



International Slalom Skateboarding Association

SLALOM SKATEBOARDING RULES

May 2014

1. INTRODUCTION

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

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

A slalom skateboard race consists of a prescribed course set out on a hard surface, marked with cones. The skateboard racer passes through the course, alternately passing the cones on the left and right. The racer is timed through the course. Time penalties are assessed if the racer fails to complete the course or displaces cones in the course.

These rules will be updated as needed. Members of the ISSA may propose rules changes at any time. The rules committee of the ISSA may then accept, modify or reject the proposed change(s).

The ISSA Board of Directors may make clarifications, emergency changes or alterations to these rules during the race season by a majority vote of the Board of Directors.

2. EQUIPMENT

2.1 Required Equipment

Skateboard

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

Protective Equipment

- ▲ Helmet
- ▲ Shoes
- ▲ Optional protective equipment: Knee pads, elbow pads, gloves, etc.

2.2 Allowed Equipment (including, but not limited to)

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

2.3 Prohibited Equipment

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

3. SLALOM RACE DESCRIPTION

3.1 Single-Lane

Single-lane slalom races are run one racer at a time. Two or more runs are made by each racer. The final placing of the racers is determined by taking the single best time (or the sum of the two best times) from each racer.

3.2 Dual-Lane

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

3.2.1 Qualifying

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

3.2.2 Head-to-Head Racing

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

4. COURSE SPECIFICATIONS

4.1 Course Setting

The race organizer is responsible for setting the course. The method used shall be clearly stated in the race sanction application.

The course setter(s) and/or one or two riders they select may briefly ride a race course while setting it to ensure that the course is suitable for the event. However, such testing must be kept to an absolute minimum. Any other practicing or training on the race course before the event, except during official pre-race warm-up, is strictly prohibited.

4.2 Timing System

Timing Systems accurate to 1/100th or 1/1000th of a second shall be used.

4.3 Start

The start consists of a starting platform (ramp) elevated above the surface of the course (see Section 4.4 below). The racer stands on the start platform with his/her feet on the skateboard, and upon signal from the race official, propels down the platform and onto the race course. A signaling device determines when the racer has started.

4.4 Starting Ramp

Start platforms shall:

- ▲ Be a minimum of 0.75 meters tall.
- ▲ Be a maximum of 2 meters tall.
- ▲ Be a maximum angle of 45 degrees from horizontal.
- ▲ Contain transitions of minimum radius 1 meter.
- ▲ Be placed no closer than 4 meters from the first cone in the course.
- ▲ Provide hand-holds for the racer to pull on for propulsion from the start.
- ▲ Have a signaling device placed such that the timing equipment can be signaled when the race starts from the ramp.

4.5 Cones and Course

Cones are placed on the course surface to indicate the turn points for the racer. The cones shall be negotiated in left/right sequence down the course. Cone spacing and placement depends on the type of course (see [Section 5](#)). The object of the race is to successfully pass each turn point in the fastest time.

The course shall be set so that the rider shall pass the first cone on the right side. The course shall also be marked to indicate the entry direction into the course. Once the course is set, the course officials shall mark a cone-circle around each cone to determine placement of the cones after each run, and to determine cone displacements during a run.

Cone spacing shall be measured center to center.

Cone specification:

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

4.6 Finish

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

5. SLALOM DISCIPLINES

5.1 Straight Parallel Slalom (SPS)

- ▲ Course Intent: Test the racer's ability to turn as quickly as possible on a regular, straight-line course down the fall line of the racing surface. Turns are all short-radius.
- ▲ May be run on flat or sloped surfaces.
- ▲ Cone Spacing Limits: 1.5m to 2.5m
- ▲ Cone Spacing Suggestion: 1.8m to 2.1m
- ▲ Course Length: 25 to 100 cones. (Suggestion: 50 cones)

5.2 Tight Slalom (TS)

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

5.3 Hybrid Slalom (HS) [also known as Special Slalom (SS)]

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

5.4 Giant Slalom (GS)

- ▲ Course Intent: Test the racer's ability to make a variety of short-, medium- and long-radius turns through the course. The course should use the full width of the racing surface, with the course curving a smooth path down the hill. May be run single-lane or dual, depending on road width. Speeds are higher than the Hybrid Slalom.
- ▲ Sloped surfaces of moderately steep pitch are used. (Suggestion: 3% to 10% grade.)
- ▲ Cone Spacing Limits: 2.0m to 10m
- ▲ Cone Spacing Suggestion: 3.0m to 5.0m
- ▲ Course Length: 20 to 100 cones. (Suggestion: 40 cones)

5.5 Super-GS (SGS)

- ▲ Course Intent: Test the racer's ability to make high-speed, long-radius turns through the course. The course should use the full width of the racing surface, with the course curving a smooth path down the hill. Speeds are much higher than the Slalom events. Racers turn while tucking for whole subsections of the course. The cones shall determine the turning points, not just the curves in the road (to distinguish from downhill racing).
- ▲ Sloped surfaces of moderately steep pitch are used. The road follows several natural curves and changes of pitch. (Suggestion: 3% to 10% overall grade.)
- ▲ Cone Spacing Limits: 3.0m to 20m
- ▲ Cone Spacing Suggestion: 5m to 15m
- ▲ Course Length: 20 to 100 cones. (Suggestion: 40 cones)

6. RACE RUNS

6.1 Start of Run

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

- ▲ Racers are called to the start and assume a ready position in the start ramp.
- ▲ Race officials determine that the course is ready and the racers are ready.
- ▲ The timing system is activated and the racers are given an audible signal. Then,
 - △ EITHER the timing system shall provide tones on 1-second intervals – 3 seconds to start/2 seconds to start/1 second to start/Start (allowed ONLY at Plain/Basic/Prime races)
 - △ OR the timing system shall provide one or more "ready" tones, followed by a Start tone at a RANDOM interval between 1 and 4 seconds. (Allowed at all races; REQUIRED at Main/Major for both qualifying and head-to-head racing.)

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

Upon Start signal, the clock will start for both courses, regardless of whether the racers have passed the start line.

If a racer starts before the Start signal, the racer shall be disqualified for that run; if a racer starts after the Start signal, no additional penalty is given.

6.2 Successful Passing Through The Course

A racer is deemed to have successfully passed through the course if his/her skateboard:

- ▲ Passes through the start line and triggers the start signal;
- ▲ Passes cones on the correct side;
- ▲ Passes cone(s) on the incorrect side, yet displaces the cone(s) (as defined in Section 6.3);
- ▲ Passes through the finish line and triggers the finish signal;

AND

- ▲ The racer is not disqualified for other reasons.

6.3 Cone Displacements

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

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

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

The cone penalty shall be:

- ▲ 0.1 second for Slalom races
- ▲ 0.2 second for GS races
- ▲ 0.3 second for Super-GS races

6.3A (ALTERNATE) *Maximum Cone/No Time Penalty Format OPTION*

Maximum Cone/No Time Penalty racing is an option organizers may choose for conducting a slalom skateboard racing event. Organizers should consider factors such as course technical difficulty and course conditions in choosing this option.

- ▲ *No time penalty for hitting each individual cone.*
- ▲ *Maximum number of allowable displaced cones determined by race organizer for specific events.*
- ▲ *Each racer may displace the maximum number of allowable displaced cones with no penalty.*
- ▲ *One additional cone in excess of maximum is disqualification.*
- ▲ *No time penalty for false starts; rather, a false start will be a disqualification.*

6.4 Disqualifications

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

- ▲ Unsuccessfully passing through the course.
- ▲ Displacing more than 20% of the cones. (20% + 1 cone is a DQ)
- ▲ Displacing any cone by contact above the knees.
- ▲ Placing any part of the body except the hand(s) onto the course surface during the race.
- ▲ Unsporting conduct (interfering with a racer, damaging equipment, etc.)

6.5 Finish of Run

The time for each racer stops when the racer passes over the finish line.

After passing the finish line, the racer may stop in any manner (foot-drag, slide, carve, turn uphill, etc.).

7. CALCULATION OF TIME

7.1 Calculating the Resultant Time

The time for each racer is calculated by the formula: $RT = ET + SP + (CD * CP)$

- ▲ RT is the Resulting (final) Time
- ▲ ET is the Elapsed Time from the Start tone to the racer's finish
- ▲ SP is the Start Penalty for starting early
- ▲ CD is the # of Cones Displaced
- ▲ CP is the Cone Penalty for this race

7.2 Penalty for Disqualifications

The racer's Resultant Time (RT) is set at 999 seconds if the racer is disqualified during runs in single-lane competition or in qualifying.

When a single racer is disqualified during Head-to-Head racing, the racer receives a Resultant Time (RT) equal to the other racer's Resultant Time (RT) *plus* 10% of the fastest qualifying time in that division.

7.3 Provisions for Ties

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

- ▲ During qualification runs
 1. The slower run (Resultant Time) of each racer is compared to break the tie.
 2. The racer with the lowest cone count shall be the winner of the tie-breaker.
 3. The racers who are still tied are placed into the head-to-head seeding in random order among the tied racers.
- ▲ During single-lane competition:
 1. The slower run (Resultant Time) of each racer is compared to break the tie.
 2. The racer with the lowest cone count shall be the winner of the tie-breaker.
 3. If that does not break the tie, then the racers are tied in the final placement.
- ▲ During head-to-head competition:
 1. The faster run (Resultant Time) of each racer is compared to break the tie.
 2. The racer with the lowest cone count shall be the winner of the tie-breaker.
 3. The racer with the higher placement in the qualifying round shall be declared the winner of the head-to-head round.

(Section 8 [Head-to-Head Brackets] begins on next page.)

8. HEAD-TO-HEAD BRACKETS

8.1 Size of Brackets

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

Qualifying group equal or greater than	Qualifying group less than or equal to	Head-to-Head bracket size
3	9	4
10	19	8
20	29	16
30	59	24
60	---	32

8.2 Seeding of Brackets

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

32-group	24-group	16-group	8-group	4-group	
1	1	1			
32	BYE				
16	16	16	1		
17	17				
8	8	8	8	1	
25	BYE				
9	9	9			
24	24				
4	4	4		4	
29	BYE				
13	13	13	4		
20	20				
5	5	5	5		Finals for 1 st , 2 nd
28	BYE				
12	12	12			
21	21				
2	2	2			Consolation for 3 rd , 4 th
31	BYE				
15	15	15	2		
18	18				
7	7	7	7	2	
26	BYE				
10	10	10			
23	23				
3	3	3		3	
30	BYE				
14	14	14	3		
19	19				
6	6	6	6		
27	BYE				
11	11	11			
22	22				

(Section 8.2A [Alternate] Double-Elimination Format OPTION begins on next page)

8.2A (Alternate) Double-Elimination Format OPTION

The Double-Elimination is an alternate format that race organizers may choose as an option for conducting a slalom skateboard racing event. Promoters should consider factors such as whether each lane is identical in nature (i.e., little or no crown in the road, surface hazards, curves, etc.) before choosing this option. This format lends itself to greater spectator involvement with less time between runs for various differential calculations.

8.2A.1 (Alternate) Winners' Bracket

- ▲ All racers are seeded according to qualifying times.
- ▲ The higher-seeded racer in each heat shall have lane choice.
- ▲ Racers will race once in the selected lanes.
- ▲ Winners in each heat shall advance to the next bracket.
- ▲ Losers in each heat shall be placed in the Do-or-Die bracket.

8.2A.2 (Alternate) Do-Or-Die Bracket

- ▲ Racers in the Do-Or-Die Bracket will be placed according to qualifying times.
- ▲ The higher-seeded racer in each heat shall have lane choice.
- ▲ Racers will race once in the selected lanes.
- ▲ Losers in Do-Or-Die Bracket are eliminated.
- ▲ Winners in Do-Or-Die Bracket advance to next bracket.

8.2A.3 (Alternate) Finals

- ▲ One racer will emerge from Winners' Bracket without a loss.
- ▲ One racer will emerge from the Do-Or-Die Bracket with one loss.
- ▲ The higher-seeded racer shall have lane choice.
 - △ If the racer from the Winners' Bracket wins, race is over.
 - △ If the racer from the Do-Or-Die Bracket wins, racers race again.
 - △ If a second run is required, the higher-seeded racer shall have lane choice.

8.2A.4 (Alternate) Special rules for Double-Elimination Racing Format

- ▲ Any disqualification is a loss.
- ▲ If both racers in a heat are disqualified, neither racer advances.
- ▲ BYE for bracketed opponent in the Winners and Do-Or-Die brackets.

8.2A.5 (Alternate) COMBINED Dual-Racing/Double-Elimination format

- ▲ Depending upon the number of racers, promoters may opt to COMBINE the Dual-Racing format (racers race twice in each bracket, switching lanes for second run, with winner determined by combined-time total) with Double-Elimination format.
- ▲ In that case, when the racing gets to the final 4:
 - △ 1v4 and 2v3
 - △ Losers proceed to the "consolation" (3rd and 4th place) bracket.
 - △ Winners proceed to the "final" (1st and 2nd place) bracket.

8.3 Final Placement of Racers

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

- ▲ Racers who did not receive a qualifying time due to DQ on both runs shall share last place.
- ▲ Racers whose qualifying time does not place them into the head-to-head brackets receive a final placement equal to their qualifying placement.
- ▲ Racers eliminated in the group of 32 will receive places 17-32 in order of their qualifying placement.
- ▲ Racers eliminated in the group of 16 will receive places 9-16 in order of their qualifying placement.
- ▲ Racers eliminated in the group of 8 will receive places 5-8 in order of their qualifying placement.
- ▲ Winner of the consolation round receives 3rd place; loser receives 4th place.
- ▲ Winner of the final round receives 1st place; loser receives 2nd place.

(Section 9 [Special Situations and Exceptions] begins on next page.)

9. SPECIAL SITUATIONS AND EXCEPTIONS

9.1 Re-Runs

9.1.1 Situations leading to a Re-Run

A Re-Run may be granted in the following cases:

- ▲ The timing equipment malfunctions.
- ▲ The start ramp is displaced or damaged.
- ▲ The course is not set properly with each cone within the circle.
- ▲ The racer is interfered with by an outside agent (people on course, animals, wind blowing cones, soccer ball on course, etc.).

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

9.1.2 Situations NOT leading to a Re-Run

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

9.1.3 Re-Run Procedure

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

- ▲ The racer receives a Re-Run at a time determined by the race officials.

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

- ▲ The racer's opponent is informed and may elect to also take a Re-Run.
- ▲ If the opponent chooses to take a Re-Run, both racers take the Re-Run at the same time.
- ▲ If the opponent chooses NOT to take a Re-Run, his/her results from the previous run stand as-is.
- ▲ If the opponent chooses NOT to take a Re-Run, the racer must do his/her Re-Run alone.

The Re-Run must be completed before the current round is complete.

The original run results are discarded and the Re-Run results are recorded.

9.2 Abandonment of Race

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

During Qualifying or Single-Lane Racing:

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

During Head-to-Head Racing:

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

9.3 Protests

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

1. Race officials provide protest forms for the racer to fill in.
2. Within 10 minutes of the end of the current round (Qualifying, group of 32, etc.), racer fills in a protest form. On the form, the Racer states which rule was not followed and includes statements or evidence.
3. Race officials form a Protest Jury consisting of
 - Δ Head Race Judge.
 - Δ Racer Jury Member (should be selected before race starts).
 - Δ One person chosen in agreement by the Racer Jury Member and the Head Race Judge.
4. Protest Jury reviews the written protest form, may ask for witnesses, and may talk to the affected racer(s).

(Continued on next page)

5. Protest Jury renders a final verdict with one of the following outcomes:

- △ The racer is allowed a re-run (subject to the rules on Re-Runs).
- △ The racer's cone count or DQ status is adjusted based on the evidence.
- △ No changes in results are made.

The decision of the Protest Jury is final and cannot be re-protested.

A racer is only allowed one protest per race.

A racer may only submit a protest for actions in which he or she was involved.

10. RACER CLASSIFICATIONS, RACER GROUPINGS; AWARDS AND OVERALL WINNER

10.1 Racer Classifications

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

Skill level

- ▲ Pro / Amateur (both self-declared)

Gender

- ▲ Female / Male

Age

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

Open

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

10.2 Racer Groupings

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

10.3 Prizes and awards

Award of prizes, points and other items may be made into the various Racer Classifications even if the race is not separately grouped in that manner (e.g., giving the top Female finishers an award in a race with all racers in a single "Open" grouping). Not every contest will award points, prizes and medals to every one of these classifications.

10.4 Overall Winner

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

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

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

(Section 11 [Contest Director Instructions] begins on the next page.)

11. CONTEST DIRECTOR INSTRUCTIONS

11.1 Course Officials

- ▲ Required Course Officials
 - △ Head Race Judge – Makes on-the-hill decisions and is head of the Protest Jury.
- ▲ Suggested Course Officials
 - △ Head Timer – Runs timing equipment and records the final cone-counts.
 - △ Head Cone Judge – Coordinates cone judges and informs Head Timer of the final cone count and DQs for each racer.
- ▲ Other possible Course Officials
 - △ Cone Judges – Count displaced cones, determine if racer has negotiated the course correctly.

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

11.2 Allowable Variations from Rules

Variations from these rules are allowable under the following conditions:

- ▲ For Major and Main status competitions:
 - △ Variations shall be stated clearly in the contest sanction application.
 - △ Variations shall be declared in written communication to the racers on the day of the race.
 - △ Variations shall be minor, few, and not significantly change the nature of the race.

Examples of possible variations: start ramp specification variation (larger, smaller, etc.); tone countdown variation.
- ▲ For Prime, Basic, Plain status competitions:
 - △ Variations shall be stated clearly in the contest sanction application.
 - △ Variations shall be declared to the racers on the day of the race (e.g., in a racers' meeting or announcement).
- ▲ Variations are allowed to alter the nature of the race.
 - △ Examples of possible variations: push start vs. ramp start; A-B-C bracketing system to expand the number of racers entering head-to-head rounds; taking 4 runs on a single-lane race instead of 2 runs.
- ▲ ISSA Regional Contest Coordinators will review contest sanction applications and may reduce the contest status based on the number and magnitude of the declared variations from these rules.