



**USA**  
**Downhill**  
**Skateboarding**  
**Association**

## Rules and Regulations for International Gravity Sports Racing

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### 1: Introduction

1.1 These Race Rules & Regulations are published by the Zak Maytum for the organization, conduct, and judging of downhill skateboard and street luge racing. They may be used for racing at any level. The rules are reviewed every year.

In the event there is a difference of meaning between this rulebook and any other translation, and the difference cannot be reconciled, the English version shall prevail.

### 1.2 Changing this Document

Anyone submit a proposed rule change to Zak Maytum. All such proposals will be evaluated annually or at any other time. Zak will endeavor to seek feedback from the global racing community in relation to any proposed rule changes.

Membership in the USADSA is currently not required to compete in USADSA sanctioned events. This is subject to change.

### 2: Competitors

2.1 Any rider allowed by the event organizer may be considered a “competitor.”

### 2.2 Riding Ability

All competitors shall demonstrate their riding ability to the satisfaction of the officials

during a mandatory practice period before being allowed to compete. A steward may choose to remove a rider from the course or competition at any time if they have any cause to believe a rider may pose a hazard to themselves or others.

### 2.3 Junior Category

To be considered as a competitor in the Junior category, a rider must be under the age of 18 on December 31 of the current race season.

### 2.4 Masters Category

To be considered in the Masters category a rider must be 35 or over on January 1st of the current race season.

### 2.5 Multiple Categories

A competitor may race in multiple categories as long as they are eligible to do so. The minimum age to compete in the open category is 14 years. Minimum age exceptions can be made at the event organizer's discretion.

## 3 Event Officials

The designated officials of any event shall have the power of rule enforcement and race supervision, as found in these rules, for the entirety of the event. Officials reserve the right to prevent any competitor from participating in any event. Officials must be familiar with all relevant rules and regulations.

Event organizers are required to have the following officials:

### 3.1 Chief Steward

#### 3.1.1 The positions of Chief Steward and Starter may not be held by a single individual.

The position of Chief Steward is to be appointed by the Event Organiser. The Chief Steward will be in charge of the following:

- Safety – adequate protection must be placed to ensure the safety of both competitors and spectators.
- Corner marshals – corner marshals must be adequately briefed before the event, and should be trained on how to manage both spectators and competitors to ensure the smooth running of the event. The Chief Steward is also in charge of ensuring that there are enough corner marshals to monitor or remove safety issues that can foreseeably arise during the course of the event.
- Event schedule – the event schedule supplied by the Event Organizers to the competitors must be followed as closely as possible by the Chief Steward. Departure from the event schedule is only permitted under extraordinary circumstances.
- Rule enforcement – the Chief Steward has the power to apply these rules and shall have the final say in all matters. They are encouraged to receive counsel from any relevant sources. These duties can

be delegated by the Chief Steward, in consultation with the Event Organiser.

### 3.2 Starter

The Starter has complete control of the start area and follows 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 all race procedures and safety protocols. Before any race heat, the Starter is encouraged to check all competitors' helmet straps to ensure they are secure. The Starter is responsible for monitoring the start area and reporting any violations to the Chief Steward.

### 3.3 Corner Marshals

The Corner Marshal is in charge of a designated area that has been 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 will also use the designated flags when necessary to notify competitors of accidents, debris, or other hazards.

### 3.4 Technical Inspector

The Technical Inspector has responsibility for technical inspections, which may occur at any time during the event. Riding with equipment that has not passed technical inspection will result in a conduct penalty and/or disqualification.

## 4: Equipment

### 4.1 Technical Inspection of Equipment

- Pre-race technical inspection may consist of:
  - Visual inspection for legal and safe appearance of the race equipment and its parts.
  - Visual inspection of personal safety equipment.
  - Measurement of the width, length, wheels, weight and other applicable specifications.
  - It is NOT the technical inspector's responsibility to identify or correct problems that may affect the performance of otherwise legal equipment. • It is the competitor's responsibility to ensure that the equipment is ready, legal, and safe for competition.
  - If there are any equipment legality questions, they should be raised with the Technical Inspector prior to submitting the equipment for inspection. • 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.

- Any equipment changes made after passing Technical Inspection must conform to all rules and regulations. Using equipment that does not conform to the rules and regulations is grounds for immediate disqualification.
- Passing technical inspection does not deem equipment to be safe or free from defects.

#### 4.1.1 Skateboard

All racing equipment including Helmet, leathers, and gloves, and skateboard may be required to be submitted to a pre-race technical inspection to ensure compliance with these Rules. This inspection can occur at any time during the course of the event. It is the obligation of the rider to make sure their racing and protective equipment is within the specifications of the rules. A rider who uses equipment that is unsafe or outside of the specifications during qualifying or racing will be issued a conduct penalty and may be disqualified.

#### 4.1.2 Street Luge

All racing equipment, including all protective equipment, can be required to undergo a pre-race technical inspection at any time during the course of the event, to ensure compliance with these Rules. At no point will any competitor or racing equipment be allowed to compete that has not passed pre-race technical inspection.

### 4.2 Helmets

Each rider is responsible for choosing a helmet that they feel provides adequate protection for their racing discipline.

Certified full-face helmets are strongly recommended.

Helmets must:

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

Helmets with detachable chin-guards will not be allowed.

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

Aerodynamic fairings may be of fixed or break-away design.

Only the following three categories of helmet are permitted:

- Helmets that carry a certification from ATSM, CE, CPSC, SNELL, or another credible certification source.
- Production helmets that use EPS foam as their principal form of impact absorption.
- Non-production helmets that use EPS foam as their principal form of impact protection, and that have been approved by the Chief Steward.

#### 4.3 Protective Suit Materials

All competitors must wear a one (1) or two (2) piece suit made of leather and/or aramid (widely known as Kevlar). If a two-piece is used, it must zip together at the waist. All seams must be double stitched.

If a suit is made solely out of aramid, all seams will have to be double stitched with aramid.

Latex or other rubberized material as a construction material may not be used under any circumstances.

#### 4.4 Speedsuits

Any full or partial covering of the leathers with [any material](#) is not allowed.

[The vast majority of the outer surface of any racing suit must be of a Leather or Aramid fiber material. Small exceptions may be made for areas of the suit such as under the arm which may be made of a non-structural material.](#)

#### 4.5 Gloves

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

#### 4.6 Footwear

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

#### 4.7. Elbow and Knee Pads

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

#### 4.8 Eyewear/Visor

A Protective eyewear/helmet visor is mandatory. Visor may be worn in a raised position or removed during wet conditions

4.9 Mirrors: No mirrors or reflective devices of any kind may be affixed to the board, body or helmet for the purpose of monitoring the position of other competitors.

## 5 Ridden 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 six kilograms (6kg/13.2lbs). This rule will be strictly enforced. A 0.2 kg allowance will be given for variances in the accuracy of scales.

#### 5.1.3 Length

Must not exceed 122 centimetres (48").

#### 5.1.4 Width

Must not exceed 30.5 centimetres (12").

#### 5.1.5 Trucks

The trucks must be lean steer activated. They must be no more than 305 millimetres (12") wide, as measured from the outside edge of the axles. The board must use exactly two 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 millimetres (4.33").

#### 5.1.8 Brakes

No mechanized braking devices are allowed.

#### 5.1.11 Ballast

Any weight additions to the board are permitted as long as the weight of the board does not exceed the 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.

### 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 street luge may present obvious trapping, amputation or other hazards. Structural soundness may be demonstrated through a "Bounce Test" or other stress simulations, which could mimic conditions encountered while racing. No part of the street luge may enclose the competitor's body nor hinder their ability to brake. Nothing may protrude between the competitor's legs. The Technical Inspector will be the final judge of legality.

### 5.2.2 Weight

The complete street luge must not exceed 25 kilograms (55.1 lbs). This rule will be strictly enforced. A 0.2kg allowance will be given for variances in the accuracy of scales.

### 5.2.3 Length

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

### 5.2.4 Width

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

### 5.2.5 Front End

The front end of the street luge must be padded, bumpered and/or nerfed in such a way as to minimize the risk of injury to a competitor who falls in front of it. Bumpers made from a soft rubber, foam, plastic, or other material, which will absorb energy are required. Minimal Bumper dimensions are seventy-seven millimetres (77mm/3") wide, twenty-six millimetres (26mm/1") tall and thirty-nine millimetres (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 street luge must not have any unpadded surfaces that could injure a competitor who collides with the street luge from behind. It should be constructed so as to minimise entanglements with the front end of other street luges. If the complete street luge 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 competitor's head and fairings are allowed. If nose cones are used, then there must be an 8-centimetre (3.14") crush zone area in front of the chassis. No part of the street luge may present obvious trapping, amputation or other hazards. All bodywork and fairings must be constructed in a manner that will minimise 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 street luge to a maximum of 61 centimetres (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 millimetres (5.11").

#### 5.2.11 Brakes

No mechanized braking devices are allowed.

**5.2.1.1 Mirrors: No mirrors or reflective devices of any kind may be affixed to the luge, body or helmet for the purpose of monitoring the position of other competitors.**

#### 5.2.14 Ballast

Any weight additions shall be securely bolted to the street luge chassis. Carrying of ballast on the competitor's body is prohibited. Tape, tie wraps, or fasteners other than bolts are not permitted for attaching weight. Ballast weight on all street luges must be fastened with a minimum 6 millimetres (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.



## 6 Racing Procedures

### 6.1 Practice

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

### 6.2 Qualifying

- Qualifying may be used to seed riders into the final racing bracket. The method of doing so is at the discretion of the race organizer.

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

- the competitors second fastest qualifying run (where there are two runs), and if still tied, a coin toss performed by a steward will decide the tie.

### 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:

#### **Manual procedure:**

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

#### **Endostarter procedure:**

The Endostarter app is a highly recommended tool for race starts

1. Starter says, “Racers Ready”. Official Starter looks to the Push Lane Judge (if used) for acknowledgement. Once this command is given, competitors must assume a set, final

position. No excessive\* movement will be permitted from this point until the official start command is given.

2. Starter begins the beep sequence. After the 3rd beep, no movement will be permitted until the official start command is given.

3. Within 1.5 - 4 seconds after 3rd beep, an audible tone will mark the official start of the race.

#### 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 competitor in the skateboard category must begin their qualifying run with their push foot behind the start line and all equipment and body must be in front of the anchor. A street luge competitor must place both hands on the start line and no part of the body or equipment may pass beyond the anchor line. The timer (photocell or transponder), if used, begins when you cross the timing loop.

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

**Street 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. 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 utilised) may be adjusted at the IDF Official's discretion, in consultation with the Chief Steward. Once a competitor passes the end of their push lane they are allowed to move out of their lane. There is no limit to how far or when they can push on the race course.

**Start line lane choice:** Competitors may choose their position on the starting line in the following order of preference: On the first round of competition, preference shall be given in order of qualifying position. In all following rounds, the competitors who finished 1st in the previous round shall have first choice of start line position in order of their qualifying position. The same will follow for the competitors who finished 2nd in the previous round and 3rd in the event of a 6-racer format.

**Lane length and width:** the width of each lane will be between 80 – 120cm. The length of a push lane will be between 3 –10 meters.

##### 6.5.1 Push Lane Violation

Any competitor who moves out of their Push Lane prior to the end will be penalised with a “False Start”. 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 Starter, Chief Steward or IDF official 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 across the start line between the time that the “Racers set” command is given and the start signal is given, a “False start” will be called. The offending competitor is charged with a “False start”.

**6.5.3 Reasonable Movement:** A small amount of reasonable movement on the start line after the “Racers Set” command is permissible. (ex. Repositioning of a rider’s foot on their board). Any movement taking to deliberately influence another competitor is forbidden and may result in a “False Start” and/or additional penalties.

The competitors are repositioned and the starting procedure repeated. Two false starts by the same competitor **in a single round of competition** will result in disqualification.

#### 6.6 Pushing on Course

There is no limit to how far or when a competitor can push on the race course. (Also refer to [Crash Restart](#))

#### 6.7 Finish Procedure

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

If transponders are not being used:

- Skateboard: A competitor finishes the course when their front wheels touch the finish line.
- Street Luge: A competitor finishes when any part of their body or equipment crosses the designated finish line.
- Adaptive: A competitor finishes when any part of their body or equipment crosses the designated finish line.
- The Chief Steward will resolve all ties either by photo finish, video or eyewitness account.
- 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 authorised personnel.

- 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 Contested Finish

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

In a contested finish, video evidence will be referred to, in order to determine the final decision. Protests will be received and reviewed after each round of racing.

#### 6.10 Final Placement

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

Competitors who do not finish their race run will be categorized as “Did Not Finish” (DNF) and be placed behind all the fourth-place 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.

**Racing License: I left this part in this document in the hopes that it will be picked up and used by any and all national/international sanctioning organizations and race organizers. It will require some communication and cooperation between these**

**entities to keep track of the license status of all riders, but I feel that it is a strong step in the right direction for racing to be more fair and the for the rules to be more universally enforceable.**

**Racing License:** Upon registration with a recognized national or international racing organization, every competitor shall be considered issued a “Racing License”. A competitor will have a separate license for each category in which they compete. A valid racing license is required for entry or participation in any national or international sanctioned event. Each license shall carry a capacity of 5 available penalty points at the time of issue. If a rider accumulates more than 5 penalty points in a single category their license will become invalid. A license can accumulate no more than 5 points regardless of the number issued over the course of a year. Points will be removed from a license at the rate of 3 per racing season. For example a rider who accumulated 4 points the previous year will begin the next racing season with 1 point already on their license as a form of probation.

**Issuing of Penalty Points:** A steward may choose to assess points against a rider’s license regardless of whether or not they are involved in an official protest. A competitor may receive penalty points assessed against their racing license in the following ways:

1. Disqualification: any racing dispute resulting in a party found guilty and disqualified from competition shall result in an automatic 2 points assessed against the offending rider’s racing license
2. Irresponsible riding: At any time following the beginning of an event and up to 7 days following the completion of an event a steward may choose to assess up to 3 points against a competitor’s racing license for participating in actions on the track that pose a significant threat to themselves or others during any part of a sanctioned event.
3. Unsportsmanlike conduct: At any time following the beginning of an event and up to 7 days following the completion of an event a steward may choose to assess up to 3 points against a competitor’s racing license for participating in any activity during the duration of an event that could be considered unsportsmanlike conduct.

A disqualification due to 2 consecutive false starts will not carry a penalty of any kind.

**Will-full Withdrawal:** If a rider involved in an official dispute chooses to willfully withdraw from the competition before the commencement of the investigation they will receive a reduced penalty of 1 point against their racing license rather than 2 for a potential disqualification. A voluntary withdrawal will also result in their official result in the heat being listed as “4th” rather than the “6th” place awarded for disqualification.

**Racing Incident:** In the event of a protest, a steward may rule the events to constitute a “Racing Incident”. In this case no party is considered guilty or innocent and it has been found that the events fall within normal activity for racing at a high level. If additional

evidence is presented at a later time, the Chief Steward may decide to issue additional penalties for the above criteria.

**Final Result Penalty:** Following the conclusion of an event and up to 7 days following, the Chief Steward may choose to penalize the final finishing position of a rider by up to 5 positions in addition to any other penalties. If this penalty has not been issued within 30 minutes of the last rider crossing the finish line, the rider in question will retain all rights to trophies, prizes, etc and shall only be penalized in the official results and awarded the corresponding world ranking points.

**Appeals of decisions/penalties:** Following the issue of penalties of any kind, a rider may appeal the decision for up to 30 days by written request. At this time they may submit any arguments or evidence. The Race Organizer shall return a final decision within 7 days of receiving an appeal.

#### 6.11.1 Judges, Infractions, and Rulings

All disputes will be settled before the next round of competition. Each individual infraction and its results will be ruled upon and acted on before the next round by the 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.

#### 6.11.2 Protests

To file a protest a competitor must inform the Chief Steward or another race official immediately upon the completion of the race heat. A competitor who leaves the finish area before confirmation of the protest action by the Chief Steward immediately forfeits their right to protest.

#### 6.11.3 Protected 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 final 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.

#### 6.11.4 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.

#### 6.12 Flags

##### 6.12.1 Green

Go, the course is clear and open.

## 6.12.2 Yellow

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

## 6.12.3 Red

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

**Any rider passing more than one marshal's position with a red flag displayed may be immediately disqualified and/or otherwise penalized.**

**Any race heat in which a red flag appears shall be taken as an immediate re-run of the heat with all the same competitors.**

## 7 Racing Rules

### 7.1 Skateboard

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

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

Competitors who deliberately make contact in an effort to "steal speed" from another competitor will be issued a penalty.

**7.3.2 Right of Line:** A racer who is leading has "Right of Line". As long as they lead they may choose any position on the course during any part of the heat. This applies to any rider ahead of another (ex. 2nd has Right of Line over 3rd) so long as they do not interfere with a rider ahead. Riders behind may not interfere in any manner except to attempt an overtake in accordance with the rules.

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

### 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 or to cause them to have no choice but to leave the track. The overtaking competitor is responsible for COMPLETELY clearing the other competitor before moving into their line. A competitor who violates the passing protocol will be issued a penalty.

## 7.5 Intentional Contact

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

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

**Definition of Blocking(luge):**

Some contact in close racing is **expected**. Competitors who purposely spin, block, or cause another competitor to crash will be penalized. A competitor 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. A competitor who violates this rule will be issued a penalty.

**Intentional Contact:** Intentional contact between riders is generally forbidden. Limited exceptions may be made for instances in which limited contact is necessary to ensure the safety of competitors without significantly affecting race positions or results.

## 7.6 Blocking

Intentional blocking of another competitor is prohibited. A competitor who violates this rule will be issued a conduct penalty **and/or disqualified**.

**7.6.1 Unconventional racing lines:** Any rider using lines on track that are notably outside the traditional "racing line" with the intention to disrupt other competitors will be considered at greater responsibility for any incidents in which they are involved.

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

#### 7.9 Crash Restart

After a crash the competitor should return to the track at a point reasonably close to where [they come to a stop or where their equipment came to rest](#). In the skateboard category, the competitor must restart with a foot on their board, similar to the start line procedure. In the luge category, the competitor must sit on the luge and paddle or push with their hands to restart. In both cases, the restart must be entirely self-propelled. Using another competitor's equipment after a crash is not permitted. [Spectators are forbidden from assisting any competitor in recovery of any equipment after a crash. A spectator engaging in this behavior may be ejected from the event. If they are in possession of a Racing License, a penalty may be assessed against them.](#)

#### 7.10 The Finish

Competitors must finish the race in riding position on their skateboard or street luge. Competitors must be in contact with their race equipment 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.

#### 7.11 Interference

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

#### 7.12 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.