

2B.7 Racing Rules

2B.7.1 The Start

1. ~~This procedure is used for all Track Races.~~ Unless noted otherwise, riders start mounted, holding onto a starting post or other support, with the fronts of their tires (forward most part of wheel) behind the edge of the starting line that is farthest from the finish line. Riders may start from behind the starting line if they wish, provided all other starting rules are followed. Riders may place starting posts in the location most comfortable for them, as long as it doesn't interfere with other riders.
2. Rolling starts are not permitted in any race. Riders may lean before the start, but their wheels may not move forward during the start beeps or counting down. Rolling back is allowed.
3. Usually, a start-beep apparatus is used. This provides a six-count start: "beep - beep - beep - beep - beep - buup!" The timing between (the start of) successive beeps is one second. The first five beeps have all the same sound frequency. The final tone (buup) has a higher frequency, so that the competitors can easily distinguish this tone from the rest. The proper moment to start is the beginning of the final tone.
4. As an alternative, the Starter will give a three-count start before firing a starting gun on the fourth count. Example: "One, two, three, BANG!" The time between each of these elements should be the same, and approximately 3/4 seconds. This allows riders to predict the timing of the gun, for a fair start.

2B.7.1.1 False Start

1. A false start occurs if a rider's wheel moves forward before the start signal, or if one or more riders are forced to dismount due to interference from another rider or other source.
2. If a heat has to be restarted, the Starter will immediately recall the riders, for example by blowing a whistle or other clear and predefined signal. Only the earliest false starting rider gets assigned this false start and the associated warning or disqualification.
3. There are two options on how to deal with false starts:
 - 3.1 **One False Start Allowed Per Heat:** After the first false start of a particular heat, all riders may start again. Thereafter, any rider(s) causing a false start are disqualified for this event. This option should not be used without an electronic false start monitoring system.
 - 3.2 **One False Start Allowed Per Rider:** After the first false start of a particular rider in a heat, the rider in question receives a warning and may start again. Any rider(s) causing their personal second false start are disqualified.

2B.7.2 The Race

2B.7.2.1 ~~Illegal Riding~~ Obstruction

1. This includes intentionally interfering in any way with another rider, deliberately crossing in front of another rider to prevent him or her from moving on, deliberately blocking another rider from passing, or distracting another rider with the intention of causing a dismount.
2. A rider who is forced to dismount due to interference by another rider may file a protest immediately at the end of the race.
3. Riders who intentionally interfere with other riders may receive from the Referee a warning, a loss of placement (given the next lower finishing place), disqualification from that race/event, or suspension from all races.

2B.7.2.2 Lane Use

1. In most races, a rider must stay in ~~his or her~~ *their* own lane, except when the rider has to swerve to avoid being involved in a crash. In all other cases, a rider who goes outside their lane is disqualified. Going outside a track lane means that the tire of the unicycle touches the ground outside ~~his~~ *their* assigned lane. Riding on the marking is allowed.
2. No physical contact between riders is allowed ~~during racing~~.

2B.7.2.3 Passing in Non-Lane Races

1. ~~This applies to 800m and other events without lanes.~~ In ~~track~~ *non-lane-bound* races, an overtaking rider must pass on the outside, unless there is enough room to safely pass on the inside. Riders passing on the inside are responsible for any fouls that may take place as a result.
2. Riders must maintain a minimum of one (24 Class) wheel diameter (618 mm as judged by eye) between each other when passing, and at all other times. This is measured from wheel to wheel, so that one rider passing another may come quite close, as long as their wheels remain at least 618 mm apart. The slower rider must maintain a reasonably straight course, and not interfere with the faster rider.
3. No physical contact between riders is allowed.

2B.7.2.4 Dismounts and Assisting Racers

1. A dismount is any time a rider's foot or other body part touches the ground. Except for the 800m, Relay races, and other races where this is announced in advance, after a dismount the race may not be continued and will be considered as not finished (DNF - Did Not Finish). In races where riders are allowed to remount and continue, riders must immediately remount at the point where the unicycle comes to rest, without

running. If a dismount puts the rider past the finish line, the rider must back up and ride across the line in control, in the normal direction.

2. In races where riders are allowed to remount, the riders must mount the unicycle completely unassisted. Spectators or helpers may help the rider to his or her feet and/or retrieve the dropped unicycle, but the rider (and the unicycle) may not have any physical contact with any outside object or person, including a starting block under the wheel, when mounting.

2B.7.3 The Finish

1. The finish moment is when the front of the tire crosses the finish. The exact location of the finish is the edge of the finish line that is nearest to the starting line. Riders are thus not timed by outstretched bodies.
2. At the finish moment, riders must be mounted and in control of the unicycle. "Control" is defined as follows:
 - (a) in regular races: the rider has both feet on the pedals; or
 - (b) in one-foot races: the rider has one foot on a pedal; or
 - (c) in wheel walk races: the rider continues to wheel walk.
3. In races where dismounting is allowed (800m, Relay, etc.), in the event that a rider does cross the finish line but not in control, the rider must back up on foot, remount and ride across the finish line in control. In races where dismounting is not allowed, the rider is disqualified.

2B.8 Riders Must Be Ready

1. Riders must be ready when called for their races *or attempts*. Riders not at the start ~~line~~—when their race *or attempt* begins may lose their chance to participate. The Starter *or the Referee* will decide when to stop waiting, remembering to consider language barriers, and the fact that some riders may be slow because they are helping run the convention.

2B.9 **SecondNew** Attempt After Hindrance or Interference

1. If a rider is hindered due to the actions of another rider, or outside interference *during a run*, ~~either during the start or during the race, he or she~~*they* may request to make a **secondnew** attempt. The Referee decides if the request is granted. A **secondnew** attempt must not be granted to a rider who is disqualified based on something that happened before they were hindered.

2. No complete definition of hindrance or interference can be given, but it does include cases where a rider swerves, hesitates and/or decelerates because this is arguably necessary in order to avoid a crash or potential crash.

If the request is granted, *the rider will be given a new attempt in technical disciplines. In the case of a race*, the Referee has two options:

Option 1: Re-run the whole heat in question.

In general, this option is preferred only if the heat includes the fastest riders within an age group. For the other riders in the heat, riding again is optional. If they decide to ride again, they agree to discard their previous result. If they don't ride again, their previous result stands. If none of the other riders want to ride again, the Referee reverts to option 2.

Option 2: Do any of (a), (b) or (c), depending on the conditions.

In general, this option is preferred if the heat in question did not include the fastest riders within an age group:

- (a) If possible, the rider is added to an upcoming heat in his own age group; or
- (b) If possible, the rider is added to an upcoming heat in another age group; or
- (c) If none of the above is possible, the rider does his second attempt in a dedicated heat.

In option 2, the rider decides if he wants company or not. He can pick the riders, but cannot hold up the proceedings to wait for them if other riders are available. The Referee has the final say as to which extra riders are allowed to participate in such a heat. It must be stated clearly to any accompanying riders that their result is not official.

3. In all cases, if the hindered rider is allowed to do a *secondnew* attempt and decides to do so, the first run is canceled and only the second run counts regardless of the result. In the case where a *secondnew* attempt was incorrectly granted, for example when the rider was disqualified based on something that happened before the hindrance in question occurred, the result of the *secondnew* attempt for that rider does not count and the result from the first run stands.
4. In non-lane-*bound* races, if a rider is forced to dismount due to a fall by the rider immediately in front, it is considered part of the race – not a reason to grant a second attempt – and all riders involved may remount and continue. The Referee can override this rule if intentional interference is observed.

2B.10 Finals

1. At Unicons, a 'final' must be held for each of the following *raeesdisciplines*: 100m, 400m, 800m, One Foot, Wheel Walk, and IUF Slalom. For any other Track discipline, a 'final' may be held at the discretion of the organizer, after all age group competition for that discipline has been completed.

2. Finals are subject to the same rules as age group competition, including false start rules and number of attempts. For disciplines that are run in heats, ~~such as 100m races or relay races~~, this will take the form of a final heat. For disciplines that are not run in heats, ~~such as IUF slalom or slow balance~~, the final will take the form of successive attempts by the finalists.
3. The riders posting the best results regardless of age in the age group *heats competition* are entitled to compete in the final. They can be called “finalists”. For each final, the number of finalists (finalist teams in case of relay) will be eight, unless for an event that uses lanes, the number of usable lanes is less than eight. In that case the number of finalists equals the number of usable lanes. Finals are composed regardless of age group, but male and female competitors are in separate finals.
4. The best result in a final determines the male or female Champion for that discipline (World Champion in the case of Unicon). If a finalist disqualifies, gets a worse result, or doesn't compete in the final, ~~his/her~~ *their* result in age group competition will still stand. The male and female winners of the finals will be considered the Champions for those disciplines, even if a different rider posted a better result in age group competition. In disciplines for which no finals are held, finalist status will still be awarded on the basis of results in age group competition. Accordingly, riders posting the best results in each discipline are the Champions for that discipline.
5. Speed records can be set in both age group competition and finals.