

# MACC Racing Rules



**MACC**  
Michigan Alpine Competition Council

[www.maccracing.org](http://www.maccracing.org)

The Michigan Alpine Competition Council (MACC) is a non-profit corporation registered in the State of Michigan and based on the guidelines in §501(c)(3) of the Internal Revenue Code.

The Constitution and By Laws of the MACC are available from the web site: [www.maccracing.org](http://www.maccracing.org).

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## Forward

The Michigan Alpine Competition Council (MACC) is a volunteer non-profit organization that provides opportunities for adults and junior racers to participate in FIS-style slalom and giant slalom races on some of the best terrain in the Michigan region. The races are intended to be fun for participants of all levels of experience, ranging from novices to USSA racers. Racers are grouped into ability classes to maintain competitive excitement for all skill levels. Information about the program is accessible from the web site [www.maccracing.org](http://www.maccracing.org). Most news and updates about the program are posted on this site. Participating racers are members of ski teams. News and updates about the program are typically communicated to the racers through their Team Representatives, in addition to group emails and announcements on the web site.

The program consists of a number of races, each with two or three race days, which are typically scheduled on the weekends. Racers participating in the program are grouped into classes by ability, gender, and age. All races are timed, with the racers competing within each class for the fastest times. After each race, awards are made to the top three finishers in each class. A qualifier event is held on the first race day to help place new racers into the proper ability classes. Individual points are accumulated over the season towards World Cup trophies presented at the end of the season. Team averages are calculated for each race, and accumulated over the season towards team trophies. A three-day weekend concludes the season and features an awards banquet.

## 1. General Information

### 1.1. About These Rules

- 1.1.1 This document provides the complete set of rules for MACC racing.
- 1.1.2 It is the competitor's responsibility to be familiar with these rules, and with any amendments and/or additions that the MACC might establish. The rules are posted at [www.maccracing.org](http://www.maccracing.org).
- 1.1.3 FIS rules will apply where no specific MACC rule exists, with the exception that FIS limits on equipment and FIS rules on homologation are not enforced in MACC races.
- 1.1.4 Formal information about the MACC organization (officers, duties, voting criteria, etc.) is provided in the Constitution and By-Laws.
- 1.1.5 In this MACC Racing Rules document, the MACC Racing Program is also called "the Racing Program." The governing board of directors (officers, directors, and Team Representatives) is called "the Board."

## 2. Race Setup

This section briefly describes some of the elements of a race and how it is set up.

### 2.1. Racer Equipment

- 2.1.1. All competitors, pacesetters, and forerunners are required to wear helmets while skiing in any course set by or set for MACC. This includes, but is not limited to Slalom, Giant Slalom, Super G, dual races, practice courses, and special alpine events (Cantor Cup). Chin guards are optional, but it is highly recommended they not be worn during Super G and Giant Slalom races or practice runs.

### 2.2. Slalom Course

- 2.2.1. A slalom gate consists of two poles, or where there is no outside pole, the gate will consist of a single turning pole. Consecutive slalom gates must alternate between blue and red.
- 2.2.2. A MACC slalom course may be set in accordance with current FIS Ski Competition Rules. The course should permit the rapid completion of all turns, but should not require acrobatics incompatible with normal ski technique. Courses for the slower MACC classes (see 7.1) should be set less technically, with fewer combination gates for the less-experienced racers.
- 2.2.3. The winner of a slalom race is decided by the total times of two runs, unless the race is shortened to 1 run because of time or weather restraints.
- 2.2.4. The race may be run either through two different courses or through two runs on the same course.

### 2.3. Giant Slalom

- 2.3.1. A giant slalom gate normally consists of two slalom poles and one panel. The gates must alternate between red and blue. The panels should be at least 0.75 m wide and 0.50 m high. The first and last gates of the course shall have four slalom poles and two panels.
- 2.3.2. A MACC giant slalom course may be set in accordance with current FIS Ski Competition Rules. Combination gates play a smaller role than in slalom due to the prescribed width of the gates and distance between them. Due to the higher speeds, the course setter should consider the physical ability of the competitors.
- 2.3.3. The winner of a giant slalom race is determined by the total times of two runs, unless the race is shortened to 1 run because of time or weather restraints.
- 2.3.4. The race may be run either through two different courses or through two runs on the same course.

[2.3.5 Hiking is allowed in Giant Slalom, providing the racer can do so safely and complies with rules 4.1.2 and 4.1.4.](#)

### 2.4. Super-G

- 2.4.1. A super-G gate consists of four slalom poles and two panels. The gates must alternate between red and blue. The panels should be at least 0.75 m wide and 0.50 m high.
- 2.4.2. The gates must be at least 6 m and at most 8 m wide for open gates and between 8 m and 12 m for vertical gates. The distance between two successive gates must not be less than 25 m.
- 2.4.3. A Super-G course should contain a variety of long and medium turns. The competitor should be free to choose his or her line between the gates. Where the terrain allows, jumps may be set.
- 2.4.4. The winner of a Super-G race is determined by ~~the total of two timed runs, unless the race venue requires a training run or the race is shortened to 1 run because of time or weather restraints.~~

[2.4.5 If a racer comes to a complete stop in Super-G they shall exit the course as soon as possible and be disqualified for that run.](#)

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**Deleted:** When time and conditions permit, a mandatory training run should be made on the course by all competitors.

### 2.5. Modified Dual Slalom

- 2.5.1. Dual races are two single pole courses set parallel to each other for the purpose of head to head racing. Racers switch courses for the second run.
- 2.5.2. Each course is designated by a series of single panel gates. Each gate is composed of two slalom poles with a panel stretched between them.

- 2.5.3. Poles and panels are red for one course and blue for the other course. The panels must be placed at least one meter above the snow (bottom of the panels).
- 2.5.4. The two courses should be identical and parallel.
- 2.5.5. The distance between the two courses must be no less than six meters and no more than seven meters. To facilitate this a six and one half meter rope should be used. If possible, the distance between the starting gates should also be the same.
- 2.5.6. In the interests of safety beyond the finish line, the finish area must be separated by a supple barrier that would eliminate the possibility of one racer ending up in another racer's area.
- 2.5.7. Results are based on the combined times from the two courses.

## **2.6. Course Setup**

- 2.6.1. The course should be set based on the ability of the grouped race classes.
- 2.6.2. The course is to be set by a designee under the jurisdiction of the Director of Course Setting. When possible, a course setter should be selected who will not compete on the course.
- 2.6.3. The gate prior to the finish gate should direct competitors to the middle of the finish line and should be far enough away to avoid danger to the competitor and Timers.
- 2.6.4. The finish gate should have a good run-out on hard packed snow.
- 2.6.5. The finish should have extra poles for identification.
- 2.6.6. The hill should be closed at the top and bottom to avoid interference from other skiers and snowboarders.
- 2.6.7. The course should be set on hard packed snow.
- 2.6.8. When possible, the course should be ready for competitive inspection at least one half hour before the start of the race. A minimum inspection period of 20 minutes is required (see 5.2). If the course is not ready 20 minutes before the scheduled start, the starting time must be delayed (see 5.5.2).

## **2.7. Verification of Course**

The Chief of Course verifies that the desired type of course has been set. The Chief of Course will work with the designated course setter and ensure that the course setter makes any changes as deemed necessary. It is recommended that some members of the course setting crew run the course before declaring the course valid. (However, course setters who will later compete on the course should not forerun.)

## **2.8. Timing and Communication Equipment**

The Timing and Communications Equipment Crew is responsible for the setup, dismantling, and storage of the equipment each day.

- 2.8.1. All equipment should be operational at least thirty minutes before the race start time.
- 2.8.2. Start wands are to be set up at the top of each course and timing units at the bottom.
- 2.8.3. During the race, a member of the Timing and Communications Equipment crew should be available if needed to perform maintenance or re-setup of equipment.
- 2.8.4. At the completion of the races, the Timing and Communications Equipment crew is responsible to see that the equipment is dismantled, packed, and stored.

## **2.9. Course Removal**

- 2.9.1. The course is dismantled when the Chief of Course has declared that all racers have completed their prescribed number of runs, including reruns, and that the course is officially declared closed.
- 2.9.2. All poles are gathered at the end of a race day and an inventory is taken.

### **3. Racing Rules**

#### **3.1. Racer Responsibilities**

- 3.1.1. Racers must register for the season using the online registration system or the current application form and waiver. Access to the online registration system and the current application forms and waiver are distributed by email and are available on the MACC web site ([www.maccracing.org](http://www.maccracing.org)).
- 3.1.2. It is the racers' responsibility to keep themselves informed of all events that could affect them.
- 3.1.3. It is the racer's responsibility to classify himself or herself as accurately as possible.
- 3.1.4. It is the racer's responsibility to check on possible changes in race time or location.
- 3.1.5. It is the racer's responsibility to inspect the course before the race.
- 3.1.6. It is the racer's responsibility to be at the starting gate on time.
- 3.1.7. Each racer must wear his or her bib clearly visible so gate judges and other course officials can see the number easily.
- 3.1.8. In the event that a racer forgets or temporarily loses a bib, he or she must obtain a temporary replacement bib for a fee determined by the Director of Registration. Replacement bibs are always available in the registration area, and are usually available in the starting shack.
- 3.1.9. Each racer must complete one or more work assignment for each weekend in which the racer participates, except in cases where MACC races are operated by other organizations (see 6.2).

#### **3.3. Valid Run**

- 3.3.1. A valid finish occurs when a competitor crosses the finish line on:
  - 1. On both skis, or
  - 2. On one ski, or
  - 3. With both feet in case of a fall between the last gate and the finish line. In this case the time is taken when any part of the competitor's body stops the timekeeping system.
- 3.3.2. With electronic timing, the time is taken when a competitor crosses the finish line and triggers the beam between the photo cells. In case of a fall at the finish where the competitor does not come to a full stop, the time can be taken without both of the competitor's feet having crossed the finish line. For the registered time to become valid, the competitor must immediately completely cross the finish line with or without skis.
- 3.3.3. For a single-pole race, both feet and ski tips must pass around the poles on alternating sides, with the side for the first pole being determined by the course setter. The racer must finish the course properly timed.

#### **3.4. Starting**

- 3.4.1. Several racer classes (see 7.1) usually run through the same race course. All classes complete their first run before the second run is started. The order in which the classes proceed is the same for both runs, and is based on the following rules:

1. Pacemakers go first.
2. All women's classes go before any of the men's classes.
3. Within each gender, all of the classes are run in order of handicap range. The class with the lowest handicap range starts first.
4. Within each handicap range, all Supervet classes go first, followed by all Vet classes, followed by the open classes.

The Director of Registration (or designate) normally arranges the seed list for each class in the proper order on the clipboards before the clipboards are turned over to the Outside Starter. In the event of a discrepancy between the start sheets and the order above the official start sheet dictates the starting order.

- 3.4.2. The Open Elite class has the fastest racers covering men and women of all ages.
- 3.4.3. Within each class, the starting order for the first run will be by seed (see 5.6). Unseeded racers will race after seeded racers on both runs.
- 3.4.4. For the second run seeded racers start in reverse order, within each class, followed by the remaining unseeded racers in reverse order.
- 3.4.5. In the case of second runs in dual-format races, racers in the top 16 seed go in reverse order if an extra racer is needed to pair with the 15th seed. If an extra racer is not needed, then only the top 15 seeds go first. The same two racers (head to head competition) must run first and second runs opposite each other, when possible. No "rabbits" will be used during dual races. (A "rabbit" is a skier who is not competing, but runs against a racer who would otherwise run alone.)
- 3.4.6. Racers who arrive after their turn in the starting order, but while their class is still running, must run at the very end of the starting order for their class. Racers arriving after the start of another class are permitted to make their run, but must do so at the very end of the class currently running.
- 3.4.7. Any racer who does not get in the starting gate and prepare to start when directed by the Starter will (at the discretion of the starter) make his or her run following the completion of the starting order for the racer's class.
- 3.4.8. When starting, the competitor must have both ankles behind the starting line or gate and both poles in front of the line. The poles must remain planted during the initial thrust through the gate. The racer must move through the gate after the starter says "go when ready." Pushing off from the building or start posts is forbidden and is cause for disqualification; the racer must push using only the ski poles.
- 3.4.9. Racers who fail to complete a valid first run due to not starting (DNS), not finishing (DNF), or disqualification (DSQ), can make a second run if time permits. The Chief of Course has the authority to allow or not allow second runs for racers with DNS, DSQ, or DNF first runs.

### 3.5. Reruns

All reruns shall be allowed only by permission of race officials, as soon as feasible, and are provisional. Reruns will be permitted for the following reasons, but will be counted only if the official's evidence confirms the justice of the claim.

- 3.5.1. **Timer malfunctions**, either human or mechanical. If a Timer malfunction should occur at the same time as a racer is disqualified, the disqualification takes precedence and there is no rerun.
- 3.5.2. **Outside interference to a racer**. Reruns are granted for occurrences outside the racer's control that significantly influence the result. (For example, it is considered interference when a previous skier or course worker, non racer, wildlife etc. causes the racer to fall, slow down or

ski a longer course. Includes moving SL gates that could cause injury.) The racer must leave the course as soon as possible at the point of the infraction and may not pass through any more gates of the course. The racer will proceed directly to the finish and request a rerun. No rerun will be permitted if the racer remained on the course after the interference and/or crosses the finish line.

## **4. Disqualification**

### **4.1. Automatic Disqualification**

The following actions will result in automatic disqualification (designated DSQ in the results):

- 4.1.1. Not performing a proper start. Both ski poles must be planted in front of the starting gate and remain planted during the initial thrust through the gate.
- 4.1.2. Missing or straddling a gate. A gate is considered missed if both feet and ski tips do not pass on the correct side of the pole. Straddling a gate is the same as missing a gate. In both instances, the racer must go back and reenter the course at the missed gate.  

In the case of a missed gate with both inside and outside poles, the racer must climb to cross the imaginary line connecting the inside and outside pole with his or her boots before continuing with the course.

In the case of a missed gate with only turning poles (e.g., a single-pole slalom), the racer must climb up above the missed gate on one side and pass down on the opposite side, going around the gate.
- 4.1.3. Losing a ski during the race, except for the area between the last gate and the finish line.
- 4.1.4. Interfering with the next racer. This can happen when a racer falls or must climb back to a missed gate and interferes with the next racer (as indicated by the overtaking racer skiing off the course for a rerun).  

If the racer being overtaken does not interfere, then he or she may finish the race providing all required gates have been cleared.

In the rare case where a racer is simply slower than an overtaking racer, both racers may be given reruns.
- 4.1.5. Failure to have a racing bib (with the proper number) visible while racing.
- 4.1.6. Giving or receiving physical assistance during the race.
- 4.1.7. Skiing through two successive gates of any course without authorization during the race weekend.
- 4.1.8. Practicing turns parallel with those required by the gates on the course. No shadowing of the course is allowed.
- 4.1.9. Refusal to work on the race or not completing a work assignment.
- 4.1.10. Registering and entering a race in a classification lower than that for which the racer is classified.

### **4.2. Possible Disqualification**

The following actions are subject to disqualification and require a decision by the Board:

- 4.2.1. Unsportsmanlike conduct.
- 4.2.2. Failure to comply with any reasonable request of any race official.

### **4.3 Did Not Start**

A racer who misses the first run is given the result of Did Not Start (DNS) and is disqualified (see 3.4.6).

#### **4.4. Did Not Finish**

Going through the starting gate and not finishing the course shall be designated in the results as a DNF (Did Not Finish).

### **5. Race Procedure**

#### **5.1. Running the Race**

- 5.1.1. The Chief of Course has prime responsibility for the running of the race and makes all decisions on the hill for that race. The Chief of Course is also responsible for supervising course workers (see 6.3).
- 5.1.2. The Timer is responsible for indoor decisions that affect the race (starting racers, delays due to equipment, posting results, etc.; see 6.4).

#### **5.2. Course Inspection**

- 5.2.1. After the course is set and verified by the Course setters to be ready for inspection, the Chief of Course will provide an announcement to the race competitors that the course is “open for inspection”. It must be available for inspection for a minimum of 20 minutes before the race start. A sign will be used at the top of the race course to communicate if a course is open or closed for inspection.
- 5.2.2. Course setters may ski the course freely before inspection. However, once the inspection period starts, no one may ski the course.
- 5.2.3. During inspection, racers may not ski through any gates.
- 5.2.4. All course inspection must be conducted as “in and out” only. Racers may not slip the course in any fashion unless designated by the Course Setters. If there is loose snow on the course, instructions to side-slip the course to remove the loose snow will be communicated on a sign at the top of the race course and via announcement from the timing shack. In this instance only.

#### **5.3. Race Officials**

- 5.3.1. Starters, gate judges, and maintenance workers for the race should meet with the Chief of Course at least fifteen minutes before the race start time at the top of the race hill.
- 5.3.2. Race official’s bibs (or other identification provided by the MACC) should be worn and visible at all times.

#### **5.4. Pacesetters**

- 5.4.1. One or more pacesetters may run a course to improve the handicap calculations.
- 5.4.2. The Director of Course Officials or his/her designate may choose up to four official pacesetters for each course. The Director of Course Officials must designate pacesetters that have been identified as consistent racers. Pacesetter handicaps are assigned based upon previous race results. Pacesetting does not count as a work assignment for the weekend (see section 6).
- 5.4.3. Each pacesetter shall ski the course at least twice.
- 5.4.4. In the case of dual courses, the pacesetter(s) must run each course at least once.
- 5.4.5. If the pacesetter feels a run was poor, the pacesetter may take additional runs through the

course.

- 5.4.6. Pacesetters must have their current valid racing bib visible during their run(s).
- 5.4.7. If possible, pacesetters should make their first runs before the racers start. The pacesetters' second runs on the same course should be just before the racers start their second runs. In the case of dual courses, pacesetters should make their runs on both courses as soon as possible.

## **5.5. Starting**

- 5.5.1. The race start time shall begin on the quarter hour, and shall be posted in advance.
- 5.5.2. If the chief of course announces that the race is delayed, the start time must be moved back to the next quarter hour. Note that a 20-minute inspection period is required (see 5.2.1). Therefore, if the course is not ready for inspection 20 minutes before the scheduled start time, the race must be delayed to the next available quarter-hour time. For example, if the race is scheduled for 10:00 but the course is not open for inspection until 9:50, then the inspection would last at least until 10:10, and the next quarter-hour start time would be 10:15. (In this example, the inspection period would extend to the start time, 10:15.)  
  
Note that the official start time is not changed unless the Chief of Course declares a delay. Minor last-minute delays that are expected to last only a few minutes are NOT automatic grounds for changing the start time.
- 5.5.3. The outside starter will begin lining up the racers 5-10 minutes before the race start time.
- 5.5.4. The starting rules apply (see 3.4).
- 5.5.5. No racer will be asked to step back from the starting gate once having been instructed to enter it.

## **5.6. Seeding (Order of Racing Within a Class)**

- 5.6.1. The order in which the racers go within a class is determined by a seeding list based on the current World Cup standings (see Section 10).
- 5.6.2. For slalom and dual slalom races, the start order shall be based upon total accumulated slalom World Cup points.
- 5.6.3. For giant slalom and super-G races, the start order shall be based upon total accumulated giant slalom World Cup points.
- 5.6.4. Racers with the same number of points are sorted randomly (typically by computer-generated random numbers).
- 5.6.5. The seed orders for the first slalom and giant slalom races of the season are based on the world cup points from the previous season.
- 5.6.6. The Director of Computers and Results is responsible for printing at least two copies of the seed sheets prior to the race. In the event of a discrepancy, related to seeding within classes, the seed sheets will dictate the starting order.
- 5.6.7. Director of Registration should prepare two clipboards for each course. Timer 2 uses one set (see 6.5) and the outside starter uses the other (see 6.8). The sheets should be ordered in the same sequence that the classes will run (see 3.4.1).

## **5.7. Finish Area**

- 5.7.1. Timer 2, Timer 1, and the Announcer are located in the timing shack near the finish area.
- 5.7.2. Timer 1 communicates with the starter so that they know who is coming next on the course.
- 5.7.3. Unofficial race times are announced by the Announcer and may also be displayed outside the

timing shack.

### **5.8. Gate Judges**

Gate judges stand on the hill along the course and are responsible for judging the validity of each racer's run (see 6.9). In addition to judging the validity of each racer's run, the gate judge is responsible for requesting course maintenance when needed and assisting with maintenance tasks as requested.

### **5.9. Course Maintenance**

- 5.9.1. Course maintenance is a responsibility of the Director of Course Operations and the Chief of Course.
- 5.9.2. Gate judges are responsible for the gates in their control, and may request that the race be stopped until the gates are repaired.

### **5.10. Completion of Race**

- 5.10.1. Once the Starter and Timer determine that the last racer has run the course, the Starter will advise the Chief of Course, who will officially announce that the course is closed.
- 5.10.2. The Chief of Course, Timer 1, and Timer 2 review the gate judge cards and notes made by the Recorder, to determine the status of all disqualifications and reruns.
- 5.10.3. The Chief of Course checks that worker sign-up sheets and validated work cards are given to the Director of Race Workers.
- 5.10.4. The Course Setters dismantles the course immediately following the completion of the race, except in cases where the course will be left for training purposes. Training is allowed only under previous approval by the Board, and is to be announced to all racers.

### **5.11. Posting of Results**

- 5.11.1. The Director of Computers and Results is responsible for approving and possibly correcting the race results that are provided by the Timer.
- 5.11.2. As soon as practical, the Director of Computers and Results or his assistants will review, and, if necessary, correct the result sheets that have come off the hill. All racers who started the race must be listed on the results.
  - 1. Racers with two valid runs are listed in order of the combined times (fastest combined times are listed first)
  - 2. Racers completing only one run are listed next, in order of fastest time for the run and an indicator of the other run status (DSQ, DNF, or blank if the racer did not start the second run).
  - 3. Racers that did not have a first run are listed last with an indicator of the run status (DSQ, DNF, or blank if the racer did not start the first run).
- 5.11.3. Tabulated results showing times and handicaps will be posted as soon as possible. If there are problems with the handicap calculations, priority should be given to posting time results as soon as possible, with the understanding that full results will be posted as soon as they are available. All results posted physically or on the website are preliminary until approved by the Board.

### **5.12. Postponement and Canceling of Races**

- 5.12.1. The President has the responsibility for the decision of postponing races to a different day or canceling the race if postponement is not practical. When possible, the President should consult

with the Director of Course Setting and the Director of Course Operations. In the absence of the President, the Vice President is responsible for making this decision. In the absence of both the President and Vice President, a designate is responsible for making this decision.

- 5.12.2. The normal eligibility rules apply for total postponement of a complete day's races to another day.
- 5.12.3. A race can be modified from a two-run to a single-run race, at the discretion of the President, depending upon existing conditions. When possible, the President should consult with the Director of Course Setting and the Director of Course Operations. In the absence of the President, the Vice President is responsible for making this decision. In the absence of both the President and Vice President, a designate is responsible for making this decision.

## **6. Racer Work Assignments**

### **6.1. Work Categories**

The following work categories must be filled for each race:

- 6.1.1. Timing Equipment setup and takedown.
- 6.1.2. Course Setter and crew.
- 6.1.3. Chief of Course.
- 6.1.4. Timer 1.
- 6.1.5. Timer 2 (optional).
- 6.1.6. Announcer (optional).
- 6.1.7. Inside Starter.
- 6.1.8. Outside Starter (two people for dual races).
- 6.1.9. Gate judges.
- 6.1.10. Course Maintenance.
- 6.1.11. Timing Supervisor.

### **6.2. Racer Work Responsibilities**

- 6.2.1. All racers or approved alternates will perform the minimum of one work assignment per race weekend. (Approval of an alternate worker may be granted by the President.) A missed work assignment must be made up on the next race weekend, in addition to the normal work assignment. Failure to comply will result in disqualification from the race weekend.
- 6.2.2. When races cover three-day weekends, racers who participate on all three days must perform two work assignments that weekend.
- 6.2.3. Active designated Team Representatives will work each race weekend on an "as needed" basis, at the discretion of the Board.
- 6.2.4. Racers who do not have permanent work assignments must sign up for at least one assignment during registration and fill out one work card per assignment. The cards are turned in at the completion of the assignment, normally to the Chief of Course for the race that was worked.
- 6.2.5. Work assignments can be waived by the Board for races that are operated by another organization. These typically involve racer fees that are negotiated with the host ski area and are paid by participating racers.

- 6.2.6 Racers over the age of seventy-five (75) are exempt from work assignments, but are encouraged to [work](#). [Active racers in the 2019 season born prior to 1/1/1950 are also exempt from work assignments.](#)

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### 6.3. Chief of Course

The Chief of Course has the following responsibilities for a course.

- 6.3.1. Assure that all applicable MACC and FIS rules are followed.
- 6.3.2. Inspect the course for safety.
- 6.3.3. Delay the course if necessary to make changes in the course and still allow a minimum inspection time of 20 minutes (if a delay is announced due to a late course change, the start time must be set to the next quarter-hour, as specified in 5.5.2).
- 6.3.4. Supervise the on-hill workers assigned to that specific race.
- 6.3.5. Take worker bibs (gate judge, etc.) to the top of the course at least 15 minutes before the race starts.
- 6.3.6. Assign positions to gate judges, give them pencils and gate judge cards, and instruct them of their duties if necessary.
- 6.3.7. Determine whether course maintenance is necessary during the running of the race.
- 6.3.8. Collect worker bibs from all course workers at the end of the race. Alternatively, workers may leave the bibs in a designated location.
- 6.3.9. Collect gate judge cards from the gate judges at the end of the race, review them for consistency and completeness, and interview the gate judges for indicated racer disqualifications. Turn them over to Timer 1 and Timer 2 for use in verifying the race results.
- 6.3.10. Collect work cards from all other course workers at the end of the race, and turn them over to the Timer with the clipboard from the start area.
- 6.3.11. Attend the jury meeting (if there is one) at the end of the day.

### 6.4. Timer 1

Timer 1 is located in the timing shack and has the following responsibilities for a race.

- 6.4.1. Operate the computer and electronic timing equipment.
- 6.4.2. Communicate with the Starter to confirm the bib number of the next racer.
- 6.4.3. Tell the Starter when to send the next racer, and advise the Starter of delays due to equipment problems, course repair, etc.
- 6.4.4. Print preliminary results for the race and post them in the warming hut.
- 6.4.5. Report timing equipment malfunctions to the Director of Timing, and report computer malfunctions to the Director of Computers and Results. (Timer 1 is responsible for the operation of the timing units and computers, but not their repair.)

### 6.5. Timer 2

Timer 2 is located in the timing shack at the bottom of the course with the following duties.

- 6.5.1. Operate under the direction of the Timing Supervisor, using a copy of the seed sheets to mark the progress of the race.
- 6.5.2. View the bib number of each racer on the course, to confirm that the bib number entered by the Timer in the computer is correct.

- 6.5.3. Write notes about racer runs as provided by the starter, gate judges, and Chief of Course. Use the initials DNF (did not finish), DSQ (disqualified), DNS (did not start), RR (rerun), and the word “protest” (protest run). These notes must be written on the race seed sheets that are eventually turned over to the Director of Computers and Results.
- 6.5.4. Look out the window frequently at the gate judges to determine when race delays are needed due to course repair, fallen skiers, etc.

## **6.6. Announcer**

The Announcer is located in the timing shack at the bottom of the course with the following duties.

- 6.6.1. Use the microphone and public address (PA) system to provide information to racers, workers, and spectators.
- 6.6.2. Enter the timing shack 15 minutes before the scheduled start of the race and every few minutes announce the time remaining before the start, with a reminder for workers to get on the hill.
- 6.6.3. Operate under the direction of Timer 1.
- 6.6.4. Wait several seconds after each racer comes to a stop in the finish area and then read the time for that racer.
- 6.6.5. Announce the name of the racer on the hill, and the racer ready to go, to keep spectators and other racers informed and excited about the race.
- 6.6.6. Make announcements about delays as requested by the Timer or Chief of Course.
- 6.6.7. Mention and thank the sponsors before and after the race, and during long delays.
- 6.6.8. Optionally play music (portable CD or MP3 player) before and possibly during the race to provide a festive atmosphere.

## **6.7. Inside Starter**

The Inside Starter is located at the top of the race course, in the start shack if there is one, and has the following responsibilities for a race.

- 6.7.1. Communicate with Timer 1 to report the bib number of the racer in the starting gate.
- 6.7.2. Instruct each racer to go by commanding “Go When Ready.”
- 6.7.3. Provide a “Countdown To Go” for parallel dual races.

## **6.8. Outside Starter**

The Outside Starter is located at the top of the race course, outside the start shack, and has the following responsibilities for a race.

- 6.8.1. Obtain a clipboard with the seed sheets for the race (the clipboards are normally found in the start shack).
- 6.8.2. Line up the racers according to the running order on the race seed sheets.
- 6.8.3. Inspect bibs of racers to ensure the numbers are clearly visible, enforcing rules 3.1.7 and 3.1.8. The Outside Starter should not line up any racers unless their bibs comply with 3.1.7 and 3.1.8.
- 6.8.4. Instruct the next racer to move into the starting gate immediately after the previous racer starts.
- 6.8.5. Return the clipboard to the timing shack when the race is completed.

## **6.9. Gate Judges**

- 6.9.1. Gate judges stand on the hill and are responsible for judging the validity of each racer's run. The Chief of Course assigns them specific gates to cover and may ask them to move their position, if necessary.
- 6.9.2. The gate judge is responsible for bringing a gate judge card when they report for their assignment. Gate judge cards are located in the registration office, or in the gate judge bibs. When the gate judge determines a racer has disqualified, he or she must immediately write on the card the bib number of the racer and the reason for disqualification. (See Section 4 for possible reasons for disqualification.) A sketch should be drawn if there was incorrect passage. The Chief of Course collects the cards of all gate judges at the end of the race. Notes can also be made if a racer has a legal run that is unusual and might be controversial (fall, going through a gate in an unusual direction, etc.).
- 6.9.3. In the case of a dual race, the gate judge is responsible only for one of the two courses. The gate judge must stand outside both courses, nearest the one for which he or she is responsible.
- 6.9.4. If possible, gate judges shall inform the racer of any fault that could cause a disqualification. Gate judges must respond in one of two ways if asked any questions:
  - a) "Back" if the racer has missed a gate, or
  - b) "Go On" if the racer has passed through the gate properly.
- 6.9.5. If possible, gate judges shall call for a delay and reset any dislodged and leaning gate poles as close as possible to the original locations. If necessary, the gate judge should call for course maintenance support.
- 6.9.6. Gate judges should indicate that a delay is needed (course repair, fallen skier, etc.) by using the MACC established radio system. If radio communication fails, gate judges should raise their poles parallel overhead.
- 6.9.7. Gate judges must wear unique identifying bibs or other unique identification.
- 6.9.8. Gate judges will not touch a racer or the racer's equipment unless the racer has already been disqualified.
- 6.9.9. As on-hill officials, gate judges can reduce the possibility of interference by warning other skiers and workers on course that a racer is approaching by shouting "course!"

## **6.10. Course Maintenance**

Course Maintenance workers assist the Chief of Course during the running of the race. Their primary responsibility is to make sure that the course remains safe and fair for the racers to ski during the entirety of the race.

- 6.10.1. Remove loose snow from the course using various "slipping" techniques on skis or by using rakes or shovels.
- 6.10.2. Keep the course in skiable shape by resetting poles that become dislodged from the snow.
- 6.10.3. Coordinate all maintenance activities with the Chief of Course and Timing Shack using the two-way radios.
- 6.10.4. Direct gate judges to assist in performing maintenance tasks, if necessary.
- 6.10.5. Assist in daily course operations setup and tear down tasks as requested by Director of Course Operations.

## **6.11. Timing Supervisor**

- 6.11.1. Supervise the other workers in the timing shack.

- 6.11.2. Train and coach new and inexperienced timers.
- 6.11.3. Communicate with the Chief of Course on behalf of Timer 1 and Timer 2.
- 6.11.4. Troubleshoot any timing equipment and software issues that may arise during the race.
- 6.11.5. Help fix timing errors (e.g., missed DNFs, false starts, false finishes).
- 6.11.6. Provide feedback to Director of Timing at the end of the race.

## 7. Racer Classification

### 7.1. Class Definitions

- 7.1.1. Racers are classified by sex, ability, and (optionally) age. There are seven basic ability groups: Elite, Elite-1, Elite-2, A, B, C, and D, where each is defined by a range of handicaps (see Section 8 for handicap definitions). All ability groups are divided into separate classes for men and women. Large groups may be split by age (see 7.1.3).
- 7.1.2. Table 7.1.2 shows the current classes and associated handicap ranges at the time these rules were last updated. The handicap ranges for the classes overlap, to avoid racers “bouncing” between classes. For example, a racer in E2 Men must upgrade to E1 Men if his handicap drops below 25 (see 8.3). However, racers in E1 Men cannot downgrade unless their lowest handicap rises above 28 (see 8.4).

**Table 7.1.2. Handicap ranges for racer categories**

HC < 18	15 - 28	25 - 38	35 - 48	45 - 64	60 - 80	75 - 96	HC > 90
Elite Women		E1 Women	E2 Women	A Women	B Women	C Women	D Women
Elite Men	E1 M	E2 Men	A Men	B Men	C Men	D Men	

- 7.1.3. Table 7.1.3 shows the ages covered by the classes, based on the racer’s age December 31 just prior to the first race. Racers old enough to race in an existing Vet or Supervet class are encouraged to do so. However, they have the option of racing in a younger class instead.

**Table 7.1.3. Ages associated with racer categories**

Age	Classes
All ages	Men and women’s E, E1, E2, A, B, C, and D
40 and over	Men’s Vet classes
60 and over	Men’s Supervet classes
50 and over	Women’s Vet classes

- 7.1.4. Racers in ability classes that are also divided by age must declare their age classification before the first race of the season. After completing a race in the current season, a racer can change class only if subject to an upgrade or downgrade.
- 7.1.5. Up until the first MACC meeting following the first race weekend, the President and the Director of Registration can review the registration data and may make adjustments to the number of classes, the handicap ranges covered, and divisions by age and will present to the Board for review and approval.
- 7.1.6. The Board may approve official motions from the President and/or designate to adjust the classes up until the first MACC meeting following the first race weekend. If any adjustments are made in classes during the first race weekend (due to last-minute registration

information), all race competitors in the adjusted classification shall race on the same courses as originally scheduled, so that there will be no chance of a racer missing his/her race because of a schedule change. The classification adjustments made during the first race weekend and the results will be presented to the board for approval at the MACC meeting after the first race weekend, once approved the class adjustments will not be modified for the duration of the scheduled races.

## **7.2. Qualifying Event**

- 7.2.1. A qualifier event is held on the first race weekend of the Racing Program to place new racers in the proper class before they participate in the program.
- 7.2.2. A Qualifier Committee is created each year to run the event and make the final recommendations for classifications.
- 7.2.3. Each new racer will be asked to ski at least once, to the best of his or her ability, through the qualifier course under the observation of members of the Qualifier Committee. If the racer falls or is interfered with during the qualifying run, the racer may be asked to rerun the course. The Committee will decide the racer's classification after the run is complete (completion is to be determined by the Committee).
- 7.2.4. The qualifier course is typically one of the race courses used on the day of the qualifier.
- 7.2.5. When a team has a new racer, a Team Representative must be present at the qualifier, if asked by the chairman of the Qualifier committee.
- 7.2.6. A new racer may choose not to run the qualifying race. Instead, the racer can select a class in consultation with his or her Team Representative. However, a racer who does not participate in the Qualifier will not receive an award in a race during the racer's first weekend if the results of that race cause the racer to be upgraded.
- 7.2.7. Former racers who did not make any race starts the previous year are considered new racers.

## **8. Handicaps**

### **8.1. Definition**

Handicap is the percentage that the racer is slower than a reference skier on a reference slalom course (see the Appendix for mathematical details). For example, a handicap of 50 means that the racer took 50% longer than the reference to complete a challenging slalom course. Handicap is used to place racers in ability classes (see Table 7.1.2).

### **8.2. Calculations**

- 8.2.1. A handicap is normally calculated for every valid timed run made by any racer in the Racing Program. Runs designated DSQ, DNS, and DNF are not used for handicap calculations.
- 8.2.2. Averages are calculated for results using data from the current year and the previous two race years. Older results are not used.

### **8.3. Upgrading**

- 8.3.1. If a racer's average slalom or giant slalom handicap drops below the lower limit for the current class, the racer is automatically upgraded to the class associated with the new handicap. (Normally this is the next faster class. However, it is possible to upgrade by more than one class.) Table 7.1.2 shows the handicap ranges for all classes.

- 8.3.2. Formal upgrade announcements are made at the Board meeting following the race weekend. Racers are not required to upgrade during a race weekend.
- 8.3.3. Subject to approval by the Board, racers may be upgraded at their request. However, it is strongly recommended that racers remain within their handicap ability level.
- 8.3.4. Racers may be upgraded by the, regardless of their handicap statistics.

#### 8.4. Downgrading

- 8.4.1 Racers may request to be downgraded if both their slalom and giant slalom average handicaps are above the class limits shown in Table 7.1.2.
- 8.4.2 A racer may request to be downgraded if injured or physically impaired. Racers wishing to be downgraded for this reason should inform their Team Representative, who in turn submits the requests to the Board to approve or deny the requests.

### 9. Individual Race Awards

#### 9.1. Awards Presentation

- 9.1.1. The top three finishers in each class for individual races are recognized with awards.
- 9.1.2. The Director of Computers and Results or an assistant will prepare an awards presentation list based on the provisional results. If there are no protests, the list is provided to the Master of Ceremonies for presentation of awards.
- 9.1.3. If there are any protests, the awards presentation list is given to the Race Jury for approval, as described in Section 15. The jury may request modifications to the results. After approval by the jury, the presentation list is given to the Master of Ceremonies for presentation of awards.
- 9.1.4. The awards presentation takes place at a predetermined time after the results have been completed and any relevant protests have been resolved by the Director of Course Officials, or by a Race Jury (see Section 15).

#### 9.2. Number of Awards

- 9.2.1. Awards for individual races will be made to the top three racers who earn world cup points. (See Table 10.1.2.)
- 9.2.2. In the case of a tie, to the hundredth of a second, for a position for which an award is to be made, duplicate awards are given. Racers below the tie are given awards based on position as described in 10.1.3.

#### 9.3. Special Awards

- 9.3.1 The Brad Robertson Memorial Best New Racer Award is given to the new racer, of each gender, with the lowest combined average handicap for the season. A new racer is defined as a racer who has not joined MACC, or the former MDCC racing program, and raced in any prior season. A racer who has guest raced in prior seasons, but never joined is still eligible. In the event there are multiple candidates participation and their class standing may be taken into account.
- 9.3.2 The Most Improved Racer Award is given to the racer, of each gender, whose total combined average handicap has dropped the most when compared to the prior season as defined by the % improvement calculation. A racer must have started a minimum of 5 races during this season and a minimum of 5 races in the prior season in order to qualify for this award.

$$\% \text{ improvement} = (HC_{\text{new}} - HC_{\text{old}}) / (1 + HC_{\text{old}}/100)$$

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9.3.3 [The Bernie Bast Exemplary Service Award is given to a member whom the President and Vice President feel has made significant and lasting contributions to MACC. In the event the President and Vice President do not agree on the recipient the immediate past President may cast the deciding vote.](#)

## 10. World Cup

World Cup Trophies are awarded at the end of the racing season to the best racers in each class, as determined by their accumulation of World Cup points over the season.

### 10.1. World Cup Points

- 10.1.1. World Cup Awards will be given to the top three racers in each class. In cases of a tie, the winner of the tiebreaker will be decided based on the following:
1. The racers dropped races will be ranked from best place to worst place regardless of discipline.
    - i. The racer with the best dropped race wins the tiebreaker.
    - ii. If the racers are still tied, the racer with the better finish in their second best dropped race wins the tiebreaker.
    - iii. If the racers are still tied, the racer with the better finish in their third best dropped race wins the tiebreaker.
  2. If the racers are still tied, their slalom and giant slalom handicaps are summed and the higher award goes to the racer with lower handicap sum. The handicaps used for the tie breaking are the official averages that are posted for the end of the season on the web site.
- 10.1.2. World cup points are awarded to finishers based on their rank. Table 10.1.2 defines the number world cup points assigned for a finish position.

**Table 10.1.2. World cup points based on rank.**

Rank	Points	Rank	Points	Rank	Points
1	25	6	10	11	5
2	20	7	9	12	4
3	15	8	8	13	3
4	12	9	7	14	2
5	11	10	6	15	1

- 10.1.3. For purposes of handling ties, “rank” in the table is defined as one plus the number of racers finishing ahead. For example, if two racers tie for fifth place, the next racer is in seventh place.

### 10.2. Races Counted At End of Season

- 10.2.1. The world cup trophies are awarded based on the total world cup points, using the best results for each racer. The number of races used to compute world cup trophies depends on the number of races held during the season.
- 10.2.2. Racers who participate in more races than are counted must drop the results from some races. They are limited in the number of races that can be dropped from a single discipline as defined in Table 10.2.2. The two disciplines are: (1) slalom and (2) giant slalom.

**Table 10.2.2. Races Counted Towards World Cup.**

Total races held during season	9	10	11
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Total races that count	7	7	8
Total required drops	2	3	3
Mandatory slalom drops	1	1	1
Mandatory giant slalom drops	1	1	1

Note: Super G is a separate race discipline and does not count as the mandatory slalom or giant slalom drop. However, the Super G can be used to fulfil any remaining required drops after the required slalom and giant slalom races are dropped.

10.2.3. The Board may designate that certain races are excluded from seasonal world cup totals. For example, the last Sunday race of the season is typically excluded to enable final seasonal results to be determined prior to the awards banquet on Saturday night. This designation must be announced prior to the start of the season.

### 10.3. Upgraded Racers

- 10.3.1. When a racer is upgraded to a faster class, his or her world cup points are not transferred to the new class.
- 10.3.2. The upgraded racer remains eligible for world cup awards in the old class.

## 11. Team Awards

### 11.1. Daily Team Averages

11.1.1. Each daily team average is calculated from the team points earned by the highest scoring racers who participated for the team that day. Team points are the world cup points earned by a racer adjusted based on the number of racers racing in that class that day.

11.1.2.

The team points earned by a racer for a given race is equal to 8 less than the World Cup (WC) points they earned, plus one additional point for each competitor they faced in their class for that race, with the following restrictions:

11.1.2.1 Team points earned by a racer can never be greater than their WC points earned – if the team points calculation results in a number greater than a racer’s WC points, then the team points earned will equal the WC points.

11.1.2.2 Team points earned by a racer can never be less than zero – if the team points calculation results in a negative number, then the racer earns zero team points.

Team points earned = WC points – 8 + number of competitors faced  
(max =WC points, min = 0)

For example, a racer finishing 2nd in a class with 5 other racers that day (6 total in class) earns 17 team points:

20 WC points – 8 + 5 competitors faced = 17 team points

	Individual World Cup Points									
	25	20	15	12	11	10	9	8	7	6

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**Deleted:** The team points earned by racers in a class with less than 9 total competitors are equal to their world cup points reduced by 9 minus the number of racers that raced in their class that day.

Racer’s world cup points – (9 – number of racers in class) = team points

For example, a racer finishing 2<sup>nd</sup> in a class with 5 other racers (6 total) racing that day would earn 17 team points.

20 world cup points – (9 – 6) = 20 – 3 = 17 team points

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<b>Only You</b>	17	-	-	-	-	-	-	-	-	-
<b># of Competitors Faced</b>	<b>1</b>	18	13	-	-	-	-	-	-	-
	<b>2</b>	19	14	9	-	-	-	-	-	-
	<b>3</b>	20	15	10	7	-	-	-	-	-
	<b>4</b>	21	16	11	8	7	-	-	-	-
	<b>5</b>	22	17	12	9	8	7	-	-	-
	<b>6</b>	23	18	13	10	9	8	7	-	-
	<b>7</b>	24	19	14	11	10	9	8	7	-
	<b>8</b>	25	20	15	12	11	10	9	8	7
	<b>9+</b>	25	20	15	12	11	10	9	8	7
	<b>1st</b>	<b>2nd</b>	<b>3rd</b>	<b>4th</b>	<b>5th</b>	<b>6th</b>	<b>7th</b>	<b>8th</b>	<b>9th</b>	<b>10th</b>
	<b>Places</b>									

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11.1.3. A subset of the total racers racing for a team are used to calculate the daily team average.

11.1.3.1 The team point total is calculated from the top 2/5 team point earning racers for a team on a given day.

11.1.3.2 The actual number of racers that must be counted is given by Table 11.1.

11.1.3.3 The team point total is divided by the number of racers contributing team points.

**Table 11.1- Number of Racers Used for Daily Team Averages**

# Racers Present	# Racers Used	# Racers Present	# Racers Used	# Racers Present	# Racers Used
0 – 7	Minimum	16 - 17	7	26 – 27	11
8 – 10	4	18 – 20	8	28 – 30	12
11 – 12	5	21 – 22	9	31 – 32	13
13 – 15	6	23 – 25	10	33 – 35	14

11.1.4. A minimum of four racers must be used for all weekend (Saturday and Sunday) races at Boyne. If a team has less than four attending racers, then the team average is calculated by adding the team points earned by all attending racers and then dividing by four.

11.1.5. A minimum of three racers must be used for “away” races and Friday races at Boyne. If a team has less than three attending racers, then the team average is calculated by adding the team points earned by all attending racers and then dividing by three.

**11.2. Mark II Weekend**

11.2.1. The last race weekend of the season is called the Mark II weekend.

11.2.2. The weekend traditionally includes three days of racing: a slalom on Friday, a giant slalom on Saturday, and some alpine race event on Sunday selected by the Board.

11.2.3. The Board may designate the Sunday race as a special event that does not follow the format of the other races in the season. For example, an elimination-style dual slalom might be offered. The Board may also choose to exclude the Sunday race from the World Cup and team competitions. If the Sunday race is run as a special event, the Board should announce the type of race at the start of the season.

11.2.4. The Mark II weekend normally includes a banquet on Saturday night. If the Sunday race does not count for World Cup and team trophies, then those trophies are awarded at the banquet.

11.2.5. To be eligible to score individual or team points during the Mark II Race Weekend, a racer must be legally registered with the MACC by the end of the third race weekend, belong to a

team and have raced for that team in one or more prior race weekends. Anyone who wants to race after that date will have to register as a guest racer only.

### **11.3. Mark II Trophies**

- 11.3.1. A seasonal team slalom trophy is awarded to the team with the highest total of daily team averages for slalom and dual-slalom races in which world cup points are awarded.
- 11.3.2. A seasonal team giant slalom trophy is awarded to the team with the highest total of daily team averages for giant slalom, super-G, and dual giant-slalom races in which world cup points are awarded.
- 11.3.3. The overall Mark II team trophy is awarded to the team with the highest total of daily team averages for all races in which world cup points are awarded.
- 11.3.4. The team trophies are perpetual. After presentation to the winning teams, they are kept on display in a trophy case at Boyne Mountain. The President, or designate, engraves their names and year on the trophies.

## **12. Racer Eligibility**

### **12.1. Team Membership**

- 12.1.1. Racers who join the MACC must join one of its ski teams by the second race weekend in which they participate. (Racers new to the program can compete during their first weekend with no team affiliation, with the understanding that they will join a team before the next weekend.)
- 12.1.2. An individual belonging to more than one team is restricted to racing for only one team for that season.

### **12.2. Age Requirements**

- 12.2.1. A racer must be eighteen years or older in order to register as a member of the MACC.
- 12.2.2. Junior racers aged 14 - 17 can register to race in the MACC program. A parent or designated adult for each junior racer must be present on the race hill whenever a junior racer competes.

### **12.3. Racer Waiver and Release Form**

A racer must have signed a Waiver and Release Form and have a completed MACC racer application on file before competing in the Racing Program.

## **13. Registration**

### **13.1. Registration to Race for the Season**

- 13.1.1. All seasonal registrations must be filled out completely, signed, and be accompanied with full payment.
- 13.1.2. Bibs are not transferable, unless approved by the Board.
- 13.1.3. There will be no refunds, unless approved by the President and Treasurer.
- 13.1.4. The Director of Registration has the power to accept or deny registration forms based upon rules for registration.

### **13.2. Bibs**

- 13.2.1. A permanent racing bib will be issued to each racer in return for a completed application form, waiver, and payment.
- 13.2.2. Distribution of all bibs to the racers is the responsibility of the Director of Registration, and is usually done on the first race day. This includes recording the name and number of all bibs and providing the information to the Director of Computers and Results.
- 13.2.3. If a racer loses a bib, a new one must be purchased from the Director of Registration. The Director of Registration must inform the Director of Computers and Results about the change so the computer database can be updated.
- 13.2.4. Bib #1 will be assigned to the highest placing returning male and female racer, from the previous season, in the Men's Elite and Women's Elite class, respectively.

### **13.3. Weekend Work Assignments**

- 13.3.1. Racers who do not have permanent work assignments must register for at least one assignment for the weekend. Sign-up is usually possible from the web site until a few days before the weekend. Sign-up sheets are placed in the registration area for each race. It is the racer's responsibility to sign up to work a race that does not conflict with his or her races.
- 13.3.2. Weekend work registration is typically held between 8:00 and 9:00 a.m. on race days. It is recommended that registration be started as early as possible.
- 13.3.3. Each racer must fill out one work card per assignment. The cards are turned in at the completion of the assignment, normally to the Chief of Course (see 6.3).
- 13.3.4. No work registration will take place on the hill except with the permission of the Chief of Course when absolutely necessary.

### **13.4. Posting of Information**

The following pertinent information should be posted on the MACC website ([www.maccracing.org](http://www.maccracing.org)) or at the bottom of the race hill, when appropriate, to keep racers informed:

- 13.4.1. Location of registration for weekend work assignments.
- 13.4.2. Race times by class.
- 13.4.3. Racing hill by class.
- 13.4.4. Location of awards presentations.

### **13.5. Guest Racers**

- 13.5.1. Any skier who is eligible to join the MACC can try the program by registering as a guest.
- 13.5.2. The guest must register prior to the race by filling out an application form, signing the release, and paying a guest registration fee in the amount determined each year by The Board.
- 13.5.3. The guest is given a paper bib for the day that can be kept. The guest can choose the course to race, and must run after all the registered MACC racers with the same gender. (For example, a woman guest will go after the MACC women, but before any men.)
- 13.5.4. The posted results will show the bib number for the guest, an indicator that the racer is a guest, and if possible, the name of the guest.
- 13.5.5. Guest racers do not have to fulfill a work assignment.
- 13.5.6. If the guest decides to register for the rest of the season, the guest registration fee is deducted from the annual registration fee.
- 13.5.7. If a guest registers for the season, awards and points begin accumulating after the full

registration occurs. Normally, results obtained while racing as a guest will not be converted to points once the results have been posted on the MACC web site. In no case will hardware be awarded for past results obtained as a guest. However, if a guest racer registers for the season by Sunday of the weekend that the race occurred, and the handicaps show the guest participated in the appropriate class, then the results can be modified to convert the status of the new racer from guest to registered MACC racer, with points for this class adjusted accordingly.

## **14. Protest**

### **14.1. Who May Protest**

- 14.1.1. A protest may be made by any competitor against any other competitor or any other team.
- 14.1.2. A protest may be made against the decision of any official by a competitor.
- 14.1.3. A protest may be made by the Director of Course Officials.

### **14.2. Protest Requirements**

- 14.2.1. All equipment malfunctions and discrepancies under protest shall be reported to the Timer as soon as possible and be recorded immediately.
- 14.2.2. If a racer claims interference during a run and the Chief of Course disagrees with the claim, (see 3.4.3), a rerun is permitted, but a protest must be filed with the Director of Course Officials. If the matter is not resolved by the Director of Course Officials, a formal Race Jury will be assembled to:
  - 1. recognize the protest and accept only the rerun or,
  - 2. disallow the protest and accept the original run.
- 14.2.3. All competitor protests must be recorded in writing and be submitted to the racer's Team Representative before the jury meeting. Each protest should contain the following:
  - 1. the particular rule or rules alleged to have been broken or infringed;
  - 2. the whereabouts of the incident;
  - 3. a statement of the facts;
  - 4. names of the officials involved and any competent witnesses;
  - 5. unless irrelevant, a diagram of the incident;
  - 6. a \$10 filing fee (returned to the protester if the protest is upheld); and
  - 7. the signature of the person making the protest.
- 14.2.4. The protest shall be delivered by the protester's Team Representative to the Director of Course Officials.

### **14.3. Hearings**

- 14.3.1. If the Director of Course Officials decides that the protest conforms to all the requirements, he or she will call a hearing before the awarding of the day's prizes.
- 14.3.2. All parties involved will be informed as to the time and place set for the hearing.
- 14.3.3. The parties to the protest have a right to be present, but all others, except for one witness at a time, while testifying, may be excluded.
- 14.3.4. Failure on the part of any of the interested parties to make an effort to attend the hearing

may justify the Race Jury in dismissing the case, or deciding the protest as it sees fit.

[14.3.5. Photo and/or video evidence shall not be viewed by the jury or considered in any hearing.](#)

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## 15. Race Jury Meeting

### 15.1 Results

The results of a race shall not be declared official until all of the following conditions have been met.

1. All protests have been acted upon (with the Race Jury if necessary).
2. The Director of Computers and Results has approved the results and submitted them to the Webmaster.
3. The Board has met and approved the results after they were posted on the web site.

### 15.2 Race Jury

The race jury will consist of three to five members, chosen by the Director of Course Officials. Race jury members may include the President, Vice President, Director of Course Operations, Director of Computers and Results, Director of Course Setting, Director of Timing, or Chief of Course (assigned for the current weekend). The Director of Course Officials will preside and cast a deciding vote only in case of a tie.

### 15.3. Jury Meeting

- 15.3.1. If any racer protests are made for the day's results, a jury meeting will take place at a predetermined time, normally after provisional results have been calculated and posted. However, if there are an unusually large number of protests to be judged, the jury meeting may start before the results are completed.
- 15.3.2. The jury meeting is conducted by the Director of Course Officials. The order of business should be as follows:
  1. Protests are handled first.
  2. Results are amended to reflect protests.
  3. Amended results are approved.
  5. The awards presentation list is approved.
  6. Other business is conducted if necessary.
- 15.3.3. The Director of Course Officials will communicate DSQs and results of protests to the Director of Computers and Results.

## Appendix — Handicap Calculation

- A.1 Handicaps are used to classify racers into appropriate classes and to provide a measure to the racers that they can use to gage their improvement.
- A.2 Handicap (HC) is related to the racer's time (T) by the formula:

$$HC = 100 \cdot \frac{(T - ZPT)}{ZPT \cdot CF}$$

- A.3 ZPT is the time needed by a racer with a zero handicap to finish the course.
- A.4 CF is a coefficient that accounts for the relative difficulty of the course. CF values for slalom course are typically in the range of 0.9 to 1.1. CF factors for giant slalom courses are typically lower, in the range of 0.6 to 0.8.
- A.5 Each course has an associated ZPT and CF value. For dual races, each course (red and blue) has separate ZPT and CF values. When two runs are made on the same course, each run is handled separately and has separate ZPT and CF values. (This is done to account for changes in course conditions as the race proceeds.)
- A.6 A handicap committee is responsible for determining ZPT and CF values for each course/run, based on statistical analysis of the times and handicap histories of the participating racers and the pacesetters. This is normally done automatically by computer software.
- A.7 Average handicaps are calculated for each racer for slalom. The average is taken for the best 6 results of the most recent 9 slalom finishes. (A normal race has two finishes.) If the racer has less than 9 finishes in slalom, the average is taken for the best 2/3 of the slalom finishes.
- A.8 Average handicaps are calculated for each racer for giant slalom and super-G. The average is taken for the best 6 results of the most recent 8 giant slalom and super-G finishes. (A normal giant slalom race has two finishes; a Super-G has one.) If the racer has less than 8 finishes in giant slalom, the average is taken for the best 3/4 of the giant slalom finishes.
- A.9 The Board may designate that handicaps from specific races be excluded from racer averages. For example, the Board might decide that handicap results from a Super-G race should be excluded from the GS handicap averages. This designation must be announced prior to the start of the season.