



2017



DOWNHILL SKATEBOARD



STREET & CLASSIC LUGE

**Rules and Regulations
&
Technical Inspection Manual**

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IGSA Rule Book 2017

PUBLISHED JUNE 1, 2017 BY THE IGSA RULES SUBCOMMITTEE.

The Rules and Regulations & Technical Inspection Manual have been established by the IGSA since its inception for the organization, conduct, and judging of our sport. The rules are reviewed every year by the IGSA Rules Subcommittee. In translation and interpreting these rules, it is understood that the words "shall", "should", "will", and "must" are mandatory, and the words "can" and "may" are permissive.

All **Yellow highlighted** areas were changes after the 2012 Rule Book was published.

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, competitors 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 one's equipment in competition rests with the owner/competitor. 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. OFFICIAL RULE BOOK

The official version of the Rulebook is the one available from the IGSA website. All changes between the printed Rulebook and the website rulebook will be highlighted. It is the responsibility of the organizing IGSA Rules Subcommittee to ensure these changes are distributed at the Riders' meetings of all IGSA events and posted on the official IGSA website.

III. 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 rulebook will go into effect when published.

IV. 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. COMPETITOR'S OBLIGATIONS:

- It shall be the sole responsibility of each competitor to decide whether to start or continue an event.
- All competitors are required to inform themselves of the time and place of each event. It is their sole responsibility to be aware of any changes or cancellations.
- A competitor shall compete only by using their speed and skill, by individual effort in compliance with the rules, and in accordance with the principals of fair play and sportsmanship.
- Familiarize themselves with and follow the IGSA Rules.
- Comply with special instructions from authorized officials.
- Possess current primary accident and medical insurance coverage.
- Execute the appropriate liability release and waiver form and image release at each venue.
- Behave in a courteous and polite manner.
- Take responsibility for their physical and mental ability to compete.

B. CODE OF CONDUCT:

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

- 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.
- **Competitors shall abide by the directions and instruction of the IGSA Officials and venue area operators at all times.**
- Competitors shall familiarize themselves with the course and difficulty of degree prior to attempting their first run.
- 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.
- Competitors shall yield to other competitors when entering course or starting downhill.
- Competitors, when involved in an accident, shall not depart from the venue without leaving their names and addresses if reasonably possible.
- A competitor who is injured should, if reasonable, give notice of the injury to the venue area operator before leaving.
- Competitors shall not embark or disembark from a transportation vessel except at designated areas or by the authority of the venue area operator.
- Competitors shall not deface venue property but not limited to, especially with the application of decals or stickers.
- Offensive actions or obscene language around venue areas are grounds for expulsion from the IGSA event.
- Competitors shall refrain from using illegal substances.
- Competitors defacing or trashing their surroundings shall face immediate disqualification from competing and immediate expulsion from the IGSA.

C. LIABILITY WAIVER: All competitors shall sign a liability waiver before being allowed to participate in any IGSA sanctioned event.

The entrant and/or competitor, in signing the liability waiver for any IGSA sanctioned 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(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 parent or legal guardian is unable to sign the liability wavier at the event, then the form must be notarized and brought to the event.

- D. 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.
- E. PREGNANT WOMEN:** Pregnant women are not allowed to compete. This restriction applies to practice, qualifying and competition.
- F. APPEARANCE:** All competitors competing in IGSA sanctioned events shall maintain a clean and neat appearance.
- G. 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.
- H. OFFICIAL ENTRY:** The competitor, not the equipment is the official entry in an IGSA sanctioned event and there shall be no substitution of the competitor. The competitor must be present and complete the pre-race technical inspection with all equipment necessary to substantiate legal entry. This includes all protective equipment. All equipment must be presented and must pass pre-race technical inspection. At no point, will any competitor or racing equipment be allowed to compete that has not passed pre-race technical inspection.
- I. PRE-RACE TECHNICAL INSPECTION:** All racing equipment shall be submitted to a pre-race technical inspection to ensure compliance of the IGSA 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 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 to the Technical Inspector prior to submitting the equipment for inspection.
 5. Equipment failing technical inspection must be corrected by its owner/competitor, 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.
- J. 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.
- K. MINIMUM AGE REQUIREMENTS:** Competitor's age for the season is determined as of January 1st of the current year. 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. Competitors must be at least 8 years of age. A competitor can compete in an open class and a junior II class at the same event. **A parent or legal guardian must sign a release waiver for all competitors who are under 18. 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.**

The minimum age requirement to compete in the Masters class of an IGSA sanctioned event is 35 years old. The minimum age to compete in the Grand Masters class is 45 years old. Event promoters have the option to limit the maximum age of competitors.

L. JUNIOR CLASSES:

Junior I 8 – 13 Years old

Junior II 14 – 17 Years old

M. MASTERS CLASSES:

Masters 35+ Years old

Grand Masters 45+ Years old

V. 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 IGSA Rules & Regulations, during the entirety of any event. Officials may reserve the right to prevent any entrant from participating in any IGSA event. **All competitors must follow their instruction or risk disqualification, suspension and/or expulsion.**
- 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 Championship, World Cup and Continental level 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 competitors while on the track. 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 IGSA rules and regulations pertaining to participant riding habits. The Chief Steward will supervise all competitors 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 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 can also be the official that watches for Push Lane and interference violations. If any violations occur the Starter will report them to the Chief Steward.
- E. PUSH LANE JUDGE:** The Push Lane Judge shall be that Official who watches for Push Lane violations. Push Lane Judge will make sure competitors stay within their designated lane and do not push or paddle outside of their lane. 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. The Chief Scorer will also be responsible to accept any protests that may arise, gather information from the respective competitors regarding the protest and report this information to the Chief Steward.
- 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, accidents, and or unsafe conditions, etc to the Chief Steward. They will also use the designated flags when necessary to signal competitors of accidents, debris, or other hazards.
- H. TECHNICAL INSPECTOR:** The Technical Inspector shall be that Official having charge of technical inspections. The inspector shall designate an area where equipment and competitors will be checked for legality on weight, bumpers, wheels, number placement, chassis, protective equipment, etc. Competitors are responsible to the Technical Inspector while in the Technical Inspection Area and are subject to disqualification if they leave without his approval. (see Eligibility I. Prerace Technical Inspection)

VI. 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 Competitors, Workers, Media, and Officials. **There are no exceptions.**
- B. ACCIDENTS:** Equipment involved in accidents may be required to undergo 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.

VII. SAFETY EQUIPMENT

The IGSA shall not assume any responsibility or liability in relation to any recommendation or requirement for helmets or other body protection, referred to in this rule book.

- A. PROTECTIVE EQUIPMENT REQUIREMENTS:** All required protective equipment must be used in all practice, qualifying and race runs of an IGSA sanctioned event. **NO EXCEPTIONS**

B. DOWNHILL SKATEBOARD PROTECTIVE EQUIPMENT

Competitors acknowledge that the sport of downhill skateboarding 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.

- 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 manufacturer's recommendations. Helmet strap must be worn tight and secure as designed. **NO EXCEPTIONS!** No snap on chin guards. No modifications allowed except to face shield. Helmets meeting the following certification standards for skateboarding are recommended: ASTM F1492, ASTM F1952, CE 1078, CPSC, and Snell N94.
- 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:** Speedsuits* not allowed.
*Speedsuits are defined as any full or partial covering of the leathers with a fabric or coating to gain aerodynamic advantage. Lycra shirts or bibs distributed by the race organizer to all competitors are 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.

C. STREET LUGE AND CLASSIC LUGE PROTECTIVE EQUIPMENT

Competitors acknowledge that the sport of street and classic luge 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.

- 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 manufacturer's recommendations. Helmet strap must be worn tight and secure as designed. **NO EXCEPTIONS!** No snap on chin guards. No modifications allowed except to face shield. Helmets meeting the following certification standards for skateboarding are recommended: ASTM F1492, ASTM F1952, CE 1078, CPSC, and Snell N94.

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:** Speedsuits* not allowed with the exception of the street luge class and must be worn over the protective suit.
*Speedsuits are defined as any full or partial covering of the leathers with a fabric or coating to gain aerodynamic advantage. Lycra shirts or bibs distributed by the race organizer to all competitors are 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.

VIII. 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 competitors. 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 twenty-five centimeters (125cm / 49.21") 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 / 5.12"). 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.
*Commercially available means the product must have been distributed to at least 24 people outside the company.
- H. **BRAKES:** No mechanized braking devices are allowed.
- I. **NUMBER AREA:** All competitors are required to have their IGSA assigned number located on their helmet or a bib. Bibs must be worn as designed. 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. The number area and number must be of contrasting colors and be highly visible from six meters (6m / 20') away.
- J. **NUMBERS:** Number digits must be a minimum of seven point six centimeters (7.6cm / 2.95") tall each. Some promoters may issue a bib or bib panel with a number other than your IGSA assigned number. When race numbers have been issued, they must be used as instructed and not tampered with cut or modified in any way. In this case the event number supersedes the IGSA assigned number. **(For number assignment see section XVI. A)**
- K. **NUMBER USAGE:** If a competitor conducts a qualifying run without the correct number displayed in the correct fashion, that qualifying run will be listed 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.
- L. **BALLAST:** Any weight additions to the board are prohibited. Carrying of ballast on the competitor's body is prohibited.

IX. 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. Competitors are required to ride in the supine (lying on back) position with their feet forward.

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 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 competitors. 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 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.**
- B. **WEIGHT:** The complete luge must not exceed twenty-five kilograms (25kg / 55.1 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 centimeters (120cm / 47.24") Maximum length shall not exceed three meters (3m / 9.84').
- 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 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 **seven kilograms (7kg / 15.4lbs)**, padding or bumpers are not required if there are no sharp surfaces.
- F. **REAR END:** The rear end of the luge must not have any unpadded surfaces, which could injure a competitor who runs into the luge from behind. It should be constructed to minimize entanglements with the front end of other luges. If the complete board does not exceed **seven kilograms (7kg / 15.4lbs)**, padding or bumpers are not required if there are no sharp surfaces.
- G. **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 eight centimeters (8cm / 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.**
- 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 / 5.12").
- K. **BRAKES:** No mechanized braking devices are allowed.
- L. **NUMBER AREA:** All competitors are required to have their IGSA assigned number located on their helmet, bib or at the back of the board. Bibs must be worn as designed. 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. The number area and number must be of contrasting colors and highly visible from six meters (6m / 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.

- M. NUMBERS:** Number digits must be a minimum of seven point six centimeters (7.6cm / 2.95") tall each. Some promoters may issue a bib or bib panel with a number other than your IGSA assigned number. When race numbers have been issued, they must be used as instructed and not tampered with cut or modified in any way. In this case the event number supersedes the IGSA assigned number. **(For number assignment see section XVI. A)**
- N. NUMBER USAGE:** If a competitor conducts a qualifying run without the correct number displayed in the correct fashion, that qualifying run will be listed 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.
- O. 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 six millimeters (6mm / 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.

X. CLASSIC LUGE SPECIFICATIONS (Buttboard)

The BASIC PREMISE is that any competitor should be able to use a complete skateboard that is legal for the Downhill Skateboarding class, and use that same complete board to compete in the Classic Luge class. The only exception is that boards must use exactly two (2) trucks and four (4) wheels. Competitors are required to ride in the supine (lying on back) position with their feet forward.

- A. 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.
- 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 twenty-five centimeters (125cm / 49.21") maximum.
- D. WIDTH:** Three hundred five millimeters (305mm / 12") maximum.
- E. TRUCKS:** The board must use 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 / 5.12"). 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.
*Commercially available means the product must have been distributed to at least 24 people outside the company.
- H. BRAKES:** No mechanized braking devices are allowed.
- I. NUMBER AREA:** All competitors are required to have their IGSA assigned number located on their helmet or a bib. Bibs must be worn as designed. 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. The number area and number must be of contrasting colors and be highly visible from six meters (6m / 20') away.
- J. NUMBERS:** Number digits must be a minimum of seven point six centimeters (7.6cm / 2.95") tall each. Some promoters may issue a bib or bib panel with a number other than your IGSA assigned number. When race numbers have been issued, they must be used as instructed and not tampered with cut or modified in any way. In this case the event number supersedes the IGSA assigned number. **(For number assignment see section XVI. A)**
- K. 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.
- L. BALLAST:** Any weight additions to the board are prohibited. Carrying of ballast on the competitor's body is prohibited.

XI. 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 competitor 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. ELECTRONIC TIMING:** Electronic-timing systems, which measure results to the nearest one-one thousandths (1/1000) of a second, is the minimum requirement for World Cup and Continental level events. Timing capability to the thousandth (1/1000) of a second shall be used to break ties. In Qualification, if a tie cannot be broken amongst the tied competitors to 1000th of a second, the competitor with the next overall quickest run will break the tie. If only one run is made, then the tie will be broken by the competitor with the lowest assigned IGSA competitor number.
- D. EVENT FORMATS:** The following are suggested formats for IGSA events. New and innovative formats may also be used with prior approval from the IGSA.
- 1. TIME TRIAL:** In this format, a single competitor 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 competitor with the fastest qualifying time will be placed in the bracket as seed 1 and so on. The field competes in a single elimination, head to head, per bracket competition. Up to two competitors compete against each other on a single course with the first competitor crossing the finish line advancing to the next round. After multiple rounds of elimination's, a final heat will be contested with the competitors being placed first through second depending how they finish in this heat. Third through fourth 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.
 - 3. MASS:** In this format, the competitor with the fastest qualifying time will be placed in the bracket as seed 1 and so on. The field competes in a single elimination, four competitors per bracket competition. Up to four competitors compete against each other on a single course with the first two competitors crossing the finish line advancing to the next round. After multiple rounds of elimination's, a final heat will be contested with the competitors 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 competitor with the fastest qualifying time will be placed in the bracket as seed 1 and so on. The field competes in a single elimination, six competitors per bracket competition. Up to six competitors compete against each other on a single course with the first three competitors crossing the finish line advancing to the next round. After multiple rounds of elimination's, a final heat will be contested with the competitors 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 / 9.84') 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 competitor finishing position determines how they start the next lap. (e.g. If a competitor finishes in 4th position, they will start the next heat in 4th position). The finishing positions on the final lap are the ones used to determine the final results. Any competitor who commits a false start will be sent to the back of the grid and the other competitors would move forward.

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

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 Lane Judge (if used) for acknowledgment.
 - b. Official Starter says, "**Racers Set**". Once this command is given, competitors must assume a set, final position.
No movement will be permitted until the official start command is given.
 - c. Within five seconds a **snap line, audible tone, or the starter saying "Go"** will mark the official start of the race.
2. **COMPETITORS START POSITION:** Competitors must start no more than twenty-five centimeters (25cm / 9.8") behind the start line or snap line. No starting from further behind to gain an advantage.

Downhill 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.

- F. **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 end of the "Push lanes" may be adjusted at the Chief Stewards discretion. Use of the Start Box is at the promoter's option. 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.** At the end of each heat, competitors must check in with the Chief Steward or his appointed delegate, to make sure no penalties were assessed. (Optional)

1. **LANE CHOICE LINE UP:** Racers with the fastest qualifying time in each heat will have lane choice and then the second fastest qualifying time will have second lane choice and so on until the heat is full.
2. **PUSH LANE VIOLATION:** Any competitor who moves out of their Push Lane prior to the end 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 competitors are repositioned and the starting procedure repeated.
3. **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 Starter will sound an air horn or loud sound and/or the Push Lane Judge will raise a red flag. The offending competitor is charged with a "**False start**". The competitors are repositioned and the starting procedure repeated. A 2nd False start by the same competitor will result in disqualification.

- G. **PUSHING ON COURSE:** There is **NO LIMIT** how far or when a competitor can push on the race course. (Also refer to Racing Rules: G. Crash Restart)

H. FINISH PROCEDURE:

1. Competitors will race to the finish line, at which time the heat is complete. A racer finishes the course when any part of his body or equipment crosses the designated finish line. **The racer must cross the finish line to be able to advance to the next round.**
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 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.

- I. **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 were 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.

- J. **OFFICIAL RESULTS:** Results are official only after they are transmitted to the IGSA Ranking office by the promoters. They will be processed and checked for formatting and accuracy. Once posted at www.IGSAworldcup.com they become the only official IGSA results and all others are unofficial.

- K. **JUDGES, INFRACTIONS, and RULINGS:** All penalties will be assessed and ruled upon by the Chief Steward immediately upon completion of the heat. This is the only time a penalty may be issued. 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.

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.

- L. **PROTESTS:** 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.

To file a protest a competitor must submit a \$50 USD (or equivalent) protest deposit. The deposit will be returned to the competitor if the protest is upheld; otherwise it will be forfeited to the event prize purse of the respective class at that event.

- M. **INCLEMENT WEATHER:** Qualifying and Races will be held rain or shine subject to the discretion of the promoter and chief steward. If the Promoter and Chief Steward come to a consensus and determine that weather conditions are not suitable for racing, competitors may challenge their ruling providing that:

1. A vote is taken by each class with the competitors present and a simple majority agrees to compete. This vote must be monitored by an IGSA representative.
2. The Event Promoter and Chief Steward are consulted and give final approval.

N. 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 pea 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 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.

XII. 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.

XIII. 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 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 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 competitor 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 competitor 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. **The racer must cross the finish line to be able to advance to the next round.**
- 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 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.
- K. **RACING RERUNS:** Heats will not be rerun except if it's the fault of the organizers, IGSA, or an act of God.

XIV. PENALTIES

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

A. POWERS OF THE IGSA BOARD: The IGSA board has the power of suspension. Competitors 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 competitor will be placed on probation for a period between 30 and 365 days at the discretion of the IGSA Board.

Three (3) reports: The competitor will be suspended for a period between 30 days and life at the discretion of the IGSA Board.

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 five definitions of conduct at racing events. The following definitions should be used as guidelines for competitor and pit crew behavior:

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.

2. CONDUCT PENALTIES: The Race Officials should note that any allegation of a competitor 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. First Offense: If a competitor is riding dangerously, recklessly, displays offensive behavior, or uses obscene language to an official, other competitor and/or public, the Chief Steward may issue the competitor with a "Conduct Penalty." The first "Conduct Penalty" is a formal warning and will be noted down by the Chief Steward and reported to the IGSA Board.

b. Second Offense: If a competitor receives two "Conduct Penalties" in a calendar year, the competitor will be disqualified and no points will be earned at the event where the second penalty was given.

c. Third Offense: If a competitor receives three "Conduct Penalties" in a calendar year, the competitor will be disqualified and no points will be earned at the event where the third penalty was given, and the competitor will be suspended from competing in any IGSA sanctioned events for the next 60 days. The suspension will begin on the date when the third "Conduct Penalty" was given.

XV. 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
 3. **LEVEL 3:** National
 4. **LEVEL 4:** Regional
- 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 XVII of the rulebook.
- D. POINTS CALCULATIONS:** The following criteria will be used to calculate the various IGSA point series. Ties in the final point calculations for each series will not be broken.
1. **WORLD RANKINGS:** The IGSA World Rankings are a dynamic point system that is updated on the first day of each month. Each competitor's five highest point scoring finishes in the preceding 12 months, from any event level, will be used to determine their individual world rank. Twelve months after an event has taken place, points earned by a competitor will be dropped and the rankings will be recalculated. Official World Rankings are maintained at www.IGSAworldcup.com.
 2. **WORLD CUP SERIES POINTS:** IGSA World Cup points are calculated using each competitor's five highest point scoring finishes from Jan 1 through Dec 31 of each year. Finishes from any IGSA event level, will be used to determine their individual World Cup points. Points will be updated after each event. Official World Cup points are maintained at www.IGSAworldcup.com.
 3. **CONTINENTAL SERIES POINTS (e.g. IGSA NorAm Downhill Series):** IGSA Continental Series points are calculated using each competitor's five highest point scoring finishes in the respective series from Jan 1 through Dec 31 of each year. Only finishes from designated IGSA Continental level races, will be used to determine individual Continental Series points. Points will be updated after each event. Official Continental Series points are maintained at www.IGSAworldcup.com.
 4. **NATIONAL SERIES POINTS (e.g. IGSA USA Downhill Series):** IGSA National Series points are calculated using a defined number of each competitor's highest point scoring finishes from Jan 1 through Dec 31 of each year. Only finishes from designated IGSA National level races, will be used to determine individual National Series points. Points will be updated after each event. Official National Series points are maintained at www.IGSAworldcup.com.
 5. **REGIONAL SERIES POINTS (e.g. IGSA California Downhill Series):** IGSA Regional Series points are calculated using a defined number of each competitor's highest point scoring finishes from Jan 1 through Dec 31 of each year. Only finishes from designated IGSA Regional level races, will be used to determine individual Continental Series points. Points will be updated after each event. Official World Cup points are maintained at 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 Cup points on December 31st of the current calendar year. World Cup Series Awards will only be given to the following classes: Downhill Skateboarding, Women's Downhill Skateboarding, Junior's Downhill Skateboarding, Street Luge, and Classic Luge. 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 SERIES CHAMPION:** The competitor who is the highest ranked in their respective class of each Continental Series' points on December 31st of the current calendar year. Continental Series Awards will only be given to the following classes: Downhill Skateboarding, Women's Downhill Skateboarding, Junior's Downhill Skateboarding, Street Luge, and Classic Luge. If 25 or more people participate in one of the other IGSA categories, a Continental Series award will also be given.
 4. **CONTINENTAL CHAMPION:** The competitor who wins their respective class at the IGSA Continental Championship event. (e.g. IGSA European Championship)
 5. **NATIONAL SERIES CHAMPION:** The competitor who is the highest ranked in their respective class of each National Series' points on December 31st of the current calendar year. National Series Awards will only be given to the following classes: Downhill Skateboarding, Women's Downhill Skateboarding, Junior's Downhill Skateboarding, Street Luge, Downhill Inline Skating, and Classic Luge. If 25 or more people participate in one of the other IGSA categories, a Continental Series award will also be given.
 6. **NATIONAL CHAMPION:** The competitor who wins their respective class of the 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 three World Cup level events can be held on each Continent.
 3. **CONTINENTAL:** A maximum of seven Continental level events can be held on each Continent.
 4. **NATIONAL:** A maximum of seven National level events can be held in each country.
 5. **REGIONAL:** An unlimited number of Regional level events can be held in each region.

XVI. COMPETITOR NUMBER ASSIGNMENT

- A. NUMBER ASSIGNMENT:** At the end of each IGSA racing season (December 31), all ranked competitors will be assigned their new number for the following racing season. This will be based on the competitor'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.IGSAworldcup.com**
- B. UNRANKED COMPETITORS:** Competitors who did not compete in the previous IGSA racing season (unranked competitors) would be assigned a number from the pool for use during the current racing season. You must go to www.IGSAworldcup.com to register for your number or numbers.
- C. TIES:** To assign competitor numbers from previous years' points, ties in the rankings 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 competitor's number as defined under rulebook specifications.

3. **RANK:** A competitor's place relative to all other ranked competitors at the end of the IGSA racing season. A competitor 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 competitors. The reserved number pool shall provide enough numbers that each ranked competitor from the previous racing season would be assigned exactly one.
5. **NEW COMPETITOR NUMBER POOL:** A pool of numbers that starts at a number greater than the highest number in the reserved number pool. Competitors without a previous years ranking would be assigned a number from this pool for use during the current racing season.

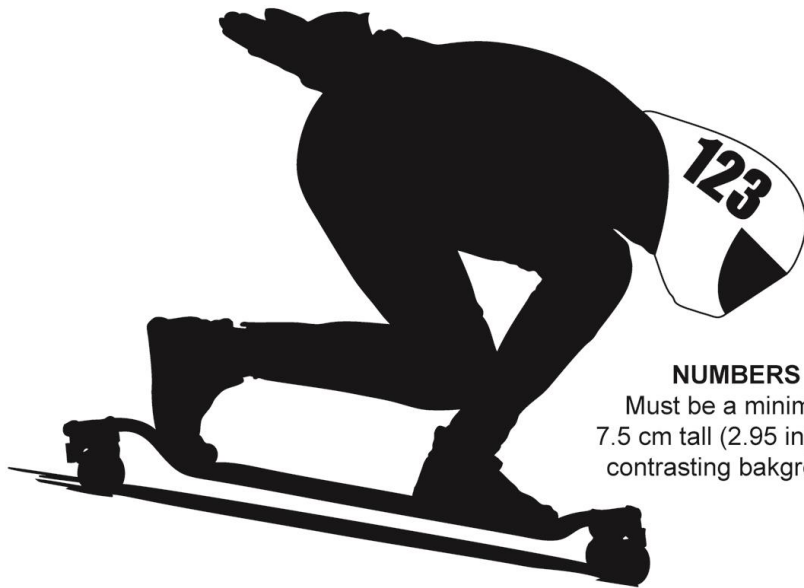
NUMBER ASSIGNMENT WILL BE POSTED AT www.IGSAworldcup.com

XVII. WORLD RANKING POINTS CHART

Points Scale					Points Scale Continued				
Level	1	2	4	7	Level	1	2	4	7
Rank	World	Continental	National	Regional	Rank	World	Continental	National	Regional
	WC	CO	NA	RG		WC	CO	NA	RG
1	450.00	383.44	316.87	228.77	61	217.23	185.10	152.97	110.43
2	432.62	368.62	304.63	219.93	62	214.93	183.14	151.35	109.26
3	424.37	361.60	298.82	215.73	63	212.65	181.19	149.74	108.10
4	416.84	355.18	293.53	211.91	64	210.38	179.26	148.14	106.95
5	409.88	349.25	288.62	208.37	65	208.13	177.34	146.56	105.81
6	403.36	343.70	284.03	205.06	66	205.89	175.44	144.98	104.67
7	397.22	338.47	279.71	201.93	67	203.68	173.55	143.42	103.54
8	391.40	333.50	275.61	198.97	68	201.48	171.67	141.87	102.42
9	385.84	328.77	271.70	196.15	69	199.29	169.81	140.33	101.31
10	380.52	324.24	267.95	193.45	70	197.12	167.96	138.80	100.21
11	375.41	319.88	264.35	190.85	71	194.96	166.13	137.29	99.11
12	370.49	315.69	260.89	188.35	72	192.82	164.30	135.78	98.02
13	365.74	311.64	257.54	185.93	73	190.70	162.49	134.28	96.94
14	361.13	307.71	254.30	183.59	74	188.58	160.69	132.79	95.87
15	356.66	303.91	251.15	181.32	75	186.49	158.90	131.32	94.80
16	352.32	300.21	248.09	179.11	76	184.40	157.12	129.85	93.74
17	348.10	296.61	245.12	176.96	77	182.33	155.36	128.39	92.69
18	343.98	293.10	242.22	174.87	78	180.27	153.60	126.94	91.64
19	339.96	289.67	239.39	172.82	79	178.22	151.86	125.50	90.60
20	336.03	286.33	236.62	170.83	80	176.19	150.13	124.07	89.57
21	332.19	283.05	233.92	168.87	81	174.17	148.40	122.64	88.54
22	328.43	279.85	231.27	166.96	82	172.16	146.69	121.23	87.52
23	324.75	276.71	228.68	165.09	83	170.16	144.99	119.82	86.50
24	321.14	273.63	226.13	163.25	84	168.17	143.30	118.42	85.49
25	317.59	270.61	223.64	161.45	85	166.20	141.62	117.03	84.49
26	314.11	267.65	221.19	159.68	86	164.24	139.94	115.65	83.49
27	310.69	264.73	218.78	157.94	87	162.28	138.28	114.27	82.50
28	307.33	261.87	216.41	156.24	88	160.34	136.63	112.91	81.51
29	304.02	259.05	214.08	154.55	89	158.41	134.98	111.55	80.53
30	300.77	256.28	211.79	152.90	90	156.49	133.34	110.20	79.56
31	297.56	253.54	209.53	151.27	91	154.58	131.72	108.85	78.58
32	294.40	250.85	207.31	149.66	92	152.68	130.10	107.51	77.62
33	291.29	248.20	205.11	148.08	93	150.79	128.49	106.18	76.66
34	288.22	245.59	202.95	146.52	94	148.91	126.89	104.86	75.70
35	285.19	243.01	200.82	144.98	95	147.04	125.29	103.54	74.75
36	282.20	240.46	198.72	143.46	96	145.18	123.71	102.23	73.81
37	279.25	237.95	196.64	141.96	97	143.33	122.13	100.93	72.86
38	276.34	235.47	194.59	140.48	98	141.49	120.56	99.63	71.93
39	273.46	233.01	192.56	139.02	99	139.66	119.00	98.34	71.00
40	270.62	230.59	190.56	137.58	100	137.83	117.45	97.06	70.07
41	267.81	228.20	188.58	136.15	101	136.02	115.90	95.78	69.15
42	265.04	225.83	186.63	134.74	102	134.21	114.36	94.51	68.23
43	262.29	223.49	184.70	133.34	103	132.42	112.83	93.24	67.32
44	259.58	221.18	182.78	131.96	104	130.63	111.31	91.98	66.41
45	256.89	218.89	180.89	130.59	105	128.85	109.79	90.73	65.50
46	254.23	216.63	179.02	129.24	106	127.07	108.28	89.48	64.60
47	251.60	214.38	177.17	127.90	107	125.31	106.77	88.24	63.70
48	249.00	212.17	175.33	126.58	108	123.55	105.28	87.00	62.81
49	246.42	209.97	173.52	125.27	109	121.81	103.79	85.77	61.92
50	243.86	207.79	171.72	123.97	110	120.07	102.31	84.55	61.04
51	241.33	205.64	169.94	122.69	111	118.33	100.83	83.33	60.16
52	238.83	203.50	168.17	121.41	112	116.61	99.36	82.11	59.28
53	236.34	201.38	166.42	120.15	113	114.89	97.90	80.90	58.41
54	233.88	199.29	164.69	118.90	114	113.18	96.44	79.70	57.54
55	231.44	197.21	162.97	117.66	115	111.48	94.99	78.50	56.67
56	229.02	195.15	161.27	116.43	116	109.78	93.54	77.31	55.81
57	226.63	193.10	159.58	115.21	117	108.09	92.11	76.12	54.95
58	224.25	191.08	157.91	114.00	118	106.41	90.67	74.93	54.10
59	221.89	189.07	156.25	112.80	119	104.74	89.25	73.75	53.25
60	219.55	187.08	154.60	111.61	120	103.07	87.83	72.58	52.40

Points Scale Continued					Points Scale Continued				
Level	1	2	4	7	Level	1	2	4	7
Rank	World	Continental	National	Regional	Rank	World	Continental	National	Regional
	WC	CO	NA	RG		WC	CO	NA	RG
121	101.41	86.41	71.41	51.55	181	11.79	10.04	8.30	5.99
122	99.76	85.00	70.25	50.71	182	10.43	8.89	7.34	5.30
123	98.11	83.60	69.09	49.88	183	9.08	7.73	6.39	4.61
124	96.47	82.20	67.93	49.04	184	7.73	6.58	5.44	3.93
125	94.84	80.81	66.78	48.21	185	6.38	5.44	4.49	3.24
126	93.21	79.42	65.63	47.38	186	5.04	4.29	3.55	2.56
127	91.59	78.04	64.49	46.56	187	3.70	3.15	2.60	1.88
128	89.97	76.66	63.35	45.74	188	2.36	2.01	1.66	1.20
129	88.36	75.29	62.22	44.92	189	1.03	0.88	0.72	0.52
130	86.76	73.93	61.09	44.10	190	1.02	0.87	0.71	0.51
131	85.16	72.56	59.97	43.29	191	1.01	0.86	0.70	0.50
132	83.57	71.21	58.85	42.48	192	1.00	0.85	0.69	0.49
133	81.99	69.86	57.73	41.68	193	0.99	0.84	0.68	0.48
134	80.41	68.51	56.62	40.88	194	0.98	0.83	0.67	0.47
135	78.83	67.17	55.51	40.08	195	0.97	0.82	0.66	0.46
136	77.26	65.84	54.41	39.28	196	0.96	0.81	0.65	0.45
137	75.70	64.50	53.31	38.48	197	0.95	0.80	0.64	0.44
138	74.15	63.18	52.21	37.69	198	0.94	0.79	0.63	0.43
139	72.60	61.86	51.12	36.90	199	0.93	0.78	0.62	0.42
140	71.05	60.54	50.03	36.12	200	0.92	0.77	0.61	0.41
141	69.51	59.23	48.95	35.34	201	0.91	0.76	0.60	0.40
142	67.97	57.92	47.87	34.56	202	0.90	0.75	0.59	0.39
143	66.45	56.62	46.79	33.78	203	0.89	0.74	0.58	0.38
144	64.92	55.32	45.71	33.00	204	0.88	0.73	0.57	0.37
145	63.40	54.02	44.65	32.23	205	0.87	0.72	0.56	0.36
146	61.89	52.73	43.58	31.46	206	0.86	0.71	0.55	0.35
147	60.38	51.45	42.52	30.69	207	0.85	0.70	0.54	0.34
148	58.88	50.17	41.46	29.93	208	0.84	0.69	0.53	0.33
149	57.38	48.89	40.40	29.17	209	0.83	0.68	0.52	0.32
150	55.88	47.62	39.35	28.41	210	0.82	0.67	0.51	0.31
151	54.39	46.35	38.30	27.65	211	0.81	0.66	0.50	0.30
152	52.91	45.08	37.26	26.90	212	0.80	0.65	0.49	0.29
153	51.43	43.82	36.22	26.15	213	0.79	0.64	0.48	0.28
154	49.96	42.57	35.18	25.40	214	0.78	0.63	0.47	0.27
155	48.49	41.31	34.14	24.65	215	0.77	0.62	0.46	0.26
156	47.02	40.07	33.11	23.90	216	0.76	0.61	0.45	0.25
157	45.56	38.82	32.08	23.16	217	0.75	0.60	0.44	0.24
158	44.10	37.58	31.06	22.42	218	0.74	0.59	0.43	0.23
159	42.65	36.34	30.03	21.68	219	0.73	0.58	0.42	0.22
160	41.21	35.11	29.02	20.95	220	0.72	0.57	0.41	0.21
161	39.76	33.88	28.00	20.21	221	0.71	0.56	0.40	0.20
162	38.33	32.66	26.99	19.48	222	0.70	0.55	0.39	0.19
163	36.89	31.43	25.98	18.75	223	0.69	0.54	0.38	0.18
164	35.46	30.22	24.97	18.03	224	0.68	0.53	0.37	0.17
165	34.04	29.00	23.97	17.30	225	0.67	0.52	0.36	0.16
166	32.62	27.79	22.97	16.58	226	0.66	0.51	0.35	0.15
167	31.20	26.58	21.97	15.86	227	0.65	0.50	0.34	0.14
168	29.79	25.38	20.97	15.14	228	0.64	0.49	0.33	0.13
169	28.38	24.18	19.98	14.43	229	0.63	0.48	0.32	0.12
170	26.97	22.98	18.99	13.71	230	0.62	0.47	0.31	0.11
171	25.57	21.79	18.01	13.00	231	0.61	0.46	0.30	0.10
172	24.18	20.60	17.02	12.29	232	0.60	0.45	0.29	0.09
173	22.79	19.41	16.04	11.58	233	0.59	0.44	0.28	0.08
174	21.40	18.23	15.07	10.88	234	0.58	0.43	0.27	0.07
175	20.01	17.05	14.09	10.17	235	0.57	0.42	0.26	0.06
176	18.63	15.88	13.12	9.47	236	0.56	0.41	0.25	0.05
177	17.26	14.70	12.15	8.77	237	0.55	0.40	0.24	0.04
178	15.88	13.53	11.18	8.07	238	0.54	0.39	0.23	0.03
179	14.51	12.37	10.22	7.38	239	0.53	0.38	0.22	0.02
180	13.15	11.20	9.26	6.68	240	0.52	0.37	0.21	0.01

XVIII. DOWNHILL SKATEBOARD DRAWINGS



NUMBERS
Must be a minimum
7.5 cm tall (2.95 in) on a
contrasting background.

Numbers must be placed on both sides of helmet.

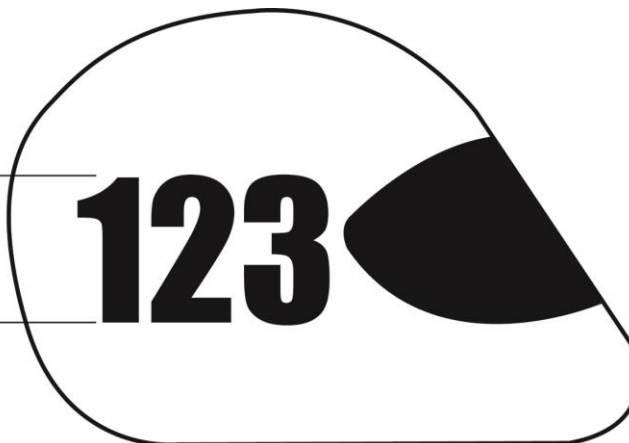


Downhill Skateboard Helmet Number Placement

XIX. STREET LUGE DRAWINGS

NUMBERS
Must be a minimum
7.5 cm tall (2.95 in) on a
contrasting background.

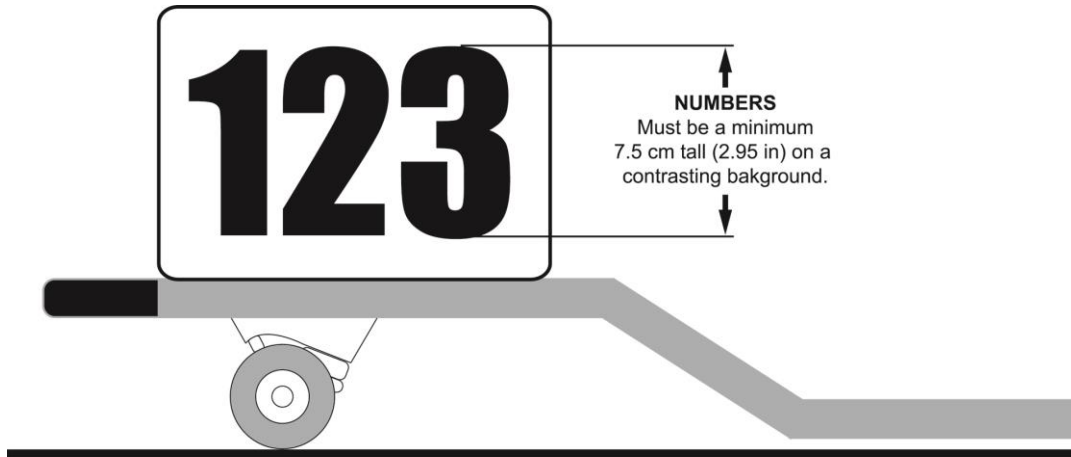
↑
Min 7.5 cm Tall



Numbers must be placed on both sides of helmet.



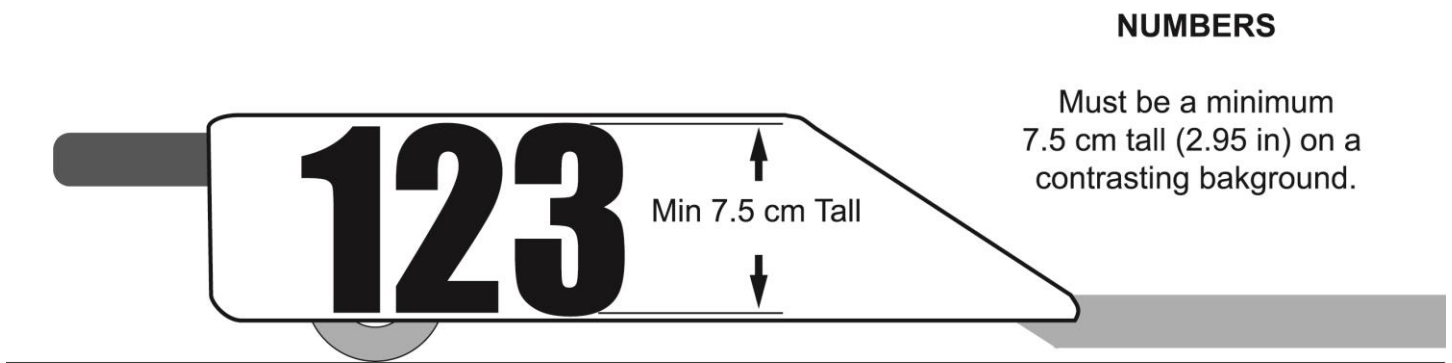
Street & Classic Luge Helmet Number Placement



Numbers must be placed on both sides of luge.



Street Luge Number Panel Placement

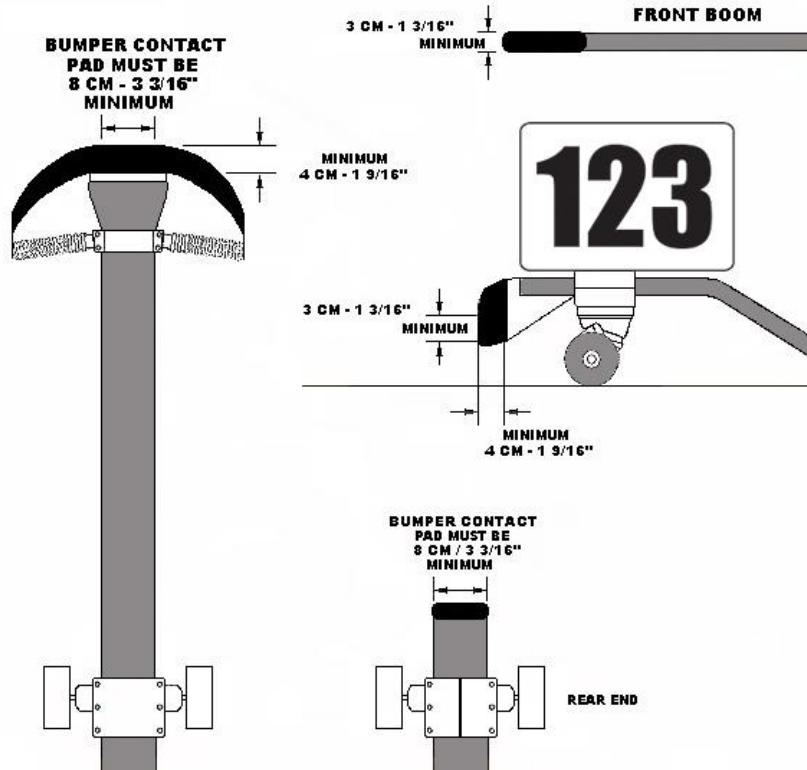
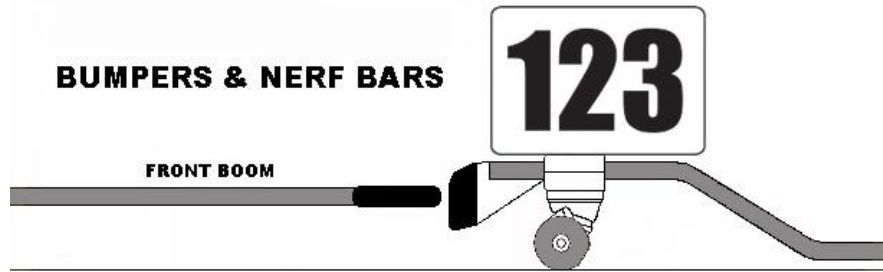


Numbers must be placed on both sides of luge.

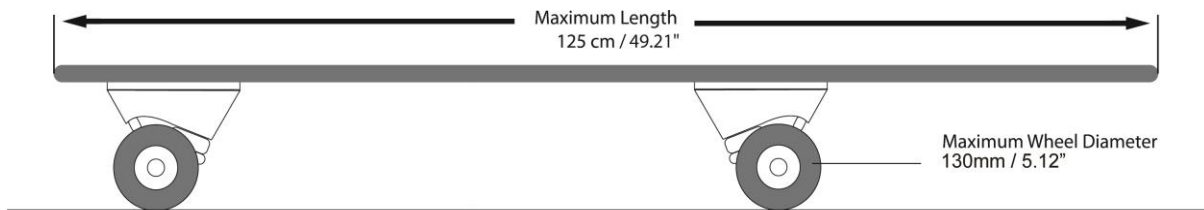


Street Luge Number Panel Placement

BUMPERS & NERF BARS



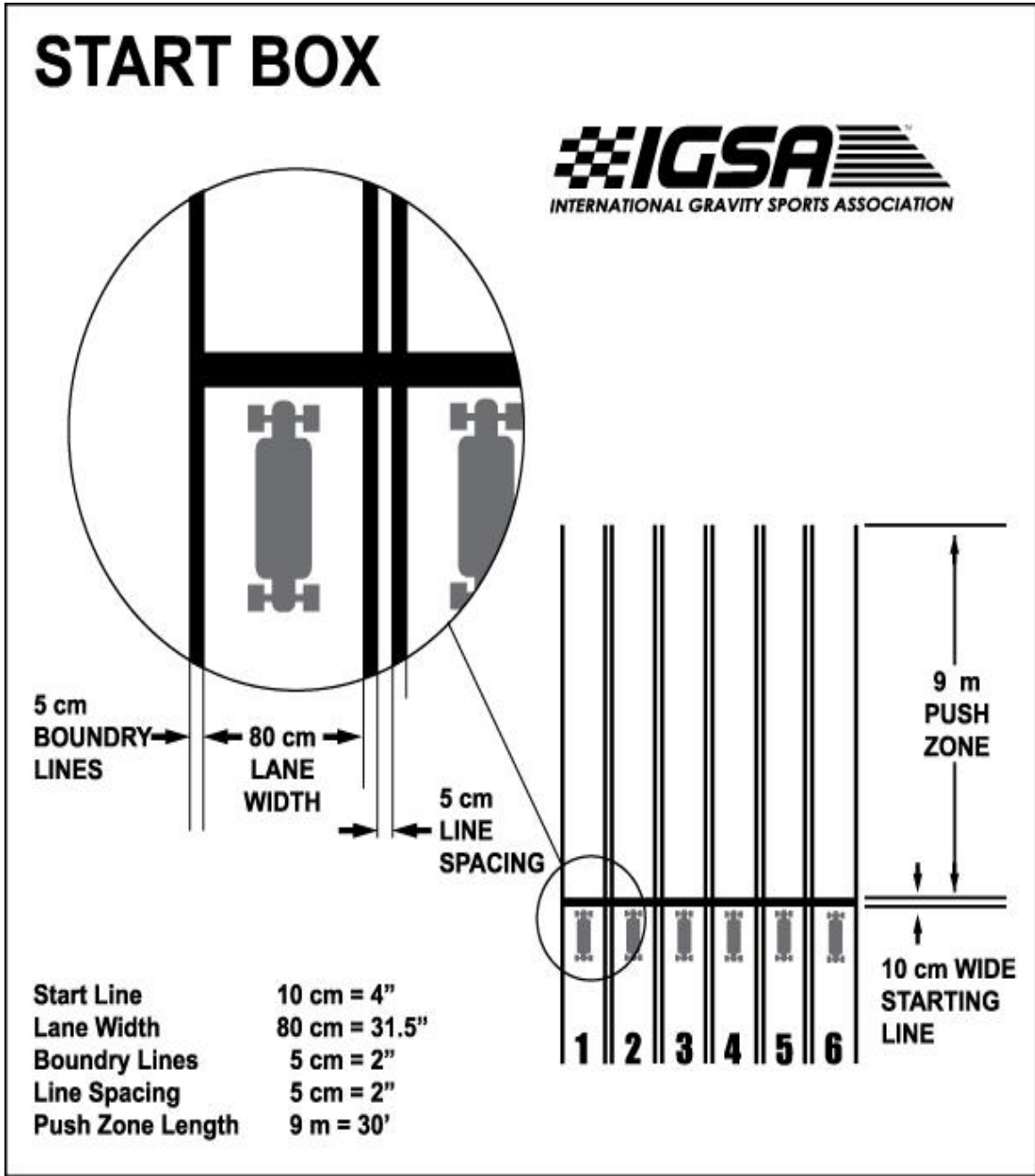
XX. CLASSIC LUGE DRAWINGS




Maximum weight is 7kg / 15.4lbs




XXI. START BOX



XXII. BRACKETS

DUAL 4 RACING BRACKET FOR 3 to 4 RIDERS					 <small>INTERNATIONAL GRAVITY SPORTS ASSOCIATION</small>	
DATE:			RACE:			
ROUND A			ROUND B		R = RED G = GREEN	
QUAL		1A	POS			
1	R		}	2B		POS
4	G			R	}	
		2A	G			
2	R		}	1B		POS
3	G			R	}	
		Loser 1A	G			
		Loser 2A				

DUAL 8 RACING BRACKET FOR 5 to 8 RIDERS					 <small>INTERNATIONAL GRAVITY SPORTS ASSOCIATION</small>		
DATE:			RACE:				
ROUND A			ROUND B		ROUND C		R = RED G = GREEN
QUAL		1A	POS				
1	R		}	1B		POS	
8	G			R	}		
		2A	G				
4	R		}	4C		POS	WINNER
5	G			R	}		
		3A	G				
3	R		}	2B		POS	
6	G			R	}		
		4A	G				
2	R		}	3C		POS	3RD PLACE
7	G			R	}		
		Loser 1A	G				
		Loser 2A					
		Loser 3A	R	3B		POS	5TH PLACE
		Loser 4A	G				
		Loser 3A	R	4B		POS	7TH PLACE
		Loser 4A	G				
		Loser 3B	R	1C		POS	
		Loser 4B	G				

DUAL 32 RACING BRACKET FOR 17 to 32 RIDERS

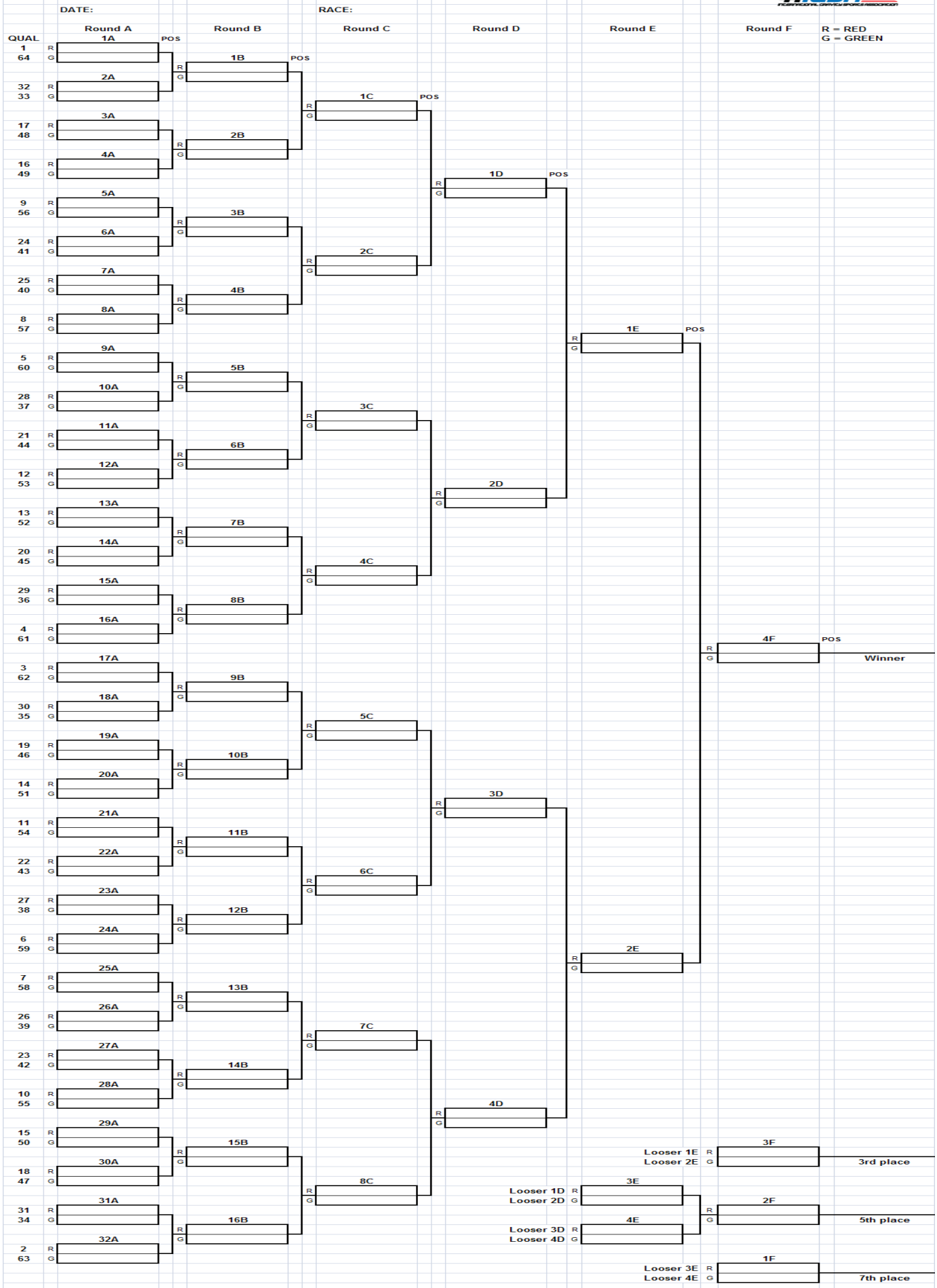


DATE:

RACE:

QUAL	Round A		POS	Round B		POS	Round C		POS	Round D		POS	Round E		POS
1	R														
32	G														
16	R														
17	G														
9	R														
24	G														
8	R														
25	G														
5	R														
28	G														
12	R														
21	G														
13	R														
20	G														
4	R														
29	G														
3	R														
30	G														
14	R														
19	G														
11	R														
22	G														
6	R														
27	G														
7	R														
26	G														
10	R														
23	G														
15	R														
18	G														
2	R														
31	G														

DUAL 64 RACING BRACKET FOR 33 to 64 RIDERS



MASS 8 RACING BRACKET FOR 5 to 8 RIDERS



DATE:

RACE:

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

		ROUND A				ROUND B					
QUAL		1A	POS			2B	POS				
1	R										
3	G										
6	B										
8	Y										
		2A		R				WINNER			
2	R			G				B			
4	G										
5	B										
7	Y										
				Loser 1A	R						
				Loser 1A	G						
				Loser 2A	B					5TH PLACE	
				Loser 2A	Y						

SUPER MASS 12 RACING BRACKET FOR 7 to 12 RIDERS



DATE:

RACE:

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

		ROUND A				ROUND B					
QUAL		1A	POS			2B	POS				
1	R										
3	G										
5	B										
8	Y										
		2A		R				WINNER			
2	R			G				B			
4	G										
6	B										
7	Y										
				Loser 1A	R						
				Loser 1A	G						
				Loser 1A	B						
				Loser 2A	Y					7TH PLACE	
				Loser 2A	P						
				Loser 2A	O						

MASS 64 RACING BRACKET FOR 33 to 64 RIDERS



DATE:	RACE:				ROUND E					
QUAL	ROUND A	POS	ROUND B	POS	ROUND C	ROUND D				
1	1A	POS	1B	POS	1C	1D				
17							2A	2B	2C	2D
48										
64	4A	4B	4C	4D						
16					5A	5B	5C	5D		
32									6A	6B
33	7A	7B	7C	7D						
49					8A	8B	8C	8D		
9									9A	9B
25	10A	10B	10C	10D						
40					11A	11B	11C	11D		
56									12A	12B
8	13A	13B	13C	13D						
24					14A	14B	14C	14D		
41									15A	15B
57	16A	16B	16C	16D						
5					3E	4E	5E	6E		
21									7E	8E
44	11E	12E	13E	14E						
60					15E	16E	17E	18E		
12									19E	20E
28	23E	24E	25E	26E						
37					27E	28E	29E	30E		
53									31E	32E
13	35E	36E	37E	38E						
29					39E	40E	41E	42E		
36									43E	44E
52	47E	48E	49E	50E						
4					51E	52E	53E	54E		
20									55E	56E
45	59E	60E	61E	62E						
61					63E	64E	65E	66E		
3									67E	68E
19	71E	72E	73E	74E						
46					75E	76E	77E	78E		
62									79E	80E
14	83E	84E	85E	86E						
30					87E	88E	89E	90E		
35									91E	92E
51	95E	96E	97E	98E						
11					99E	100E	101E	102E		
27									103E	104E
38	107E	108E	109E	110E						
54					111E	112E	113E	114E		
6									115E	116E
22	119E	120E	121E	122E						
43					123E	124E	125E	126E		
59									127E	128E
7	131E	132E	133E	134E						
23					135E	136E	137E	138E		
42									139E	140E
58	143E	144E	145E	146E						
10					147E	148E	149E	150E		
26									151E	152E
39	155E	156E	157E	158E						
55					159E	160E	161E	162E		
15									163E	164E
31	167E	168E	169E	170E						
34					171E	172E	173E	174E		
50									175E	176E
2	179E	180E	181E	182E						
18					183E	184E	185E	186E		
47									187E	188E
63	191E	192E	193E	194E						
					195E	196E	197E	198E		
									199E	200E
	203E	204E	205E	206E						
					207E	208E	209E	210E		
									211E	212E
	215E	216E	217E	218E						
					219E	220E	221E	222E		
									223E	224E
	227E	228E	229E	230E						
					231E	232E	233E	234E		
									235E	236E
	239E	240E	241E	242E						
					243E	244E	245E	246E		
									247E	248E
	251E	252E	253E	254E						
					255E	256E	257E	258E		
									259E	260E
	263E	264E	265E	266E						
					267E	268E	269E	270E		
									271E	272E
	275E	276E	277E	278E						
					279E	280E	281E	282E		
									283E	284E
	287E	288E	289E	290E						
					291E	292E	293E	294E		
									295E	296E
	299E	300E	301E	302E						
					303E	304E	305E	306E		
									307E	308E
	311E	312E	313E	314E						
					315E	316E	317E	318E		
									319E	320E
	323E	324E	325E	326E						
					327E	328E	329E	330E		
									331E	332E
	335E	336E	337E	338E						
					339E	340E	341E	342E		
									343E	344E
	347E	348E	349E	350E						
					351E	352E	353E	354E		
									355E	356E
	359E	360E	361E	362E						
					363E	364E	365E	366E		
									367E	368E
	371E	372E	373E	374E						
					375E	376E	377E	378E		
									379E	380E
	383E	384E	385E	386E						
					387E	388E	389E	390E		
									391E	392E
	395E	396E	397E	398E						
					399E	400E	401E	402E		
									403E	404E
	407E	408E	409E	410E						
					411E	412E	413E	414E		
									415E	416E
	419E	420E	421E	422E						
					423E	424E	425E	426E		
									427E	428E
	431E	432E	433E	434E						
					435E	436E	437E	438E		
									439E	440E
	443E	444E	445E	446E						
					447E	448E	449E	450E		
									451E	452E
	455E	456E	457E	458E						
					459E	460E	461E	462E		
									463E	464E
	467E	468E	469E	470E						
					471E	472E	473E	474E		
									475E	476E
	479E	480E	481E	482E						
					483E	484E	485E	486E		
									487E	488E
	491E	492E	493E	494E						
					495E	496E	497E	498E		
									499E	500E
	503E	504E	505E	506E						
					507E	508E	509E	510E		
									511E	512E
	515E	516E	517E	518E						
					519E	520E	521E	522E		
									523E	524E
	527E	528E	529E	530E						
					531E	532E	533E	534E		
									535E	536E
	539E	540E	541E	542E						
					543E	544E	545E	546E		
									547E	548E
	551E	552E	553E	554E						
					555E	556E	557E	558E		
									559E	560E
	563E	564E	565E	566E						
					567E	568E	569E	570E		
									571E	572E
	575E	576E	577E	578E						
					579E	580E	581E	582E		
									583E	584E
	587E	588E	589E	590E						
					591E	592E	593E	594E		
									595E	596E
	599E	600E	601E	602E						
					603E	604E	605E	606E		
									607E	608E
	611E	612E	613E	614E						
					615E	616E	617E	618E		
									619E	620E
	623E	624E	625E	626E						
					627E	628E	629E	630E		
									631E	632E
	635E	636E	637E	638E						
					639E	640E	641E	642E		
									643E	644E
	647E	648E	649E	650E						
					651E	652E	653E	654E		
									655E	656E
	659E	660E	661E	662E						
					663E	664E	665E	666E		
									667E	668E
	671E	672E	673E	674E						
					675E	676E	677E	678E		
									679E	680E
	683E	684E	685E	686E						
					687E	688E	689E	690E		
									691E	692E
	695E	696E	697E	698						

SUPER MASS 24 RACING BRACKET FOR 13 to 24 RIDERS



DATE: _____

RACE: _____

QUAL		ROUND A		ROUND B		ROUND C		
		1A	POS	1B	POS	4C	POS	
1	R							R = RED
5	G							G = GREEN
9	B							B = BLUE
16	Y							Y = YELLOW
20	P							P = PINK
24	O	O = ORANGE						
4	R							
8	G							
12	B							
13	Y							
17	P							
21	O							
3	R							WINNER
7	G							
11	B							
14	Y							
18	P							
22	O							
2	R							
6	G							
10	B							
15	Y							
19	P							
23	O							
				Loser 1B	R			
				Loser 1B	G			
				Loser 1B	B			
				Loser 2B	Y			
				Loser 2B	P			
				Loser 2B	O			
								7TH PLACE
								13TH PLACE
								19TH PLACE

SUPER MASS 48 RACING BRACKET FOR 25 to 48 RIDERS



DATE:

RACE:

QUAL	ROUND A	POS	ROUND B	POS	ROUND C	POS	ROUND D	POS
1	1A	POS	1B	POS	1C	POS	4D	POS
9								
17								
32								
40								
48								
8	2A	POS	2B	POS	3A	POS	4D	POS
16								
24								
25								
33								
41								
5	3A	POS	3B	POS	4A	POS	4D	POS
13								
21								
28								
36								
44								
4	4A	POS	4B	POS	5A	POS	4D	POS
12								
20								
29								
37								
45								
3	5A	POS	6A	POS	6A	POS	4D	POS
11								
19								
30								
38								
46								
6	6A	POS	7A	POS	7A	POS	4D	POS
14								
22								
27								
35								
43								
7	7A	POS	8A	POS	8A	POS	4D	POS
15								
23								
26								
34								
42								
2	8A	POS	Loser 1C	POS	Loser 1C	POS	3D	POS
10								
18								
31								
39								
47								
			Loser 1B		Loser 1B			
			Loser 2B		Loser 2B			
			Loser 3B		Loser 3B			
			Loser 4B		Loser 4B			
			Loser 1C		Loser 1C			
			Loser 2C		Loser 2C			
			Loser 3C		Loser 3C			
			Loser 4C		Loser 4C			
			Loser 1B		Loser 1B			
			Loser 2B		Loser 2B			
			Loser 3B		Loser 3B			
			Loser 4B		Loser 4B			
			Loser 1C		Loser 1C			
			Loser 2C		Loser 2C			
			Loser 3C		Loser 3C			
			Loser 4C		Loser 4C			
			Loser 1B		Loser 1B			
			Loser 2B		Loser 2B			
			Loser 3B		Loser 3B			
			Loser 4B		Loser 4B			
			Loser 1C		Loser 1C			
			Loser 2C		Loser 2C			
			Loser 3C		Loser 3C			
			Loser 4C		Loser 4C			

SUPER MASS 96 RACING BRACKET FOR 49 to 96 RIDERS



DATE:	ROUND A		ROUND B		ROUND C		ROUND D		ROUND E		
QUAL	R	POS	R	POS	R	POS	R	POS	R	POS	
1	R										
17	G										
33	B										
64	Y										
80	P										
96	O										
ROUND A 1A											
16	R										
32	G										
48	B										
49	Y										
65	P										
81	O										
ROUND A 2A											
9	R										
25	G										
41	B										
56	Y										
72	P										
88	O										
ROUND A 3A											
8	R										
24	G										
40	B										
57	Y										
73	P										
89	O										
ROUND A 4A											
5	R										
21	G										
37	B										
60	Y										
76	P										
92	O										
ROUND A 5A											
12	R										
28	G										
44	B										
53	Y										
69	P										
85	O										
ROUND A 6A											
13	R										
29	G										
45	B										
52	Y										
68	P										
84	O										
ROUND A 7A											
4	R										
20	G										
36	B										
61	Y										
77	P										
93	O										
ROUND A 8A											
3	R										
19	G										
35	B										
62	Y										
78	P										
94	O										
ROUND A 9A											
14	R										
30	G										
46	B										
51	Y										
67	P										
83	O										
ROUND A 10A											
11	R										
27	G										
43	B										
54	Y										
70	P										
86	O										
ROUND A 11A											
6	R										
22	G										
38	B										
59	Y										
75	P										
91	O										
ROUND A 12A											
7	R										
23	G										
39	B										
58	Y										
74	P										
90	O										
ROUND A 13A											
10	R										
26	G										
42	B										
55	Y										
71	P										
87	O										
ROUND A 14A											
15	R										
31	G										
47	B										
50	Y										
66	P										
82	O										
ROUND A 15A											
2	R										
18	G										
34	B										
63	Y										
79	P										
95	O										
ROUND A 16A											
ROUND B 1B											
ROUND B 2B											
ROUND B 3B											
ROUND B 4B											
ROUND B 5B											
ROUND B 6B											
ROUND B 7B											
ROUND B 8B											
ROUND C 1C											
ROUND C 2C											
ROUND C 3C											
ROUND C 4C											
ROUND C 3D											
ROUND C 4D											
ROUND D 1D											
ROUND D 2D											
ROUND D 3E											
ROUND D 2E											
ROUND D 4D											
ROUND D 1E											
ROUND E 4E											
WINNER											
7th Place											
13TH PLACE											
19TH PLACE											

GP STARTING LEFT GRID	
1	
	2
3	
	4
5	
	6
7	
	8
9	
	10
11	
	12
13	
	14
15	
	16
17	
	18
19	
	20
21	
	22
23	
	24

GP STARTING RIGHT GRID	
	1
2	
	3
4	
	5
6	
	7
8	
	9
10	
	11
12	
	13
14	
	15
16	
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	21
22	
	23
24	

