



IMA RULES 2009 Version 1.0

« SPIRIT IS ALWAYS MORE IMPORTANT THAN THE RULE »

These rules are guidelines of what is commonly done, in order to help you organize your event. If not possible to follow, make it in the best interest of the riders, your event and the sport.

A/ GENERAL

The IMA provides guidelines and basic rules in order to unify the World of Mountainboarding.

There are IMA representatives in every area, in order to help the Organizers of their event if needed. He/she will help the organizer to find solutions for any problem they could have.

Judges decisions are final.

Anyone can enter a IMA event as long as they pay for the entry fees.
Required level (Invitational) or qualifications can be asked in some events.

Age categories

Super Groms : 10 and under

Groms : 14 and under

Junior: 18 years of age and younger

Expert : 19 – 30 years of age

Masters: 30 years of age and older (In some events, and depending on the number of entrants, the organizer can decide to set the Masters category at 35).

Gender categories

If there are not enough riders to qualify in every class, the female class will race against each other regardless of age.

If a girl wants to race against the boys, she must race with them from the start of the event and will not be able to then race against the girls for competition status.

Outclassing

If someone want to compete in another age category (ie groms with juniors or juniors with experts), the organizer is the only person to judge of the ability to outclass a rider. A Grom should never compete with Experts.

Brakes

Riders with brakes will compete together. No mixing between brakes and no brakes in races due to the different lines they take. Brakes are banned in some BoarderX races, ie UK National Championships.

Protective Gear

All riders MUST wear a Helmet, Wrist Guards, Elbow and Knee Pads at all time during training or competition. It is recommended that riders also wear additional protective clothing.

Leashes

To prevent any potential injury to other competitors or spectators, IMA strongly recommend to use a board retention device that attaches the rider to the board, in all downhill formats but the final decision stays to the event's director. Events' directors are responsible for the security of their event and will be able to disqualify any rider who wouldn't accept to use it when mandatory. The accepted forms of board retention device are Snowboard Bindings, Heel Straps or a Leash. It is important to note that F3 bindings (or similar) alone are not sufficient, and should be used in conjunction with either a leash or heel straps. This must pass inspection if not standard equipment.

Race Numbers

Race numbers must be worn during all races when needed. Numbers may be worn on the rider's chest, lead leg or side of the helmet. the entire number must be able to be clearly seen at all times.

Rider Conduct off track

Verbal and physical abuse will not be tolerated. Judges will issue a single verbal warning. Upon a second violation, the rider will be disqualified from the event. Sabotage of other competitors boards and equipment will not be tolerated and will lead to immediate disqualification.

Board Design:

- Wheels and tyres must not exceed 13inch Diameter.
- The board must be steered by using feet and body weight alone.
- The board must not have any dangerous spikes or areas that could cause damage to the rider or other riders in a crash.
- Tire spikes and motors are not allowed. Any device outside of human energy and gravitational pull are forbidden.

No Show, No Go

All competitors are expected to listen to trackside announcements, and to ensure that they are ready to start when their name is called. Marshalls will allow a short amount of time for riders to prepare, but if a rider is not present when their name is called, then they should not expect for the event to wait for them. If a competitor misses their heat or freestyle jump, then that is solely their own responsibility.

B/ RACES

1/ GENERAL

The start is made by an official. When there's a risk of false start (no starting gates), the official will give the start as below :

"Riders ready ?"

"10 seconds remaining"

Then he'll give the start whenever he wants during the 10 next seconds. It should avoid any false start.

If there's a false start, the starter will warn a second official located 20 meters after the start who will stop the riders with a red flag.

The race must be safe in all his parts, dangers must be indicated and covered with high impact material.

The track must be clearly visible. Poles can be add to force the riders to get through. If a rider miss a gate, he will have to come up to pass the gate. If not he will be disqualified.

Brakes

Riders using brakes will get together to race.

Finish line

The finish line must be clearly set on the ground.

Officials will judge the arrival on the first wheel to cross the finish line.

Rider and his board must cross the finish line together and pass the line completely.

2/ BOARDERCROSS

Track specs

A boarder-cross track is made up of a series of banked turns with “features” between the turns. Features can include, but are not limited to, rollers, tabletops, rhythm sections, step-ups, step-downs, gaps, and terrain variations with an average grade of 4% to 10%, however it may be steeper or shallower in sections and parts. Reverse grades along with rolling dips and undulating features that do not force the riders to stop or skate, are also desirable elements in a competitive course. Banked turns ought to be, but are not required, roughly as high as the average height of the riders.

Course design is a very site-specific element and is largely open to any terrain.

If the course is open or the bottom of a turn not clearly visible, the course crew must lay out sufficient marking of the track and its path.

All boarder cross tracks must start with a drop bar start with post pulls on each gate and be AT LEAST 18 feet (5 meters) wide at all points for a 4 man race.

The Gate official will call false starts.

The finish line will be clearly identified and the finishing order will be recorded by race officials to build brackets.

Gates

Poles, cones or whatever which could work as gates will be needed on the track in order to show the line, and force any rider to pass in between.

If a rider falls and go down of a gate, he will have to come back on the track from upon the gate in order for him to pass between **all** the gates. If not, he'll be disqualified.

Qualifications

Boarder-X (BX) qualification takes place as per normal. Riders are split into age groups and given 3 runs each down the track. These runs are timed digitally, and the best time is used to seed the rider into the appropriate group.

A random seeding and lane choice system may also be used at the event director's discretion when an accurate timing system is not available.

Once qualification is complete, the seeding then takes place.

Top 32 or 16 times are qualified for the finals.

Racing

The racing is in 4 man knockout format. The top 2 riders in each heat progress to the next round. This is done until the final placing are decided.

Physical Contact

No intentional pushing or grabbing is permitted. During unintentional contact rider may not grab other rider clothing or equipment. Should a rider be judged to have gained an advantage through intentional physical contact, then that rider will be

disqualified from their heat. This will mean that the rider is given 4th place in that heat and will not advance to the next round.

Start Lanes

On boardercross tracks, start lanes may be marked out in order to ensure that all competitors get a clean start. These lanes will typically go from the start gates to just before the first racing feature. Should a competitor cross over these lane markings and cause a racing incident (ie. collision, fall etc.) then the heat will be restarted. Should no incident be caused by a competitor crossing the lanes, then no action will be taken.

Flags & Race Marshalls

Every event will be crewed by a group of race marshalls. It is the responsibility of these marshalls to keep a close watch on the track for both rule infringements & racing incidents. Each marshall will have 2 coloured flags. Should riders be shown a yellow flag, then they should be aware that a racing incident has occurred at some point further down the track, and that they should be aware that a fellow competitor may have fallen and by lying on the track. Should a rider be shown a red flag, then they should stop immediately. A red flag is shown when a race is stopped. Riders will get a re-run, but it is essential that all racing stop the moment a red flag is seen trackside. Red flags are only shown when a serious fall or incident has occurred, and must be taken seriously. **Riders who are judged to have deliberately ignored a red flag will be disqualified from the event.**

2/ DOWNHILL

One or 2 riders on timed course, staged in 30 or 60 second intervals. Racer takes 2 or 3 runs, with the fastest time counting for the result. Requires electronic timing or coordinated stopwatches and radios. Does not require a special course design, usually held on open natural terrain, roads, or trails. Panel gates or roped or fenced sections may be used to dictate turns and changes in direction. This format is generally used to determine seeding for the brackets in DBX.

3/ DUAL SLALOM

Two competitors in two exact as possible parallel courses, one red and one blue course, with the time difference after two runs (1 in each course) counting as result. Fastest racer wins and advances to next round.

C/ FREESTYLE

1/ Big Air & Slopestyle:

There are several types of freestyle competition. Big Air, Slopestyle, skateparks....

In Big Air, competitors will have a single large jump over which to perform tricks, and each run will consist of one jump.

In slopestyle or skateparks, riders will be given the opportunity to ride down a freestyle park perform tricks on the features all the way down. It is important to note that in this type of competition, riders will not be judged on each individual jump, but will be given an overall mark based on their performance throughout the entirety of their run through the freestyle park. Riders who deliberately hit lots of small obstacles in an attempt to accumulate points may find that their score is less than that of someone who took a flowing line through the park hitting a lower number of large features.

Bulding features

An **experienced contractor** who understands the aspects of Mountainboarding freestyle competition and course construction should do the design and construction of the jumps, roll-ins and ramps.

Two or more separates jump may be used in order to give everyone a chance to compete.

2/ Freestyle Judging:

A panel with three to eight judges and one Head Judge. Judges who are **experienced** in the aspects of mountainboarding freestyle competition should be chosen whenever possible. Riders may disapprove the choice of the judges before the beginning of the comp. After the comp begins, no protest will be allowed.

The Head judge is there to confirm the results, and help if there's a mistake or disapproval between the judges. His decisions are final.

The entrants will be scored on 3 basic criteria + the landing. These criterias are TECHNICAL DIFFICULTY, STYLE, AMPLITUDE

Technical Difficulty:

This criteria deals with how challenging technically the maneuver being attempted is. Riders will score well for tricks that push the boundaries of what is possible. off axis 540s, and flat 720 & 900 degree rotations are at the upper end of this spectrum, while straight airs & simple grabs toward the bottom.

Style:

Without question, style is one of the most important factors to consider in board sports, and yet also the hardest to explain. Riders will gain a strong style score for fluid motions, tweaking and holding grabs, strong body shape and stillness in the air. Riders will lose points for excessive motion (e.g. arms flapping), not holding grabs for an appropriate length of time and for any perceived or actual lack of control.

Amplitude:

Riders will be scored on how much airtime they get over jumps. Riders will gain points the more airtime that they get. Riders who fail to clear the knuckle of a jump may be penalised.

Landing :

Competitors are expected to be able to land the tricks that they attempt. Riders will gain points for clean landings. Entrants will be penalised for sliding out on landing, not landing clean, putting down a hand on landing and obviously, for falling as below

If the rider doesn't land his trick, he shouldn't get much more than a few points, considering the trick he attempted, but for security reasons, it's recommended not to give points to falls.

Other scoring criteria: In addition to these four main criteria, judges will also be looking for variety in what entrants are doing. A rider who has a selection of tricks in their bag will gain more points than a competitor who can only do one trick. It is also worth noting that riders who perform tricks from a switch stance can expect to score higher, particularly in the technical difficulty area.

Judging without these criterias : Judging with these criterias can be hard if judges are not trained for that. When these criterias can't be followed (ie new judges, beginners...), the overall impression judged on 10 points is the best system to apply.

D/ OTHERS

Insurance and the insurance expenses for the event is to be provided by the event producer and/or promoter and is dependent on venue, property owner, or sponsor's requirements. This includes any General Liability, Workmen's Compensation, Vehicle and any other insurance required by the host venue, property owner, or sponsors of the event. Individual competitors insurance may also be made available by the event promoter at the director's discretion.

All participants must register, pay entry fees and any association membership dues, sign all liability waivers and model releases, attend mandatory racer meetings, and pass all equipment inspections, prior to any practice and competition. Bibs must be worn during all practice and competitions. **Only** participants who are registered and wearing bib may enter the competitor area, practice, compete, or otherwise ride/use the official designated course and arena at all times.

All officials and judges must attend mandatory training meetings, as well as the racer meetings. Officials and judges may have access to the entire course and arena for inspection and use at any time.

Riders Meetings: All event rules will be discussed at the riders meetings to be held before each event, and then opened up to questions from all participants at that time.

All rules and the enforcement of the rules of any event are at the **event director's** ultimate discretion and authority.

Many Thanks to Joe at the ATBA UK and Mitch at Dirtcloud racing USA for their input in those regulations.

