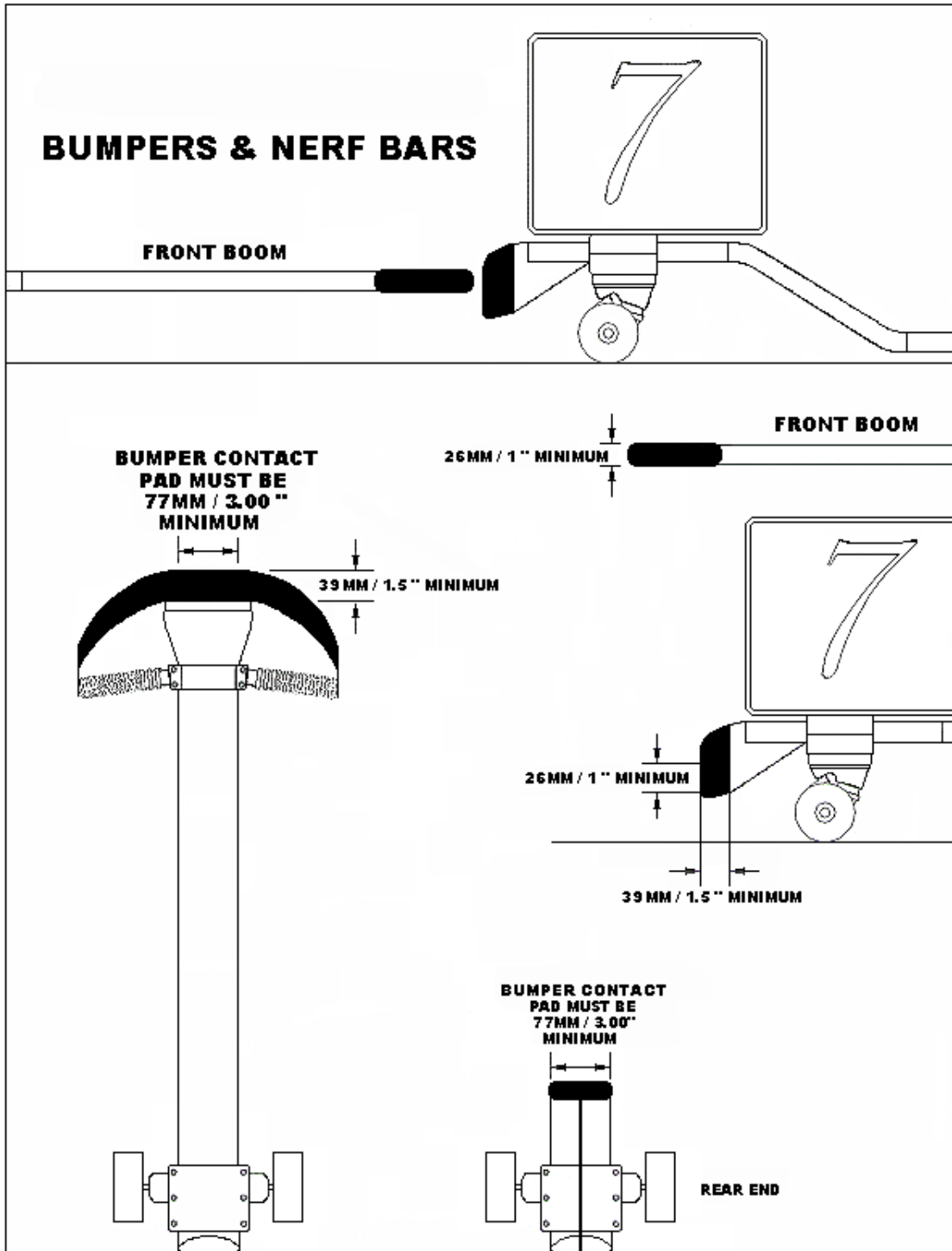
# XIX. WORLD RANKING POINTS CHART

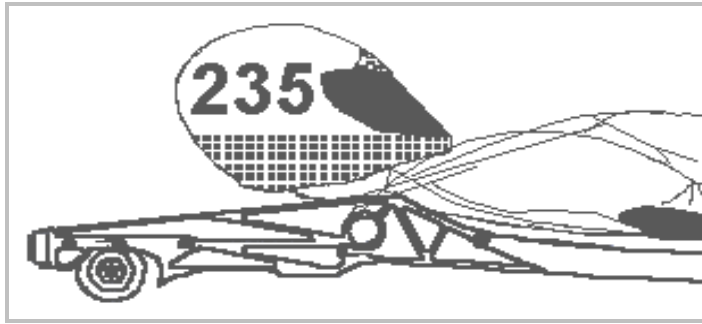
Point Scale					Point Scale Continued				
Level	1	2	3	4	Level	1	2	3	4
Rank	World Cup	Continental	National	Regional	Rank	World Cup	Continental	National	Regional
	WC	CO	NA	RG		WC	CO	NA	RG
1	450.00	383.44	316.87	228.77	51	241.33	205.64	169.94	122.69
2	432.62	368.62	304.63	219.93	52	238.83	203.50	168.17	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

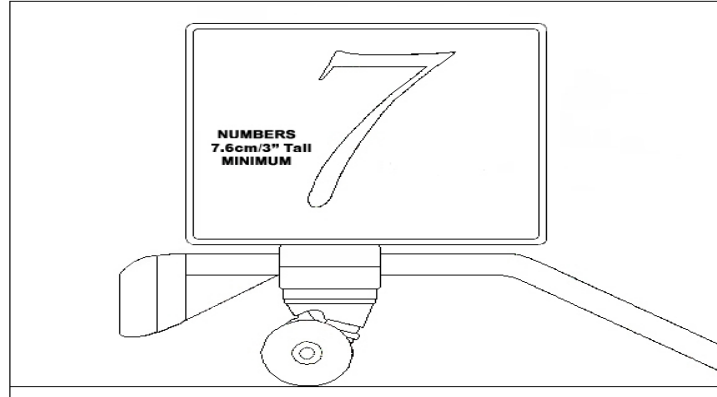
Point Scale Continued				
Level	1	2	3	4
Rank	World Cup	Continental	National	Regional
	WC	CO	NA	RG
143	66.45	56.62	46.79	33.78
144	64.92	55.32	45.71	33.00
145	63.40	54.02	44.65	32.23
146	61.89	52.73	43.58	31.46
147	60.38	51.45	42.52	30.69
148	58.88	50.17	41.46	29.93
149	57.38	48.89	40.40	29.17
150	55.88	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

# XX. STREET LUGE DRAWINGS

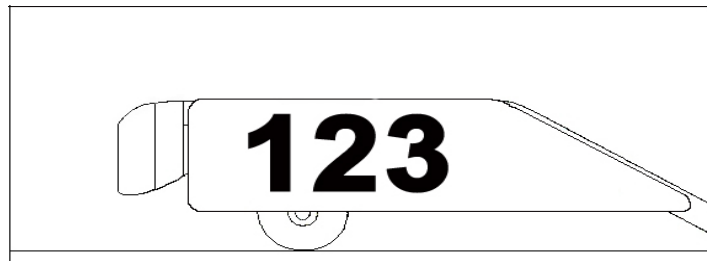




**Street & Classic Luge Preferred Number Placement**

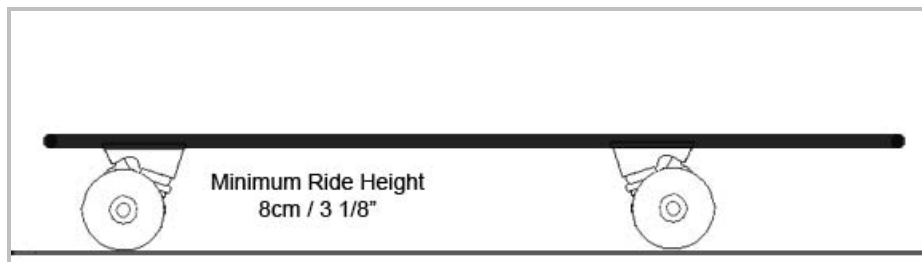


**Street Luge Number Panel Placement**

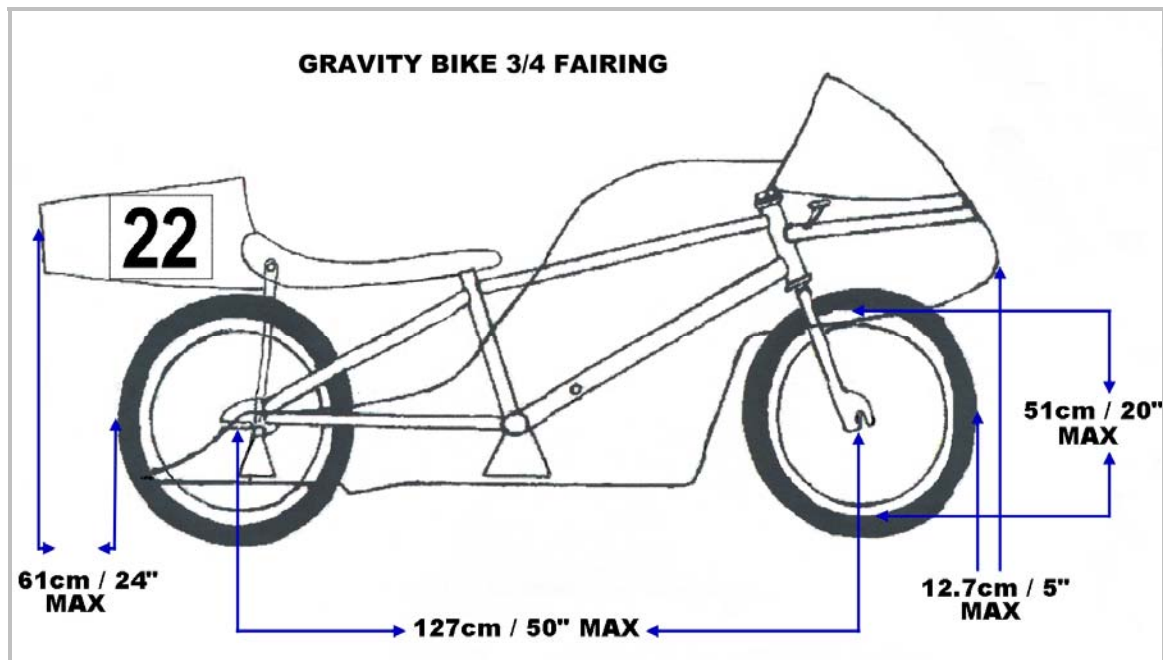
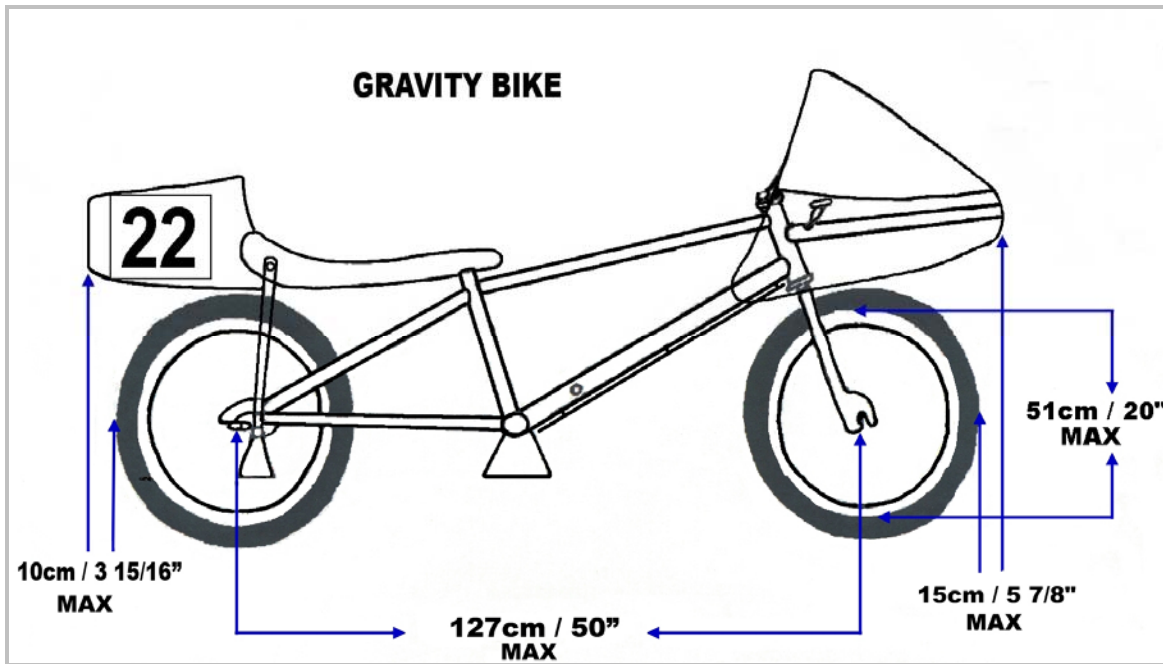


**Street Luge Number Panel Placement**

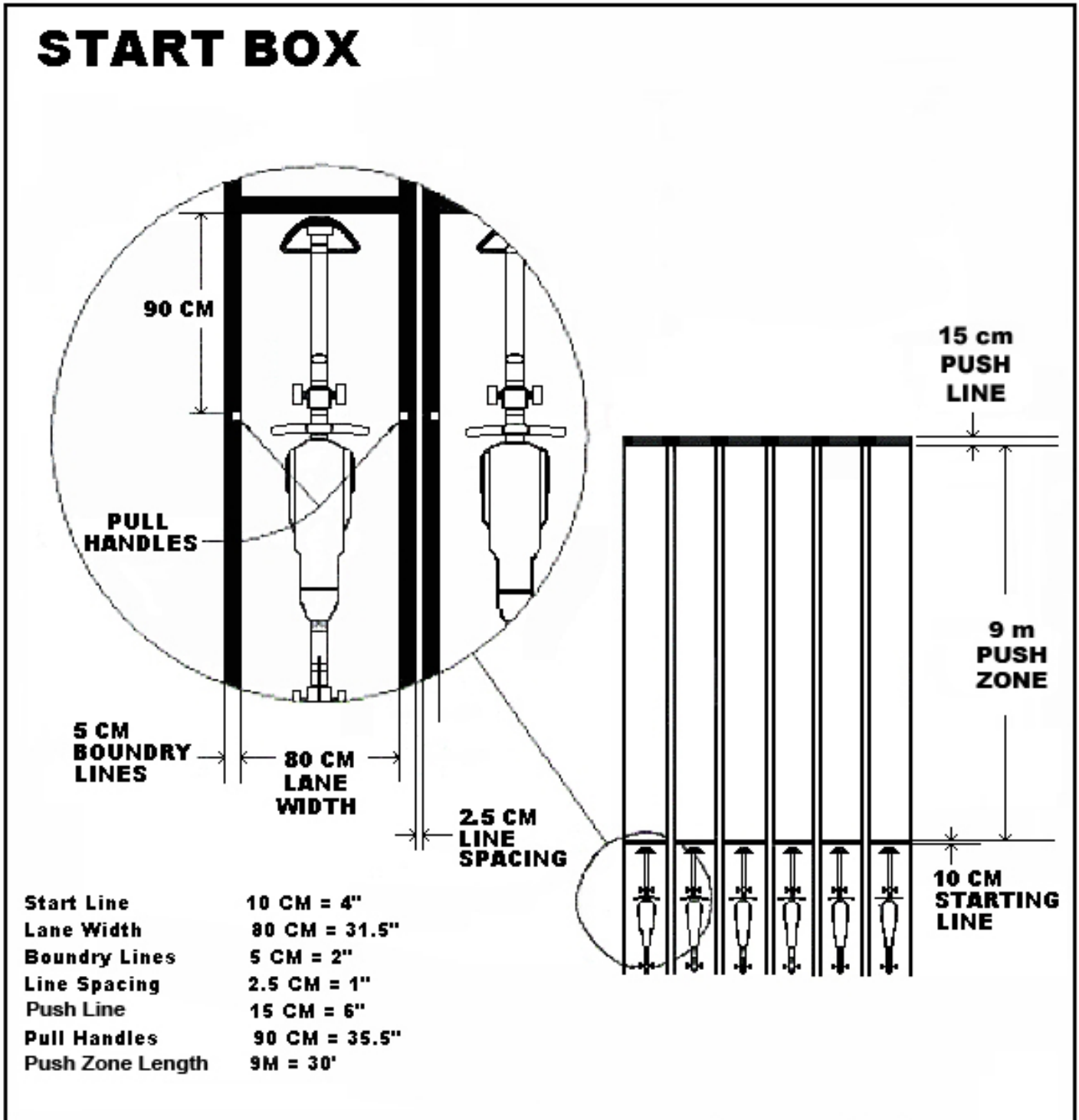
## **XXI. CLASSIC LUGE DRAWINGS**



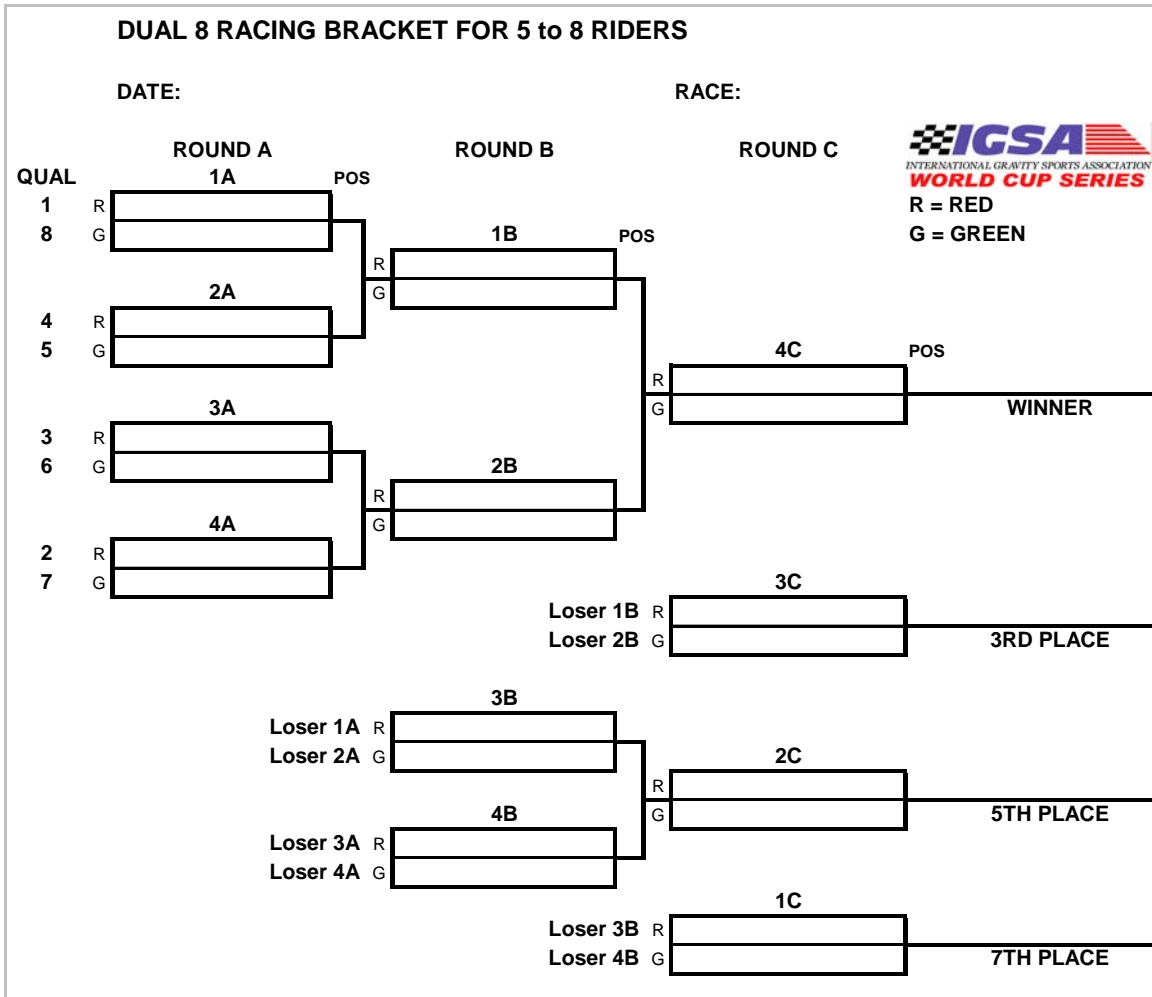
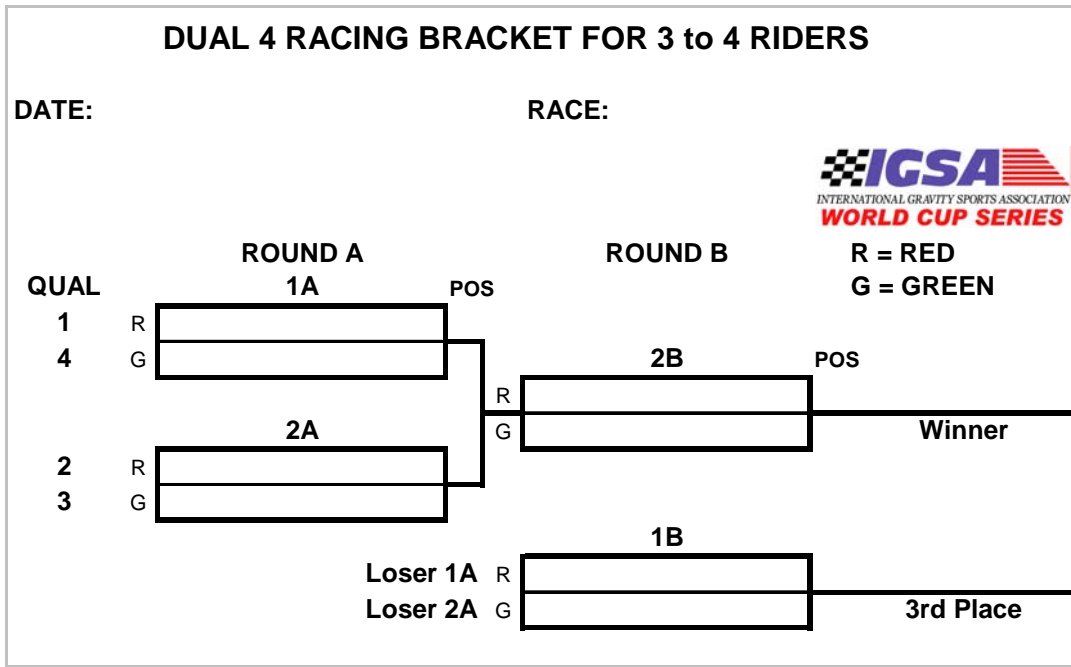
## XXII. GRAVITY BIKE DRAWINGS



# XXIII. START BOX



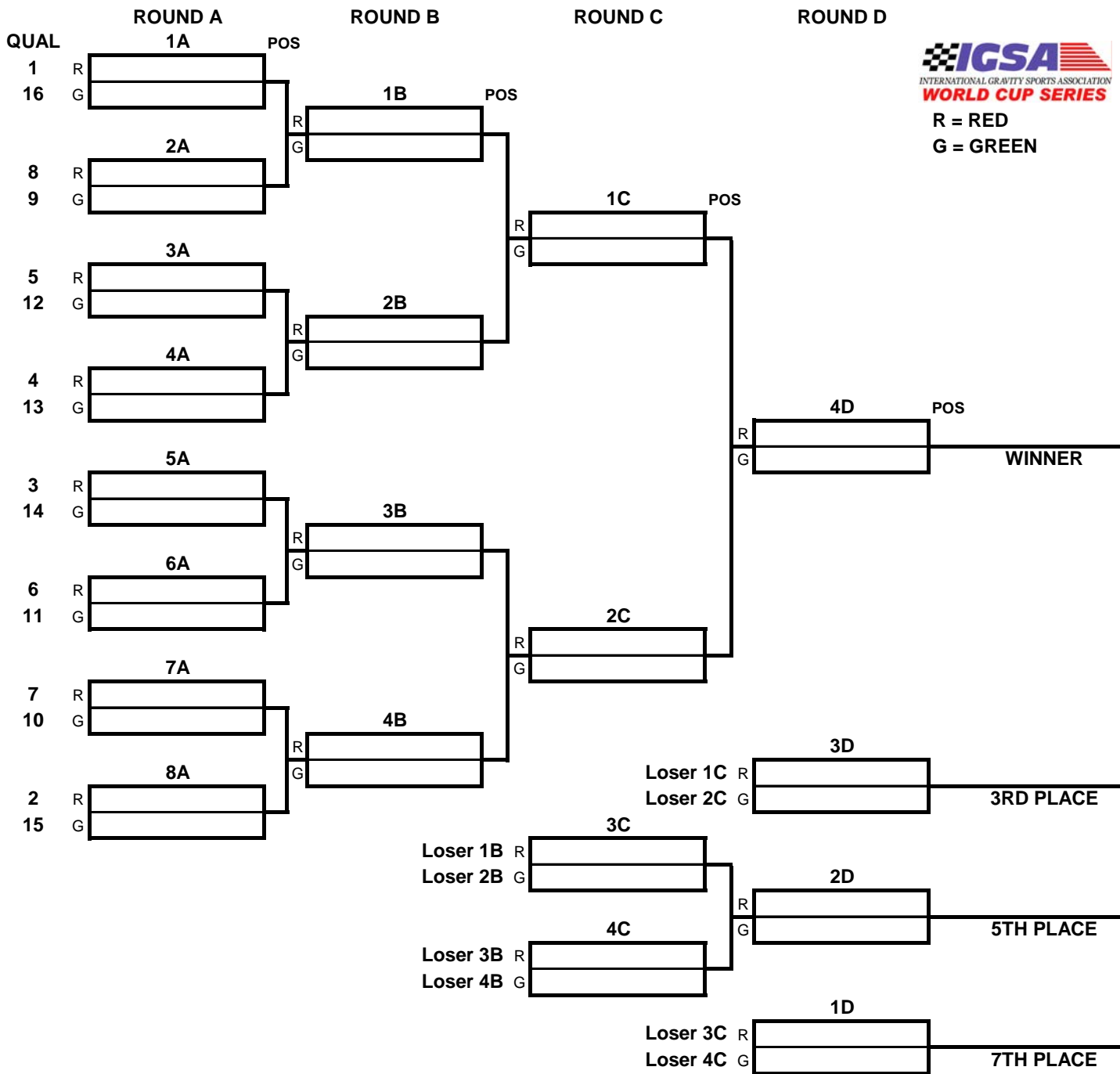
# XXIV. BRACKETS



# DUAL 16 RACING BRACKET FOR 9 to 16 RIDERS

DATE:

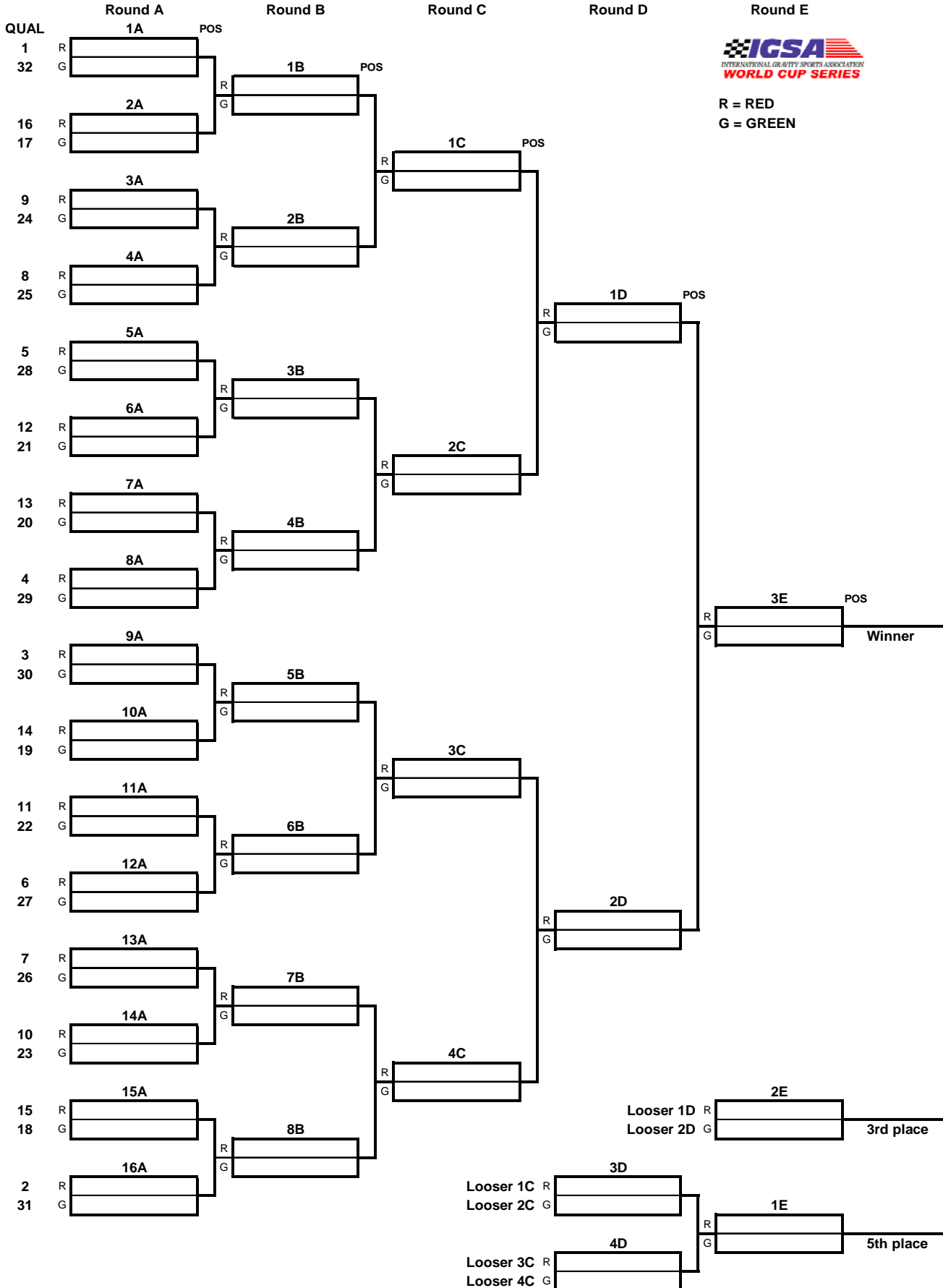
RACE:



**DUAL 32 RACING BRACKET FOR 17 to 32 RIDERS**

DATE:

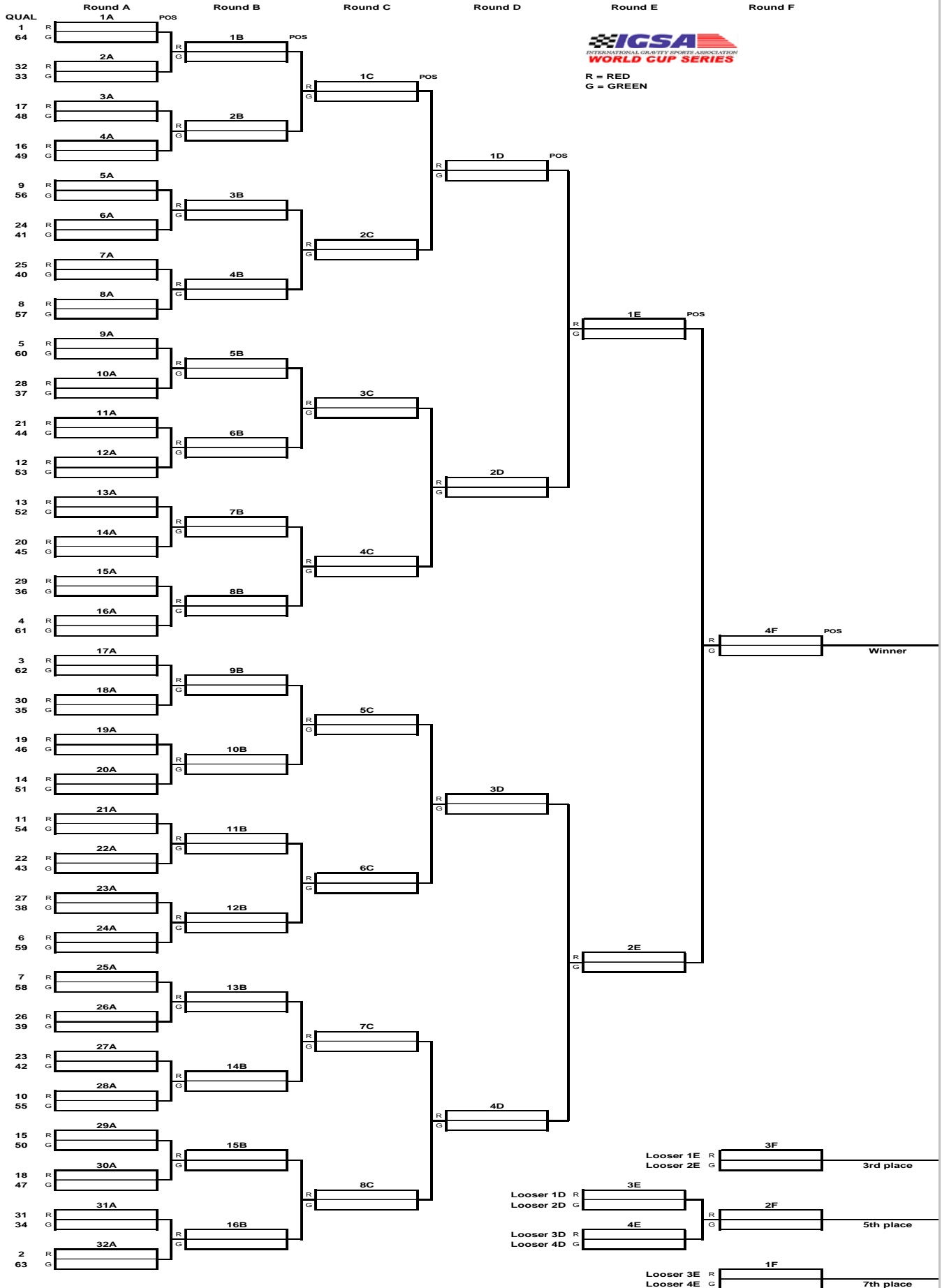
RACE:



DUAL 64 RACING BRACKET FOR 33 to 64 RIDERS

DATE:

RACE:



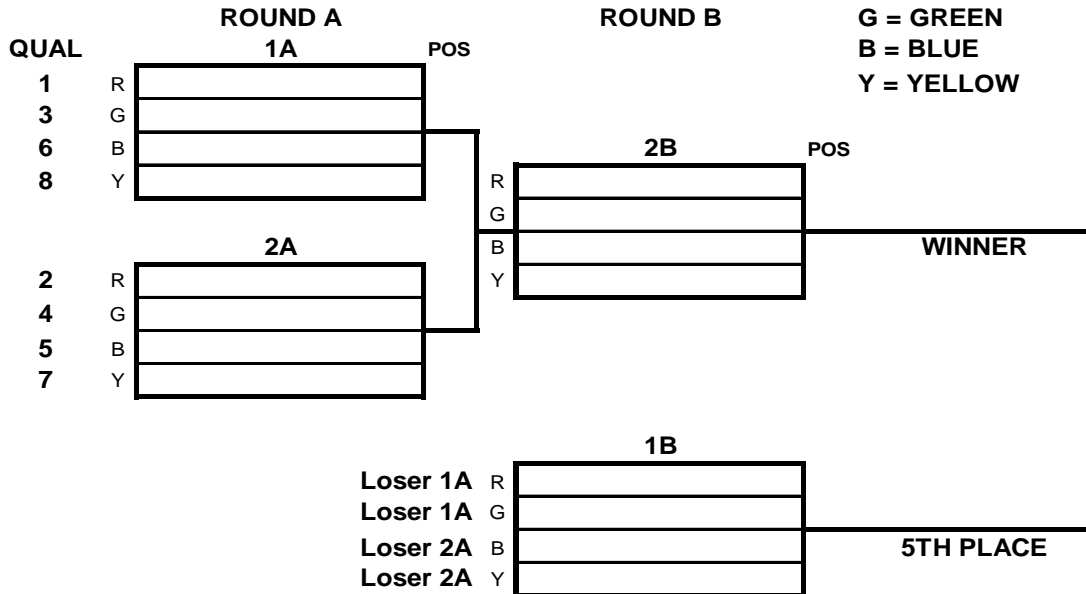
## MASS 8 RACING BRACKET FOR 5 to 8 RIDERS

DATE:

RACE:



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



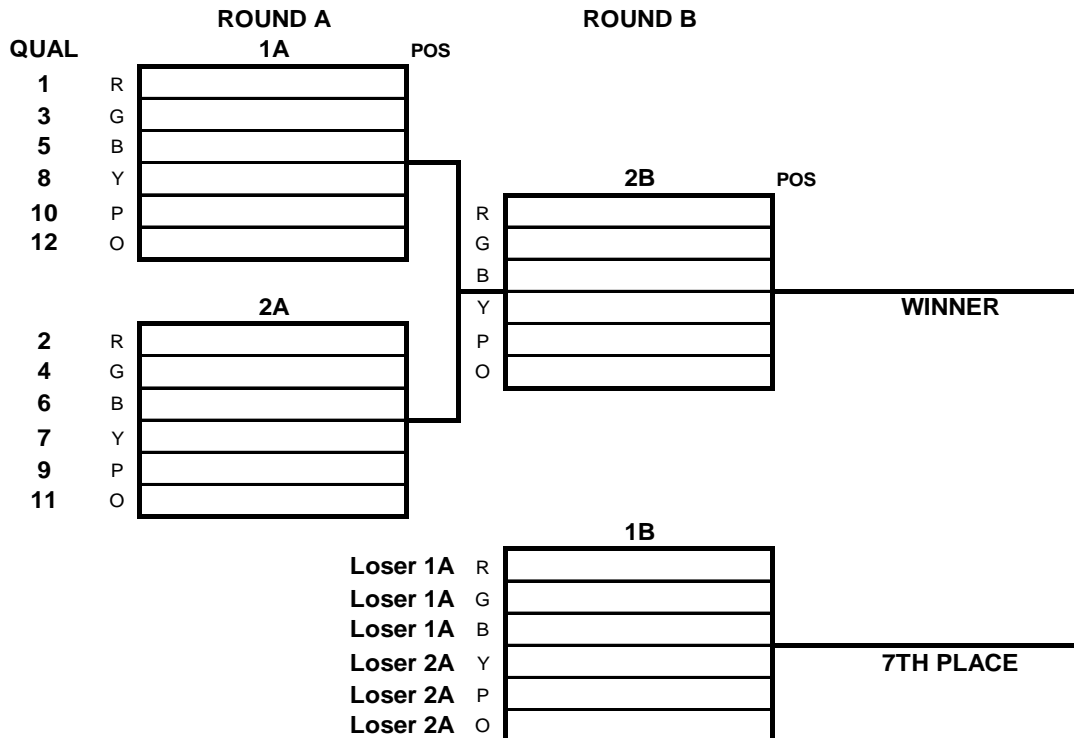
## SUPER MASS 12 RACING BRACKET FOR 7 to 12 RIDERS

DATE:

RACE:



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



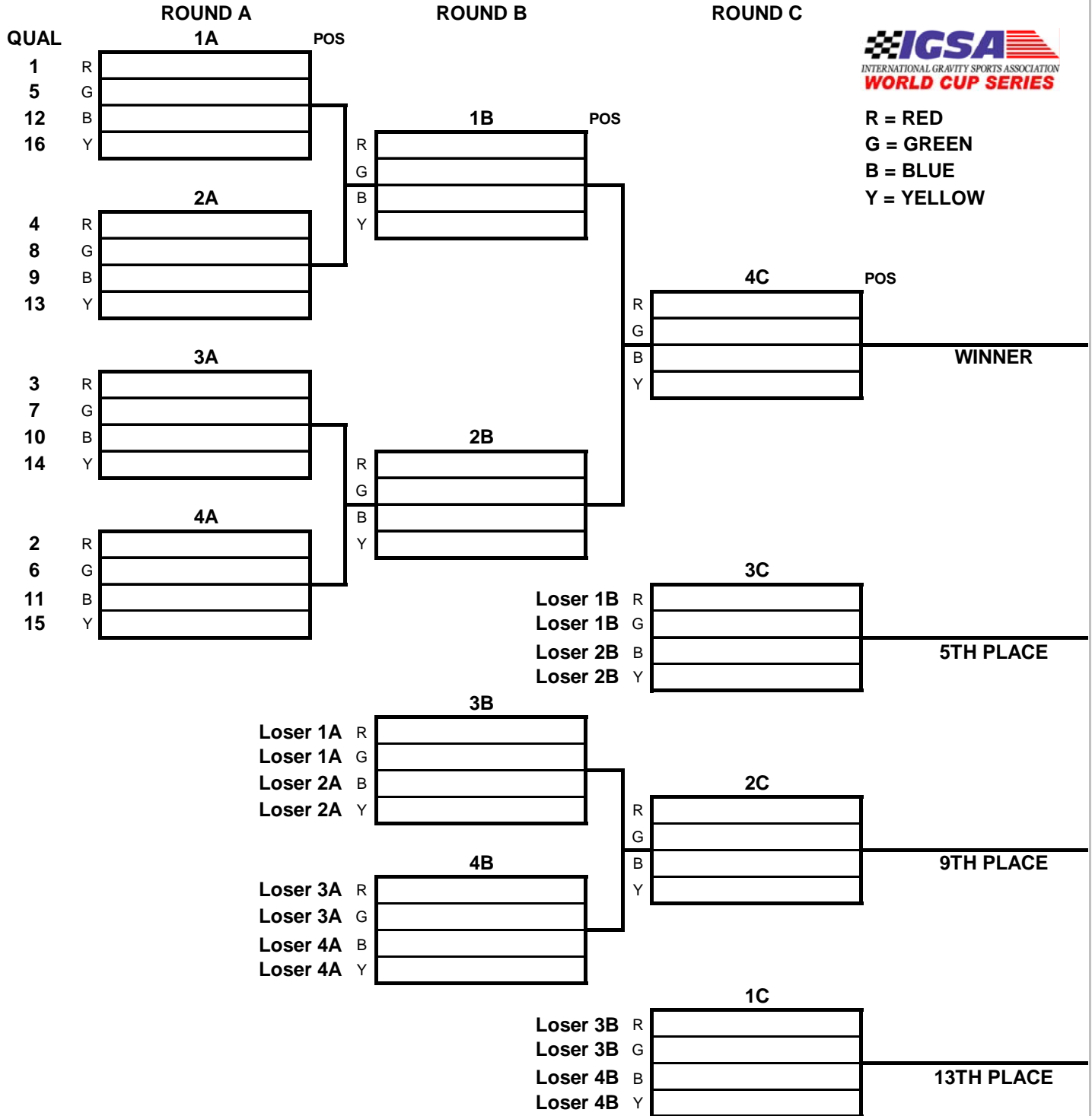
# MASS 16 RACING BRACKET FOR 9 to 16 RIDERS

DATE:

RACE:



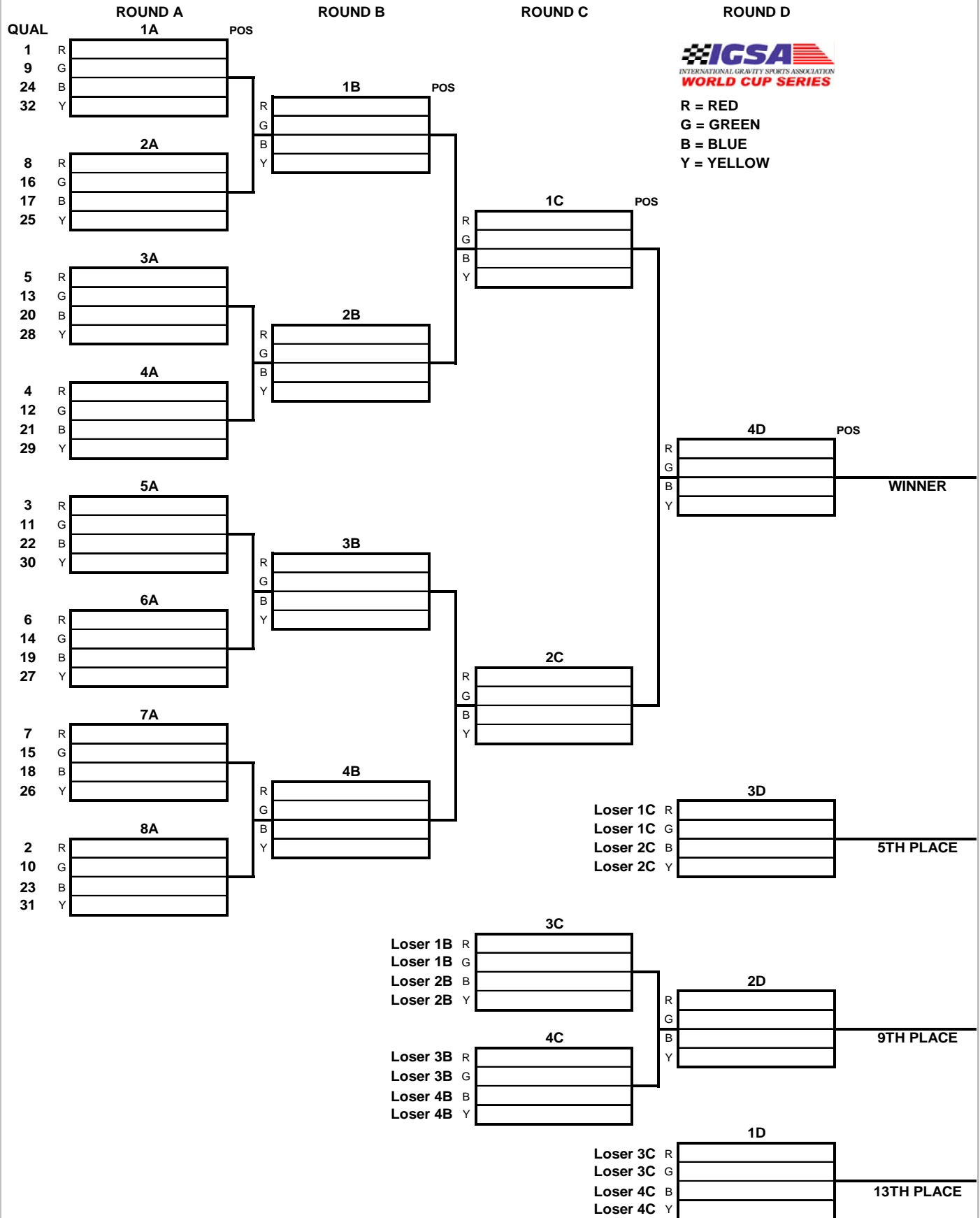
R = RED  
G = GREEN  
B = BLUE  
Y = YELLOW



# MASS 32 RACING BRACKET FOR 17 to 32 RIDERS

DATE:

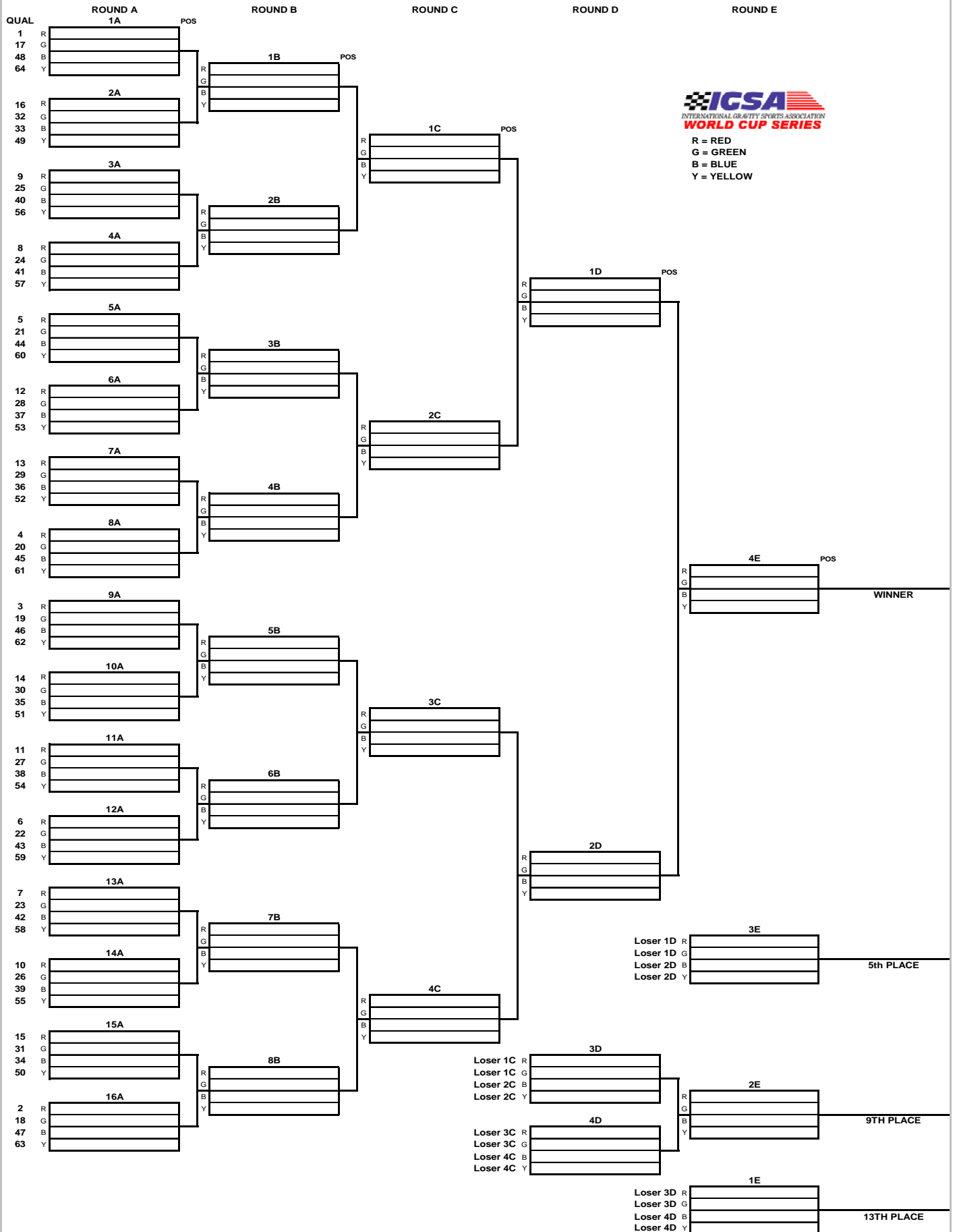
RACE:



MASS 64 RACING BRACKET FOR 33 to 64 RIDERS

DATE:

RACE:



# SUPER MASS 24 RACING BRACKET FOR 13 to 24 RIDERS

DATE:

RACE:

**ROUND A**

QUAL		1A	POS
1	R		
5	G		
9	B		
16	Y		
20	P		
24	O		

QUAL		2A	POS
4	R		
8	G		
12	B		
13	Y		
17	P		
21	O		

QUAL		3A	POS
3	R		
7	G		
11	B		
14	Y		
18	P		
22	O		

QUAL		4A	POS
2	R		
6	G		
10	B		
15	Y		
19	P		
23	O		

**ROUND B**

		1B	POS
	R		
	G		
	B		
	Y		
	P		
	O		

		2B	POS
	R		
	G		
	B		
	Y		
	P		
	O		

		3B	POS
	R		
	G		
	B		
	Y		
	P		
	O		

		4B	POS
	R		
	G		
	B		
	Y		
	P		
	O		

**ROUND C**

		4C	POS
	R		
	G		
	B		
	Y		
	P		
	O		

**WINNER**

		3C	POS
	R		
	G		
	B		
	Y		
	P		
	O		

**7TH PLACE**

		2C	POS
	R		
	G		
	B		
	Y		
	P		
	O		

**13TH PLACE**

		1C	POS
	R		
	G		
	B		
	Y		
	P		
	O		

**19TH PLACE**



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

**SUPER MASS 48 RACING BRACKET FOR 25 to 48 RIDERS**

DATE:

RACE:

QUAL ROUND A 1A POS

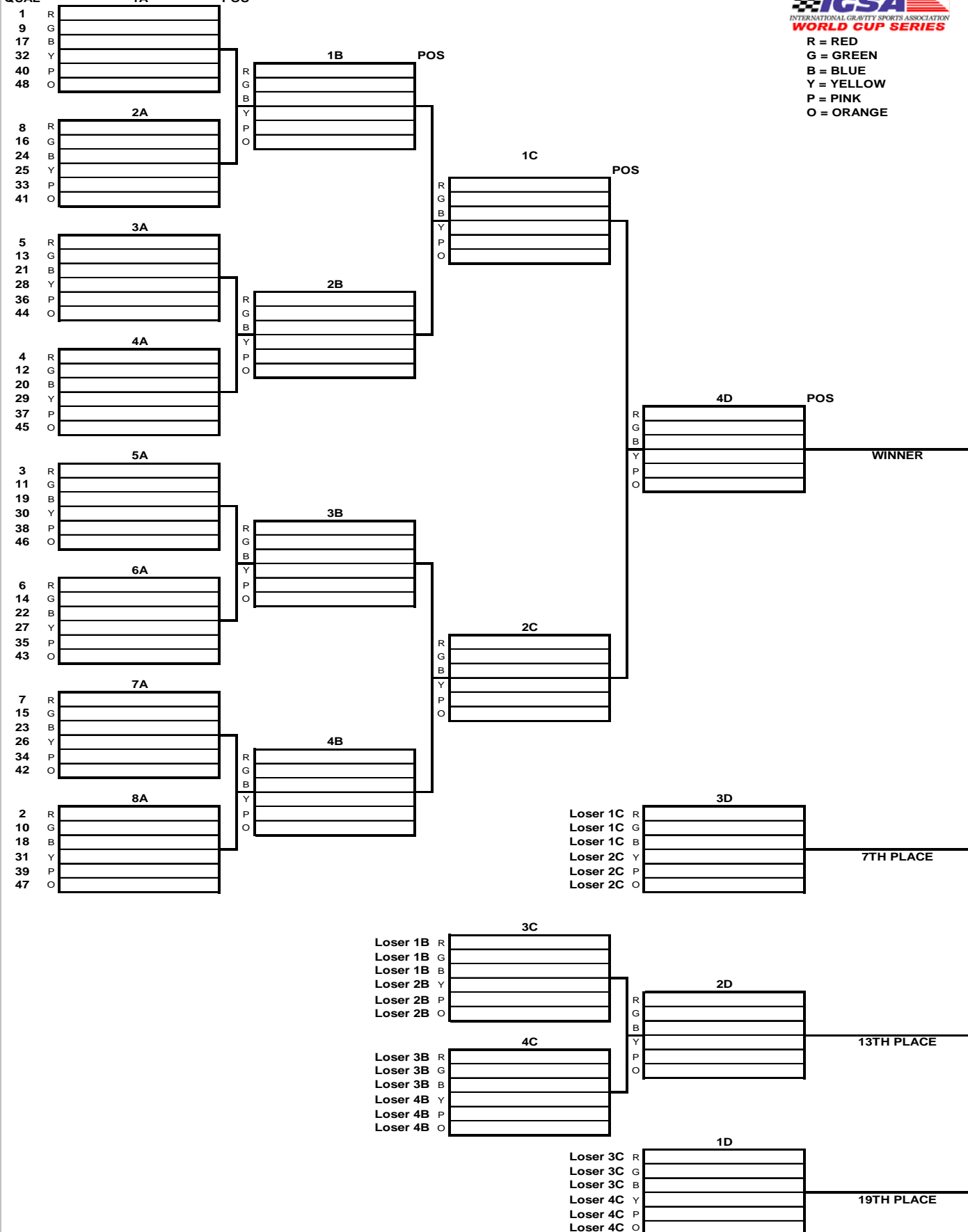
ROUND B

ROUND C

ROUND D



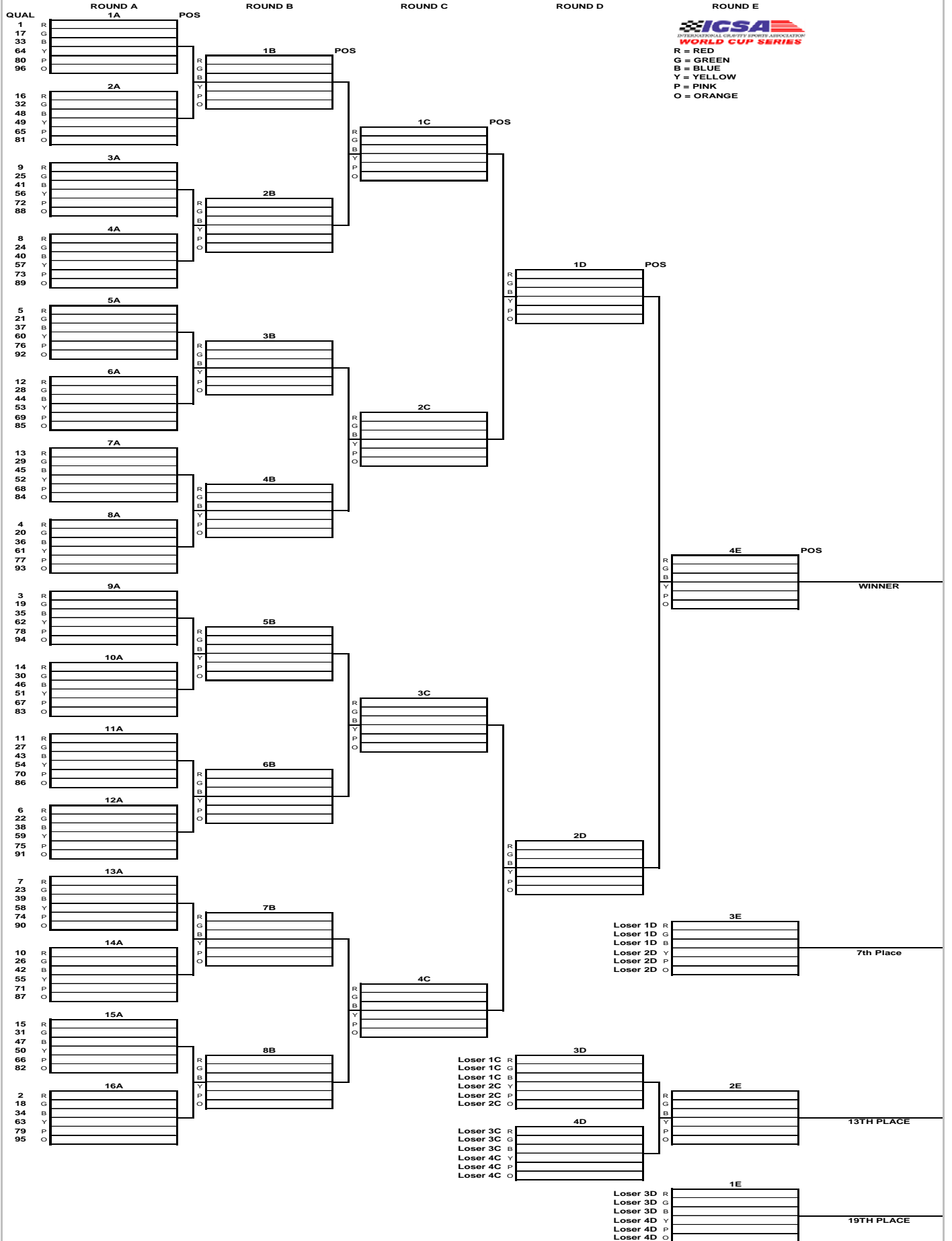
R = RED  
 G = GREEN  
 B = BLUE  
 Y = YELLOW  
 P = PINK  
 O = ORANGE



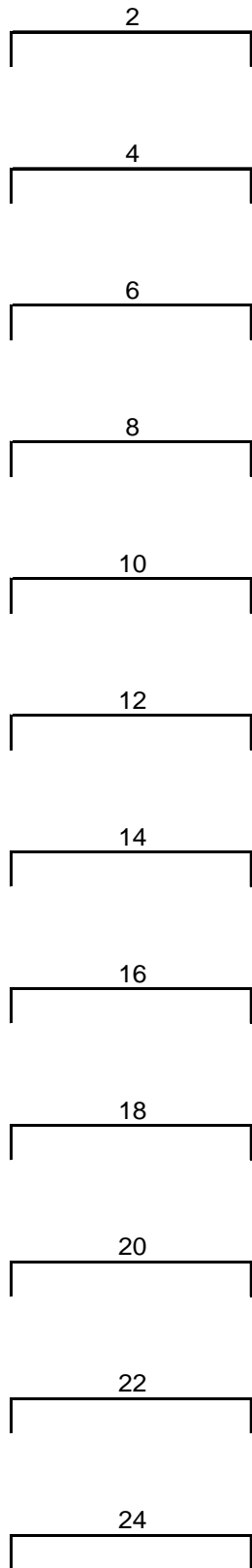
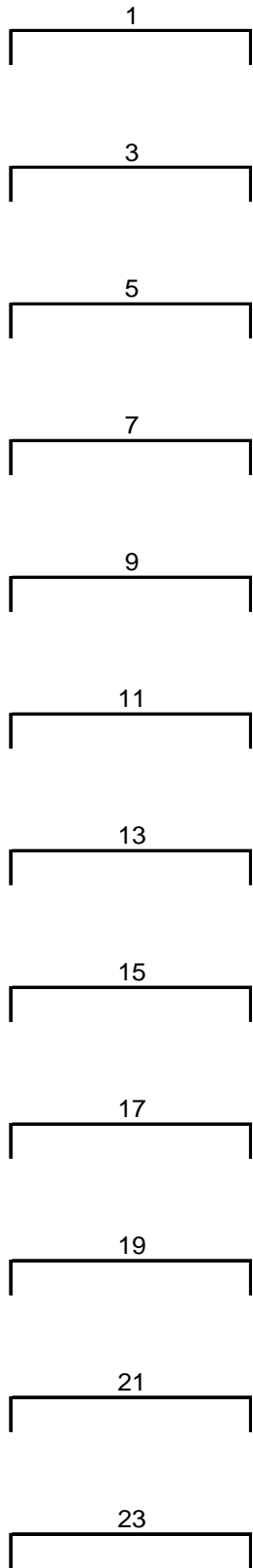
**SUPER MASS 96 RACING BRACKET FOR 49 to 96 RIDERS**

DATE:

RACE:



**GP FORMAT STARTING GRID (Left)**



**GP FORMAT STARTING GRID (Right)**

