



# **IDF Race Rules & Regulations**

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## **Section 1 Introduction**

### **1.1 The IDF**

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

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

### **1.2 About this Document**

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

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

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

### **1.3 Changing this Document**

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

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

## **Section 2 Competitors**

### **2.1 IDF Membership**

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



## 2.2 Obligations and Code of Conduct

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

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

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

### **2.3 Liability Waiver**

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

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

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

### **2.4 Riding Ability**

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



## **2.5 Pregnant Women**

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

## **2.6 Sponsors**

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

## **2.7 Pre-Race Technical Inspection of Equipment**

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

## **2.8 Junior Category**

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

### **2.8.1 Definition of Age**

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

### **2.8.2 Juniors Competing in Open Categories**

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

### **2.8.3 Additional Age Categories**

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

## **Section 3 Event Officials**

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

Event organisers are required to have the following officials:

### **3.1 Chief Steward**

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

### **3.2 Starter**

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

### **3.3 Chief Scorer**

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

### **3.4 Corner Marshals**

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

### **3.5 Technical Inspector**

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



## Section 4 Safety

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

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

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

### 4.1 Pre-Race Technical Inspection of Equipment

#### 4.1.1 Skateboard

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

#### 4.1.2 Luge

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

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

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

## **4.2 Insurance**

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

## **4.3 Liability Waiver**

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

## **4.4 Accidents**

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

## **4.5 Emergency Medical**

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

## **4.6 Track Access**

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

## **4.7 Rider's Safety Equipment**

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

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

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

#### **4.7.1 Helmets**

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

#### **4.7.2 Leathers**

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

#### **4.7.3 Speedsuits**

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

#### **4.7.4 Gloves**

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

#### **4.7.5 Footwear**

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

#### **4.7.6 Elbow and Knee Pads**

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

#### **4.7.7 Eyewear/Visor**

Protective eyewear/helmet visor is recommended but not mandatory.

## **Section 5 Equipment Specifications**

### **5.1 Skateboard**

#### **5.1.1 Deck**

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

### **5.1.2 Weight**

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

### **5.1.3 Length**

Must not exceed 122 centimeters (48").

### **5.1.4 Width**

Must not exceed 30.5 centimeters (12").

### **5.1.5 Trucks**

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

### **5.1.6 Bearings**

No restrictions.

### **5.1.7 Wheels**

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

### **5.1.8 Brakes**

No mechanized braking devices are allowed.

### **5.1.9 Number Area**

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

### **5.1.10 Numbers**

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

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

### **5.1.11 Ballast**

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

## 5.2 Street Luge

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

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

### 5.2.1 Chassis

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

### 5.2.2 Weight

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

### 5.2.3 Length

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

### 5.2.4 Width

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

### 5.2.5 Front End

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

### **5.2.6 Rear End**

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

### **5.2.7 Bodywork and Fairings**

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

### **5.2.8 Trucks**

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

### **5.2.9 Bearings**

No Restrictions

### **5.2.10 Wheels**

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

### **5.2.11 Brakes**

No mechanized braking devices are allowed.

### **5.2.12 Number Area**

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

### **5.2.13 Numbers**

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

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

#### **5.2.14 Ballast**

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

### **5.3 Classic Luge**

#### **5.3.1 Deck**

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

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

#### **5.3.2 Weight**

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

#### **5.3.3 Length**

A maximum of 125 centimeters (49.21").

#### **5.3.4 Width**

A maximum of 305 millimeters ( 12").

#### **5.3.5 Height**

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

#### **5.3.6 Trucks**

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

#### **5.3.7 Bearings**

No restrictions.

### 5.3.8 Wheels

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

### 5.3.9 Brakes

No mechanized braking devices are allowed.

### 5.3.10 Number Area

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

### 5.3.11 Numbers

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

### 5.3.12 Ballast

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

## Section 6 Racing Procedures

### 6.1 Practice

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

### 6.2 Qualifying

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

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

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

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



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

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

### 6.2.1 Timed Runs

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

#### 6.2.1.a Electronic Timing

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

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

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

## 6.3 Race Formats

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

## 6.4 Start Procedure

### 6.4.1 Start Sequence

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

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

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

#### **6.4.2 Competitors Start Position**

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

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

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

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

### **6.5 Start Box**

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

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

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

#### **6.5.2 False Starts**

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

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

## **6.6 Pushing On Course**

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

## **6.7 Finish Procedure**

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

## **6.8 Number Usage**

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

## **6.9 Final Placement**

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

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

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

## **6.10 Official Results**

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

They will be processed and checked for formatting and accuracy.

Once posted at [www.internationaldownhillfederation.org](http://www.internationaldownhillfederation.org) they become the only official IDF results and all others are unofficial.

## **6.11 Judges, Infractions, and Rulings**

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

## **6.12 Protests**

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

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

## **6.13 Protective Position**

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

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

## **6.14 Inclement Weather**

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

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

## **6.15 Event Postponement Or Cancellation**

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

## **6.16 Flags**

### **6.16.1 Green**

Go, course is clear and open.

### **6.16.2 Yellow**

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

### **6.16.3 Red**

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

## **Section 7 Racing Rules**

### **7.1 Skateboard**

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

### **7.2 Luge**

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

### **7.3 Contact**

Racers who deliberately make contact in an effort to "steal speed" from another racer will be issued a conduct penalty.

### **7.4 Passing**

Overtaking competitors assume the responsibility of avoiding the lead competitor. However, during a pass, the lead competitor may not take defensive measures such as moving in on the line of the passing competitor to prevent them from taking the lead. Meanwhile, the overtaking competitor is responsible for COMPLETELY clearing the other competitor before moving into their line. A racer who violates the passing protocol will be issued a conduct penalty.

### **7.5 Intentional Contact**

Some contact in close racing is natural. Racers who purposely spin, block, or cause another racer to crash will be penalized. A rider is responsible for their own braking and must avoid transferring speed to another rider by touching or bumping the back of a rider on the approach to turns. Deliberate, aggressive or repeated contact is not allowed and will not be tolerated.

### **7.6 Intentional Blocking**

Intentional blocking of another racer is prohibited.

### **7.7 Rough Riding**

Overly aggressive, dangerous or rough riding is not allowed and the offending competitor will be penalized and/or disqualified.

## **7.8 Illegal Paddling/Pushing**

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

## **7.9 Crash Restart**

After a crash the racer should return to the track at a point reasonably close to where the crash occurred. If racing a luge or classic luge the competitor must sit on the luge and paddle or push with their hands to restart. Using another rider's equipment after a crash is not permitted. No assistance from anyone is permitted.

## **7.10 The Finish**

Racers must finish the race with the skateboard or luge they started on. Racers must be in contact with their vehicle and have their helmet on when they cross the finish line in order to earn placement. The intentional removal of safety equipment before the completion of a race is not permitted.

### **7.10.1 Interference**

If a competitor interferes with another racer while on course, the competitor committing the interference will be issued a conduct penalty.

## **7.11 Compromised Ability**

If in the opinion of the race officials, a competitor's ability to be safely in control has been compromised by alcohol, drugs, illness, injury, or emotional distress, that competitor will not be allowed to continue the event.

# **Section 8 Penalties**

## **8.1 Powers Of The IDF Board**

The IDF board has the power of suspension. Competitors who are placed on report and are found guilty by the IDF Board shall be subject to the following penalties.

- One (1) report: A warning letter will be sent.
- Two (2) reports: The competitor will be placed on probation for a period between 30 and 365 days at the discretion of the IDF Board.
- Three (3) reports: The competitor will be suspended for a period between 30 days and life at the discretion of the IDF Board.

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

## 8.2 Suspension

Infraction of a rule or rules may result in exclusion or expulsion from the event or in extreme cases suspension or expulsion from the Association.

## 8.3 Powers Of The Chief Steward

There is much confusion between the following five definitions of conduct at racing events. The following definitions should be used as guidelines for competitor behavior:

### 8.3.1 Definitions

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

### 8.3.2 Conduct Penalties

The Race Officials should note that any allegation of a competitor committing one of the above offenses may be modified by the Chief Steward to consider as a greater or lesser offense.

#### 8.3.2.a LEVEL 1 Conduct Penalty

Examples of level 1 conduct behavior include but are not limited to;

- Careless riding
- Safety equipment violations
- Skateboard or luge equipment violations
- Verbal abuse of race officials, public and/or other riders
- Failure to follow event staff direction
- Bringing the sport into disrepute



Examples of level 1 conduct penalties include but are not restricted to;

- Warning
- Reallocation of heat placement
- Heat disqualification

#### **8.3.2.b LEVEL 2 Conduct Penalty**

Examples of level 2 conduct behavior include but are not limited to;

- The accumulation of 2 x Level 1 Conduct Penalties in a calendar year
- Reckless and negligent riding
- Verbal abuse of race officials, public and/or other riders
- Bringing the sport into disrepute

Examples of level 2 conduct penalties include but are not restricted to;

- Disqualification from heat
- Reduction of 1-10 event places
- Disqualification from event

#### **8.3.2.c LEVEL 3 Conduct Penalty**

Examples of level 3 conduct behavior include but are not limited to;

- The accumulation of 3 x Level 1 Conduct Penalties in a calendar year
- The addition of any conduct penalties while already holding a level 2 conduct penalty
- Physical abuse of race officials, public and/or other riders
- Racial abuse of race officials, public and/or other riders
- Bringing the sport into disrepute

Examples of level 3 conduct penalties include but are not restricted to;

- Disqualification from event
- World Cup Series suspension 1 event
- World Qualifying Series suspensions 3 events

## **Section 9 Ranking Points**

### **9.1 Event Levels**

Every IDF sanctioned event will be designated as one of two event levels:

- Level 1: World Cup (WC)
- Level 2: World Qualifying Series (WQS)

### **9.2 Event Points**

The maximum World Ranking points for each level of event are:



- World Cup (WC) = 1,000.00 points
- World Qualifying Series (WQS) = 650.00 points

The complete points chart is listed on the [IDF website](#).

### 9.3 World Rankings Calculations

The IDF World Rankings are calculated using each competitor's combined points from both IDF event levels from January 1 through December 31 of each year. The number of events included for each competitor is as follows:

- Each competitor's five highest point scoring results.
- In the event that a competitor has competed at five or more WC level races in the calendar year, that competitor's best result from a WQS race in that year shall also be added to their points total as long as it has not already been added as one of their five highest point scoring results.

Ties in the final point calculations for each series will not be broken. Points will be updated after each event. Official World Rankings are maintained at <http://www.internationaldownhillfederation.org>.

### 9.4 IDF Champions

The IDF Champion is the person who is highest ranked in their respective class of the IDF World Cup Tour points on December 31 of the current calendar year. World Cup Champion Awards will only be given to the following classes:

- Downhill Skateboarding,
- Women's Downhill Skateboarding,
- Junior's Downhill Skateboarding,
- Street Luge, and
- Classic Luge.

### 9.5 Geographical Distribution of Events

Each calendar year, the number of events held will be limited to the following:

- WORLD CUP: A maximum of three World Cup level events can be held on each Continent.
- WORLD QUALIFYING SERIES: There is no upper limit to WQS event locations.