

Metropolitan Detroit Ski Council

Michigan Alpine Competition Committee Rules
For Recreational Racing

1995 - 1996 Season

Table of Contents

1.	GENERAL INFORMATION	1
1.1.	Introduction.....	1
1.2.	Purpose of this Handbook.....	1
1.3.	MDSC Alpine Racing Program	1
1.4.	MACC Code of Ethics.....	2
2.	TYPES OF RACES	2
2.1.	Double Pole Gates	2
2.2.	Course Setup.....	4
2.3.	Types of Courses	4
2.4.	Double-Pole Slalom.....	5
2.5.	Double-Pole Giant Slalom.....	5
2.6.	Dual Slalom and Dual Giant Slalom Races	5
2.7.	Verification of Course	6
2.8.	Timing and Communication Equipment	6
2.9.	Setup	6
2.10.	Course Removal	7
3.	RACING RULES	7
3.1.	Racer Responsibilities	7
3.2.	Valid Run.....	7
3.3.	Starting.....	8
3.4.	Reruns	8
4.	DISQUALIFICATION	9
4.1.	Automatic Disqualification.....	9
4.2.	Possible Disqualification	10
4.3.	Did Not Finish	10
5.	RACE PROCEDURE.....	10
5.1.	Running the Race.....	10
5.2.	Race Officials	10
5.3.	Course Maintenance	10
5.4.	Forerunners	10
5.5.	Pacesetters	11
5.6.	Starting.....	11
5.7.	Seeding (Order of Racing Within a Class)	11
5.8.	Gatekeeping	12
5.9.	Finish Area	12
5.10.	Completion of Race	12
5.11.	Posting of Results	12
5.12.	Postponement of Races.....	13
6.	RACER WORK ASSIGNMENTS	13
6.1.	Racer Work Responsibilities	13
6.2.	Work Categories	14

6.3.	Alpine Official	14
6.4.	Chief of Course.....	14
6.5.	Timekeeper	15
6.6.	Recorder.....	15
6.7.	Starter.....	16
6.8.	Assistant Starter	16
6.9.	Gatekeepers.....	16
6.10.	Race Host Clubs / Worker Assignment	17
7.	RACER CLASSIFICATION.....	17
7.1.	Class Definitions.....	17
7.2.	Qualifying Race	18
8.	HANDICAPPING	19
8.1.	Handicaps and Strikes	19
8.2.	Upgrading	19
8.3.	Downgrading	20
9.	INDIVIDUAL RACE AWARDS.....	20
9.1.	Awards Presentation	20
9.2.	Number of Awards	20
10.	WORLD CUP.....	21
10.1.	World Cup Points	21
10.2.	Races Counted At End of Season	22
10.3.	Upgraded Racers.....	22
11.	MARK II RACE	22
11.1.	Mark II Trophies	22
11.2.	Mark II Team Points	23
12.	REGISTRATION	24
12.1.	Racer Registration (Season)	24
12.2.	Rules for Registration	24
12.3.	Posting of Information.....	24
12.4.	Time of Registration (Race Weekend Registration).....	25
12.5.	Race Sign-Up Sheets	25
12.6.	Bibs.....	25
12.7.	Work Assignments	25
13.	RACER ELIGIBILITY	25
13.1.	Club Membership	25
13.2.	Age Requirements	26
13.3.	Professional Racers.....	26
13.4.	Racer Waiver and Release Form	26
13.5.	USSA Membership.....	26
14.	PROTEST.....	26
14.1.	Who May Protest	26
14.2.	Protest Requirements.....	26
14.3.	Hearings.....	27
15.	RACE JURY MEETING.....	27

15.1	Results	27
15.2	Race Jury	27
15.3.	Jury Meeting	27
16.	BYLAWS	28
16.1.	MDSC Michigan Alpine Competition Committee	28
16.2.	Formation.....	28
16.3.	Voting Privileges	28
16.4.	Quorum	29
16.5.	Responsibilities.....	29
16.6.	Committee Meetings.....	29
16.7.	Procedure	29
16.8.	Notice of Meetings	30
16.9.	Attendance Register.....	30
16.10.	Roll Call.....	30
16.11.	Order of Business	30
16.12.	Race Schedule Set Up.....	30
16.13.	Minimum Class Size.....	31
17.	OFFICERS AND DIRECTORS OF THE MACC	31
17.1.	Chairperson.....	31
17.2.	Director of Correspondence.....	31
17.3.	Director of Public Relations	31
17.4.	Director of Course	32
17.5.	Director of Timing and Communication Equipment.....	32
17.6.	Director of Race Operation.....	32
17.7.	Director of Finances	32
17.8.	Director of Registration	33
17.9.	Director of Results and Classification	33
17.10.	Director of Rules and Policies (MACC Assistant Chairperson) ...	33
17.11.	Director of Computers	34
17.12.	Director of Officials.....	34
17.13.	Club Representatives	34
	APPENDIX A — FORMULAS FOR HANDICAP CALCULATION	34
A.1.	Zero Par Time	34
A.2.	Course Correction Factor “C”	35
A.3.	Handicaps	36
	APPENDIX B — WAIVER OF LIABILITY.....	36

1. GENERAL INFORMATION

1.1. Introduction

Metropolitan Detroit Ski Council (MDSC) recreational racing is a competitive program for the recreational skier who is a current member of a ski club which in turn is a member of the MDSC. Emphasis is on participation by many, at all levels of skiing ability, and on having fun in a quasi-serious encounter. Recreational racing (also known as club racing) has been introduced to the recreational skier as another facet of the exciting sport of skiing and to encourage inter group participation at all levels of skiing ability from novice through expert — even to the former serious racer now retired.

1.2. Purpose of this Handbook

The purpose of this handbook is to help the recreational racer understand the MDSC Alpine recreational racing program. The handbook includes the complete rules for MDSC racing. These rules are established by the Michigan Alpine Competition Committee (MACC), which is the governing body of the MDSC racing program. Additionally, information is provided to enable participants to understand the complexities of running a successful race program. A well-planned race is run smoothly and minimizes waiting on the hill, while letting the participating skiers enjoy the challenge of competitive skiing without excessive pressure. Participants also meet skiers from neighboring clubs and learn how to officiate at a race. Well-run races encourage individuals to continue to participate in recreational racing and invite additional skiers to join the activities.

It is the competitor's responsibility to be familiar with any amendments and/or additions to these rules and standards that a tour/race operator may establish.

1.3. MDSC Alpine Racing Program

The program consists of a number of race weekends that include qualifier time trials, regular race weekends, and the Mark II race weekend. Racers participating in the program are grouped into classes by ability, sex, and age. The qualifier event is used to place new racers into the proper ability classes. All other races are timed, with the racers competing within each class for the fastest times. After each race, awards are made to the top finishers in each class. Individual points are accumulated towards World Cup trophies presented at the end of the season. The three-day Mark II weekend concludes the season and features a competition between ski clubs. During the Mark II weekend, the club accumulating the most points each day receives a trophy.

Two other activities are associated with the program:

- 1. MACC Instructional Clinic**

Each year the MDSC Alpine Competition Program hosts a ski clinic the second weekend of December. The clinic provides both recreational and racing instruction and prepares the racer for the upcoming racing season.

- 2. USSA Ski Week**

Each year the MDSC fields a team to compete in the Inter-Council Race at USSA Ski Week. To be eligible to race for the MDSC at USSA Ski Week, a racer should be a current MDSC club member of good standing, and be a current member of USSA. The ski week includes individual and team racing.

Note: USSA handicaps do not always coincide with MACC handicaps and it is not uncommon for racers to compete in different classes at USSA events. In any case, the rules of the governing body have precedence.

1.4. MACC Code of Ethics

The purpose of the code of ethics is to define unacceptable behavior by anyone involved with the MACC—including the chairperson, directors, club representatives, officials, and racers—while on MACC business or at MACC events.

The following are examples of behavior that is not acceptable: continual violation of rules, persuading others to break rules, theft, obtaining perks from the MACC sponsors and/or ski areas, forging documents, betting, buying/selling votes, discussion with sponsors/ski areas without prior approval of the MACC Chairperson. This is not a complete list: any activity that jeopardizes the impartiality and fairness of officials is unacceptable.

Potential sanctions for violating the Code of Ethics include reprimand, loss of club voting privilege, club probation, fine, removal from official position, and disbarment from MACC. Any sanctions require a majority vote of the MACC members.

The disqualification conditions described in Section 4 are for infractions that occur during a race or in the race arena. These rules are enforced by the race officials and voted upon by the jury.

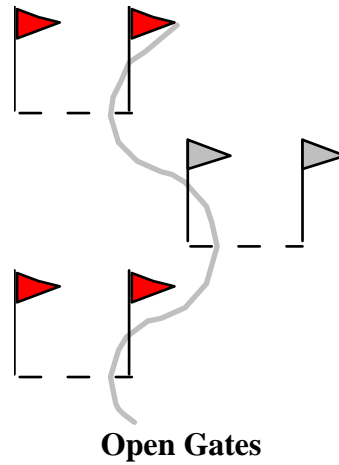
2. TYPES OF RACES

This section briefly describes some of the elements of races that are run by the MACC.

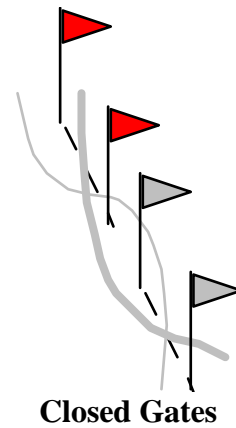
2.1. Double Pole Gates

2.1.1. With the exception of the qualifying race and dual races, all races are with double-pole gates. The feet and ski tips of the racer must cross an imaginary line between the poles.

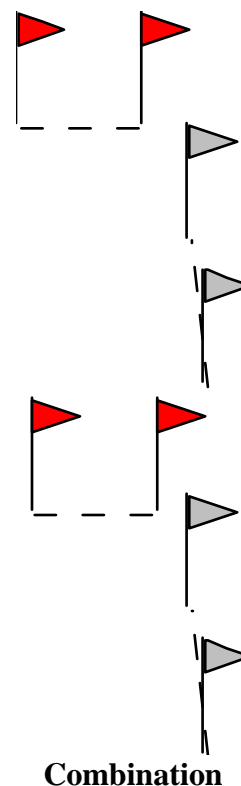
2.1.2. An Open Gate is a gate where the imaginary line between the poles is 90 degrees from the direction of travel.



2.1.3. A Closed Gate (vertical) is a gate where the imaginary line between the poles is parallel to the direction of the course. There are often more than one in a row. Closed gates can be taken in either direction.



- 2.1.4. A Combination is a sequence of different types of gates.



2.2. Course Setup

- 2.2.1. The course should be set on a hill appropriate to the ability of the class, as a challenge and test of a racer's skiing ability.
- 2.2.2. The course is to be set by a designee under the jurisdiction of the Director of Course.
- 2.2.3. The terrain of the hill is to be used with its transitions to ensure maximum length.
- 2.2.4. 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 timekeepers.
- 2.2.5. The finish gate should have a good run-out on hard packed snow.
- 2.2.6. The finish should have extra poles for identification.
- 2.2.7. The hill should be closed at the top and bottom to avoid interference from other skiers and snowboarders.
- 2.2.8. The course should be set on hard packed snow.
- 2.2.9. When possible, the course should be ready for competitive inspection at least one half hour before the start of the race.

2.3. Types of Courses

The following recommendations should be taken into consideration when setting courses. The most current FIS regulations are recommended.

2.4. Double-Pole Slalom

- 2.4.1. A double-pole slalom is a race in which racers must follow a course defined by pairs of flags of the same color (gates), set in an alternating sequence of blue and red.
- 2.4.2. The minimum allowable distance between two gates is 0.75 meters. Each gate has a minimum allowable width of four meters and a maximum allowable width of six meters. The maximum allowable distance between gates is 15 meters.
- 2.4.3. Except for Class D, double-pole slaloms should consist of approximately fifty gates and have a duration of approximately fifty seconds for Elite class racers. Class D courses will be approximately two thirds of the above.
- 2.4.4. The courses should not necessitate acrobatics incompatible with the normal technique of skiing.
- 2.4.5. The winner of a double-pole slalom race must be decided by the total times of two runs, when time and weather permits.
- 2.4.6. The race may be run through two different courses.
- 2.4.7. The first gate and the last gate, not including start and finish, will be open gates.

2.5. Double-Pole Giant Slalom

- 2.5.1. A double-pole giant slalom should present a variety of long, medium, and small turns. The racer should be free to choose his or her own line between the gates, which must not be set down the vertical line of the slope. The full width of a hill should be used whenever possible.
- 2.5.2. The gates must be at least four meters and at most eight meters wide. The distance between two successive gates must not be less than five meters. The gates must be set so that racers can distinguish them clearly and quickly at high speed.
- 2.5.3. Except for Class D, a giant slalom course should consist of approximately thirty gates and be of a duration of approximately forty seconds for Elite class racers.
- 2.5.4. The first gate and the last gate, not including start and finish, will be open gates.

2.6. Dual Slalom and Dual Giant Slalom Races

- 2.6.1. To provide that additional edge of competitiveness, a number of dual races are run. Dual races are two single pole courses set parallel to each other for the purpose of head to head racing. Racers will switch courses for the second run.
- 2.6.2. Each course is designated by a series of gates, poles, or curve markers; each curve marker is composed of two poles with a banner 30 cm. wide by 70 cm. height, stretched between them.
- 2.6.3. Poles and banners are red for the course on the left going down and blue for the other course. The banners must be placed at least one meter above the snow (bottom of the banner).

- 2.6.4. The same course setter establishes the courses and makes sure they are identical and parallel. The setter must ensure that the courses flow smoothly and that there is variety in the curves (very pronounced curves) and that the course causes rhythm changes. In no case should this event resemble a long straight run from top to bottom.
- 2.6.5. 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. Where possible, the distance between the starting gates should also be the same.
- 2.6.6. The first marker in each course must be placed no less than six meters from the start and no more than ten meters.
- 2.6.7. The finish area must be symmetrical with the finish line being parallel to the start line. Each finish line is to be marked by two poles which are connected by a banner which forms the finish gate, each of which must be at least seven meters wide.
- 2.6.8. In the interests of safety beyond the finish line, the finish area must be separated by a supple barrier which would eliminate the possibility of one racer ending up in another racer's area.
- 2.6.9. Results are determined by the fastest combined time.

2.7. Verification of Course

The Alpine Official (also called a technical delegate, TD), or a designated assistant, will verify that the desired type of course has been set. The Alpine Official will work with the designated course setter and will ensure that the course setter makes any changes as deemed necessary. It is recommended that the course setter run the course prior to declaration of the course being valid.

2.8. Timing and Communication Equipment

The Timing and Communications Equipment subcommittee/work detail will be responsible for the setup, dismantle and storage of the equipment each day.

2.9. Setup

- 2.9.1. All equipment should be operational at least thirty minutes prior to race start time. To facilitate this, it is recommended that a work detail be set up during the summer to pre-wire the hills and mount the necessary connectors.
- 2.9.2. Timing units will be set up at the finish area to operate either in a Single/Dual mode for double pole courses or in a Master/Master mode (side by side) for parallel.
- 2.9.3. Start wands are to be set up at the top of the hill in accordance with the type of race, i.e. Double Pole or Parallel.
- 2.9.4. During the race it may be necessary for a member of the Timing and Communications equipment subcommittee to perform maintenance or re-setup of equipment to continue the race. Therefore, one of the subcommittee/work detail should be available at all times

2.9.5. At the completion of the race/races, the Timing and Communications Equipment subcommittee work detail is responsible to see that the equipment is dismantled, packed, and stored. It is recommended that a storage locker be negotiated with the ski area to eliminate the need of extensive transportation of equipment.

2.10. Course Removal

2.10.1 The course is dismantled as soon as the Alpine Official has declared that all racers have completed their prescribed number of runs, including reruns, and that the course is officially declared closed.

2.10.2 All poles are gathered at the end of a race/race day and an inventory is taken.

3. RACING RULES

It is the competitor's responsibility to know and understand all rules. FIS rules will apply where no specific MACC Ski Race rule exists.

3.1. Racer Responsibilities

3.1.1. It is the racers' responsibility to keep themselves informed of any and all events that could affect them.

3.1.2. Racers will register during registration.

3.1.3. A permanent racing bib will be issued upon presentation of a completed Michigan Alpine Competition Committee Race Application and a USSA Waiver and Release form (see Appendix B). Should a racer fail to have his/her bib, he/she will be required to pay a non refundable fee of \$5.00 and will be issued a temporary bib.

3.1.4. Racers will assist with the running of races, before, during and/or after by packing, gatekeeping, timing, removing poles, transporting equipment or performing any duty assigned by the Chief of Race.

3.1.5. It is the racer's responsibility to classify himself/herself as accurately as possible.

3.1.6. It is the racer's responsibility to check on possible changes in race time or location.

3.1.7. It is the racer's responsibility to be at the starting gate on time.

3.2. Valid Run

3.2.1 For a double-pole race, both feet and ski tips must pass between the poles of each gate and the racer must finish the course properly timed. Both skis must be attached through the last gate, and the racer must cross the finish line with at least one ski attached.

3.2.2 For a single-pole race, both feet and ski tips must pass around the poles on alternating sides and the racer must finish the course properly timed. The first pole must be passed on its uphill side. Both skis must be attached when passing the last pole, and the racer must cross the finish line with at least one ski attached.

3.3. Starting

3.3.1 There are usually several racer classes that 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. All women's classes go before any of the men's classes.
2. Within the groups of men and women, all supervet classes go first, followed by all vet classes, followed by the open classes.
3. Within a group of classes of the same sex and age group, the classes are run in order of speed, with the fastest class going first.

The seed lists for each class are normally arranged in the proper order on the clipboards by the Director of Registration (or designate) before the clipboards are turned over to the Chief of Course.

3.3.2. Within each class, the starting order for the first run will be by seed. (See Section 5.7.)

3.3.3. For the second run, within each class, the top 15 seeds go first in reverse order, followed by the remaining unseeded racers in reverse. Racers with seed positions greater than 15 will not be included in the top seed for the second run, except in dual races, then the number is 16. In the case of dual races, 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.

3.3.4. If racers arrive after their turn in the starting order, they will run at the end of the starting order for their class. The only exceptions will be those serving as officials on a race which will allow them to race next. Racers arriving after the start of the second run are marked as DNS (Did Not Start) and are not allowed to run.

3.3.5. Any racer who does not get in the starting gate and prepare to start when directed to by the Starter will (at the discretion of the starter) make his/her run following the completion of the starting order.

3.3.6. 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." The official starter has the responsibility of declaring a valid start or recalling the racer for a false start. For dual races, the racer must leave on "Go" and before the other racer gets to the first gate.

3.4. 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.

3.4.1. False Start. It is the starter's obligation to call back the racer before he passes through the second gate after the starting gate. Only one false start is allowed per racer.

- 3.4.2. 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.
- 3.4.3. 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 another skier causes the racer to fall, slow down or ski a longer course.) 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.

4. DISQUALIFICATION

4.1. Automatic Disqualification

The following actions will result in automatic disqualification:

- 4.1.1. Missing the first run. A person is deemed to have missed a first run after the start of the first racer of the next class or after course maintenance has begun. Missing the first run will result in automatic disqualification.
- 4.1.2. 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.
- 4.1.3. Missing or straddling a gate. (Both feet and ski tips must be on the same 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.
- 4.1.4. Losing a ski during the race, with the exception of the area between the last gate and the finish line.
- 4.1.5. Interfering with the next racer or being overtaken by the next racer. This can happen when a racer falls and cannot get back into the course in time to avoid the next racer.
- 4.1.6. Skiing through two successive gates of any course during the race weekend.
- 4.1.7. Practicing turns parallel with those required by the gates on the course. No shadowing of the course is allowed.
- 4.1.8. Giving or receiving physical assistance during the race.
- 4.1.9. Refusal to work on the race or not completing a work assignment.
- 4.1.10. Failure to have racing bib visible while racing.
- 4.1.11. Registering and entering a race in a classification lower than that for which the racer is classified.
- 4.1.12. Free skiing on the race hill.
- 4.1.13. Failure to turn in work card.

4.2. Possible Disqualification

The following actions are subject to disqualification and require MACC decision:

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

4.3. Did Not Finish

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

5. RACE PROCEDURE

5.1. Running the Race

The Alpine Official has prime responsibility for the running of the race and makes all decisions on the hill for that race. The Chief of course is responsible for supervising other course workers.

5.2. Race Officials

Officials and workers for the running of the race should meet with the Chief of Course at least fifteen minutes before the race start time. It's recommended that this take place at the top of the race hill so that gate keepers can proceed to their designated positions prior to race start time. Refer to Job Descriptions of Officials and Workers for details. Race official's bibs must be worn and visible at all times.

5.3. Course Maintenance

- 5.3.1. Course maintenance is a responsibility of the Chief of Course.
- 5.3.2. When the course is being set, all competitors, at the discretion of course officials, may pack the course by sidestepping or sideslipping through the gates. Anyone refusing to help is subject to disqualification.
- 5.3.3. Gatekeepers are responsible for the gates in their control, and may request that the race be stopped until the gates are repaired.

5.4. Forerunners

- 5.4.1. The purpose of forerunners is to lay a track in the snow so that the racers following the first few do not have an unfair advantage by being able to follow a track.
- 5.4.2. Pacesetters that precede the first racer are considered forerunners and should be included in the forerunner count.
- 5.4.3. There should be a minimum of three forerunners prior to the first racer.
- 5.4.4. Forerunners must wear Forerunner bibs and be designated as a Forerunner by Director of Course.
- 5.4.5. Solid class skiers should be used for forerunners when an insufficient number of pacesetters is on hand.

- 5.4.6. No times will be recorded on forerunners that are not pacesetters and they should be instructed as such. They should ski the course in a smooth manner avoiding contact with the gates.

5.5. Pacesetters

- 5.5.1. One or more pacesetters may run a course to validate it for upgrading purposes.
- 5.5.2. The Director of Race may choose one official pacesetter for each course who is designated by the Director of Results and Classifications as a consistent B and above racer. A handicap will have been assigned based upon previous race results.
- 5.5.3. Each pacesetter shall ski the same course at least twice.
- 5.5.4. In the case of dual courses, the pacesetter(s) must run each course.
- 5.5.5. In the event that the Chief of Course feels that the pacesetter's run was poor, the pacesetter may take additional runs through the course.
- 5.5.6. Pacesetters must have their current valid racing bib visible during their run(s) or be subject to disqualification.
- 5.5.7. If possible, pacesetters should have completed their first run prior to the first racer making his first run. Pacesetters second runs should be slotted into the running order at the discretion of the starter.

5.6. Starting

- 5.6.1. The starter will begin lining up the racers 5-10 minutes before the race start time.
- 5.6.2. The starting rules apply. (See Section 3.3.)
- 5.6.3. No racer will be asked to step back from the starting gate once having been instructed to enter it.

5.7. Seeding (Order of Racing Within a Class)

The order in which the racers go within a class is determined by the seeding list. The seeding list will be drawn up from the current World Cup standings, for each discipline, with the seeding for the first race weekend coming from the previous season's World Cup standings. All racers with world cup points will be pre-assigned first-run starting positions in order of world cup standings. (See Section 10.) Ties will be broken by handicaps.

The seeding for starting racers will be as follows:

- 5.7.1. Slalom and Dual Slalom Races — the start order shall be based upon total accumulated slalom and dual slalom World Cup Points.
- 5.7.2. Giant Slalom and Dual Giant Slalom Races — the start order shall be based upon total accumulated giant slalom and dual giant slalom World Cup Points.

5.8. Gatekeeping

Gatekeepers maintain the race gates and relay information up and down the hill. They indicate to the finish area disqualification (DQ) by raising crossed ski poles above their heads. Delay of race is signaled by raising parallel poles overhead.

5.9. Finish Area

- 5.9.1. The Recorder and Timekeeper are located in the timing shack near the finish area. They run the timing equipment and record the official race results.
- 5.9.2. The Recorder and Timekeeper communicate with the starter so that they know who is coming next on the course.
- 5.9.3. Unofficial race times may be displayed outside the timing shack.

5.10. Completion of Race

- 5.10.1. The Chief of Course is responsible to see that the race is completed in a timely manner, when possible.
- 5.10.2. Once the last racer has run the course, the starter will advise the Alpine Official, who will officially announce that the course is closed.
- 5.10.3. The Chief of Course is responsible to see that the results, worker sign-up sheets, and validated work cards are returned to race headquarters for result calculations.
- 5.10.4. The Chief of Course will see to it that the course is dismantled immediately following the completion of the race.

5.11. Posting of Results

- 5.11.1. Tabulation and posting of race results is the responsibility of the Results and Classification subcommittee.
- 5.11.2. As soon as practical, the Director of Results and Classification or his assistant/subcommittee will review and, if necessary, correct the result sheets that have come off of 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 and DQ, DNF, and DNS.
 - 3. Racers that disqualified on their first run (DQ) are listed next.
 - 4. Racers that did not finish (DNF) are listed last.
- 5.11.3. Results will be posted as preliminary until approved by the race jury and will contain the following:
 - 1. tabulated results,
 - 2. zero Par Time calculations (see Appendix A),

3. handicap/strikes calculations (see Section 8), and
 4. upgrade information (see Section 8).
- 5.11.4 Once the race results have been checked, tabulated in order, handicaps calculated and upgraded information added, a copy should be posted that is clearly labeled provisional.
- 5.12. Postponement of Races**
- 5.12.1. When the MACC is not in session, the race chairperson has the responsibility for the decision of postponing a race(s).
- 5.12.2. If a single race is postponed from one day to the next in a race weekend, then only those people who registered to race are eligible to race at the postponed time.
- 5.12.3. For total postponement of a complete day's races to another day, the normal eligibility rules apply.
- 5.12.4. For postponement of one race or one day's races of the Mark II trophy races, those racers that were registered prior to the postponement will be eligible for the make up race.
- 5.12.5. At the discretion of the MACC Chairperson or designate, a race can be modified from a two run to a single run race, depending upon existing conditions.

6. RACER WORK ASSIGNMENTS

6.1. Racer Work Responsibilities

- 6.1.1 All racers or approved spouse alternates will perform the minimum of one work assignment per race weekend. (Alternate approval to be granted by the MACC Chairperson). Refusal to do so will result in the following penalties.
1. The racer is subject to DQ with reduction of world cup points as determined by the MACC committee. The work assignment must be made up on the next race weekend. Failure to comply may result in termination from the race program.
 2. In addition to the above penalty, racers missing assignments during the Mark II weekend may not register until the second round of following season.
 3. Racers whose work assignments have not been verified at the end of the season may not register until the second round of following season.
- 6.1.2 Active designated MACC Club Representatives will work each race weekend on an "as needed" basis, at the discretion of the MACC Directors.
- 6.1.3 During three-day race weekends, Friday racers must perform a work assignment on Friday.
- 6.1.4 Racers who do not have not 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. Work Categories

The following work categories must be filled for each race:

1. Alpine Official,
2. Chief of Course,
3. Gatekeeper (minimum of 5 people),
4. Starter/Communicator,
5. Assistant Starter (two people for dual races),
3. Timer/Communicator,
7. Recorder,
4. Pacesetter (minimum of 1 person),
9. Course Setting (minimum of 4 people), and
10. Timing Equipment Setup/Take Down (minimum of 4).

6.3. Alpine Official

The Alpine Official, also called a Technical Delegate (TD), is assigned one course and is responsible for:

1. holding a valid USSA A. O. license;
2. successfully completing the USSA Referee clinic;
3. ensuring that all MACC, USSA and FIS rules are followed;
4. inspecting the course for safety; and
5. attending the jury meetings.

6.4. Chief of Course

The Chief Of Course is assigned one course and is responsible for:

1. supervising the workers assigned to that specific race;
2. taking clipboards and floppy disks to the shacks at the top and bottom of the course at least 15 minutes before the race starts;
3. taking worker bibs (gatekeeper, etc.) to the top of the course at least 15 minutes before the race starts;
4. assigning positions to gatekeepers, and instructing them on their duties if necessary (gatekeepers near the bottom of the hill are instructed to signal all disqualifications to the workers in the timing shack);

5. turning in clipboards and floppy disks to the Director of Results and classification (or his designate) immediately after the race is finished;
6. collecting work cards from all other course workers at the end of the race, and turning them in with the clipboards and floppy disks;
7. collecting bibs from all course workers at the end of the race;
8. determining whether course maintenance (i.e. side slipping) is necessary during the running of the race;
9. supervising the removal of poles from the hill if the race is the last one of the day; and
10. being available to attend the jury meeting if so requested.

6.5. Timekeeper

6.5.1 The Timekeeper is located in the timing shack at the bottom of the race and is responsible for:

1. operating the computer and electronic timing equipment;
2. communicating with the Chief Starter to confirm the bib number of the next racer;
3. telling the Chief Starter when to send the next racer, and advising the starter of delays due to equipment problems, course repair, etc.;
4. giving the times to the recorder; and
5. indicating to the recorder when times have to be cleared or reset for the next racer.

6.5.2. The Timekeeper reports equipment malfunctions to the timing crew. The Timekeeper is responsible for the operation of the timing units, but not their repair.

6.6. Recorder

6.6.1 The Recorder is located in the timing shack at the bottom of the race and is responsible for the writing of racer times on paper. The duties are as follows:

1. The Recorder writes down all times as given by the timekeeper on the race sign-up sheet provided by the Chief of Course. Times must be recorded in seconds, to the nearest thousandth. (Times longer than 60 seconds must not be reported in minutes.)
2. The Recorder must look out the window at the gatekeepers to determine whether a racer's run was valid. (Gatekeepers indicate a disqualification with their ski poles.)
3. The Recorder writes additional information about a racer as provided by the starter, gatekeepers, and Chief of Course. Use the initials DNF (did not finish), DQ (disqualified), DNS (did not start), RR (rerun), and the word "protest"

(protest run). These notes must be written in two places: (a) on the race sign-up sheets (on the same line as the racer's time), and (b) on the paper tape (or other paper hard-copy) produced by the computer or electronic timing equipment.

6.6.2 The Timekeeper and Recorder operate as a team and must coordinate their activities.

6.7. Starter

The Starter is located at the top of the race course, in the start shack if there is one, and is responsible for:

1. starting the racers by commanding "Go When Ready,"
2. communicating with the Recorder to report the bib number of the racer in the starting gate, and
3. providing a "Countdown To Go" for the parallel dual races.

6.8. Assistant Starter

The Assistant Starter is located at the top of the race course, outside the start shack, and is responsible for:

1. lining up the racers according to the running order on the race sign up sheets provided by the chief of course, and
2. instructing the next racer to move into the starting gate immediately after the previous racer starts.

6.9. Gatekeepers

6.9.1 Gatekeepers stand on the hill and are responsible for judging the validity of each racer's run through the gates assigned to them by the Chief of Course. When a racer is disqualified (DQ'd), the gatekeepers must communicate that fact to the recorder in the timing shack.

1. The gatekeeper judges whether or not the racer has properly passed through each gate assigned to that gatekeeper. If the racer does not pass properly through a gate, the racer must be disqualified. (See Section 4.) The gatekeeper indicates a DQ by crossing his/her ski poles overhead. The signal is sent to the gatekeepers below, and, if within view of the timing shack window, to the workers in the timing shack.
2. Gatekeepers should look at the gatekeepers above them on their course, to see if the racer DQ'd earlier. If so, they should also indicate the DQ with their poles. Gatekeepers near the bottom of the course should situate themselves so they are visible to the workers in the timing shack.
3. When signaling a DQ to the gatekeepers below, it may be necessary to shout at the other gatekeepers if they do not "pick up" the DQ signal.
4. In the case of a dual races race, the gatekeeper is responsible only for one of the two courses. A DQ by the racer on the other course should not be signaled, as it

would be applied to the wrong racer. The Gatekeeper must stand outside both courses, nearest the one for which he/she is responsible.

- 6.9.2. Gatekeepers must inform the racer of any fault that could cause a disqualification. Gatekeepers must respond in one of two ways if asked any questions:
 - 1. “Back” if the racer has missed a gate, or
 - 2. “Go On” if the racer has passed through the gate properly.
- 6.9.3. Gatekeepers must reset any dislodged and leaning gate poles as close as possible to the original locations.
- 6.9.4. Gatekeepers must wear unique identifying bibs or other unique identification.
- 6.9.5. Gatekeepers will not touch a racer or the racer’s equipment unless the racer has already been disqualified.

6.10. Race Host Clubs / Worker Assignment

- 6.10.1 Clubs will be asked to manage individual races during each race weekend. The MACC Director of Race will assign the designated clubs prior to each race weekend. The designated club will make the following work assignments:
 - 1. Chief of Course,
 - 2. Recorder,
 - 3. Timer,
 - 4. Chief Starter, and
 - 5. Assistant Starter.

The names for the above must be provided to the MACC Director of Race prior to race day to enable the preparation of Racer Worker Assignment sign up sheets. The balance of workers will sign up during race registration.

- 6.10.2 Host clubs can be assessed a fine of \$25 and Mark II team points for races run in a poor fashion because of late start, missing pre-assigned persons, or other factors under control of the club. The penalty is ordered by the MACC at the recommendation of the MACC Chairperson.
- 6.10.3 The MACC will assign the Alpine Official. All clubs should supply at least one Alpine Official.

7. RACER CLASSIFICATION

7.1. Class Definitions

- 7.1.1 Racers are classified by sex, ability, and (optionally) age. There are five basic ability groups: Elite, A, B, C, and D, where each is defined by a range of handicaps. However,

large groups may be split into groups 1 and 2 (e.g., Elite 1, Elite 2). There are three age groups: open (19 and over), vet (35 and over), and super vet (48 and over).

7.1.2 The table below shows the current classes and the handicap ranges for male racers in the three age groups.

Handicap ranges for male racer categories

Ability Class	Open	Vet	Super Vet
Elite 1 & Elite	≤ 28	≤ 35	≤ 35
Elite 2	28 - 35		
A	35 - 45	35 - 45	35 - 45
B1 & B	45 - 60	45 - 55	45 - 60
B2		55 - 65	
C	60 - 75	65 - 75	60 - 75
D	> 75	> 75	> 75

7.1.3 The table below shows the current classes and the handicap ranges for female racers in the three age groups.

Handicap ranges for female racer categories

Ability Class	Open	Vet	Super Vet
Elite	≤ 45	≤ 45	≤ 45
A	45 - 60	45 - 60	45 - 60
B	60 - 75	60 - 75	60 - 75
C	75 - 90	75 - 90	75 - 90
D	> 90	> 90	> 90

7.1.4 After starting in one race, a racer cannot change a class during the rest of the season, except for upgrades. Vet and Super vets must declare their age classification before the first race.

7.1.5 Due to the requirement that there be a minimum of ten (10) racers in a vet or super vet class (see Section 16.13), some vet and super vet classes might not be formed. If there are not enough vet or super vet racers to form a class, the affected racers must participate in a younger group with the appropriate handicap range.

7.2. Qualifying Race

7.2.1. This race is held on and/or before the first race weekend of the MACC annual racing program. Its purpose is to place new or borderline racers in the proper class before they participate in the program.

7.2.2. The qualifier race will be a single pole slalom of Class B difficulty. When a club has a new racer, the race representative or chairperson must be present at the qualifier, if asked by the Director of Qualification Race.

- 7.2.3. A subcommittee of the Michigan Alpine Competition Committee makes the final recommendations for classifications.
- 7.2.4. The racer will be asked to ski once, to the best of his/her ability, the single pole slalom course while the subcommittee observes. If the racer falls or is interfered with during the qualifying run, the racer may be asked to rerun the course. Once the run is complete, (completion is to be determined by the subcommittee), the subcommittee will decide the racer's classification.
- 7.2.5. A new racer who is borderline may be offered a choice between two classes. A racer choosing to enter the slower class is given a "plus" (e.g., a racer who is borderline between B and C can enter Class C as a "C+") and will be allowed only two strikes when being considered for upgrading. However, if the racer starts eight runs without receiving any strikes, and finishes at least five runs, he/she will revert to the standard of four strikes.
- 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/her club Racing Representative. In this case, the racer will be allowed only two strikes before being considered for upgrading. (See Section 8.2.)
- 7.2.7. Former racers who have not participated within the last two years are subject to the rules of a new racer.

8. HANDICAPPING

8.1. Handicaps and Strikes

- 8.1.1. Average times will be calculated for classes. Handicaps will be established from class averages. Up grades and down grades will be based on class handicap. Racers with qualified handicaps will be designated to run courses to determine consistency in the classes.
- 8.1.2. If a racer's time places his/her handicap in a class above his/her current classification, the racer is awarded a strike.
- 8.1.3. Strikes will be awarded on single run times with one strike for one class above and two strikes for two classes above.

8.2. Upgrading

- 8.2.1. If, during the race season, an established racer receives four strikes, he or she becomes eligible for upgrading
- 8.2.3. Except for the Mark II races, all upgrading takes place prior to the next race. If a racer becomes eligible for upgrading during the Mark II races, he/she will be upgraded after the completion of these races, if eligible for Mark II points. Otherwise the racer shall be upgraded for the next race.

- 8.2.2. Subject to approval by the MACC, Racers may be upgraded at their own request. However, it is strongly recommended that racers remain within their handicap ability level.
- 8.2.4. New racers who have not run in the qualifier will be upgraded after two strikes. They are not eligible for award in any races in which they receive a double strike.
- 8.2.5. Established racers or new racers that are upgraded as the result of a double strike are eligible for award in the race in which the double strike was received.

8.3. Downgrading

- 8.3.1. Those racers who request downgrading must meet at least one of the following conditions:
 - a. The racer was injured or otherwise physically impaired.
 - b. The racer must have finished one classification below his/her current classification in the previous four MACC races.
 - c. Should a racer disqualify in the last four MACC races, past performances will be considered for downgrading purposes.
- 8.3.2. The request must be submitted by the racer’s race chairperson to the MACC.
- 8.3.3. The racer’s request for downgrade must be approved by the MACC.

9. INDIVIDUAL RACE AWARDS

9.1. Awards Presentation

- 9.1.1. Recognition for top performance in individual races will be made in the form of awards.
- 9.1.2. The Director of Results and Classifications or his/her assistant will prepare an awards presentation list based on the provisional results. This is presented to the jury for approval, as described in Section 15. Once approved, the list will be provided to the Master of Ceremonies (appointed by the MACC Chairperson) for presentation of awards.
- 9.1.3. Awards presentation will take place at a predetermined time after results have been completed and approved by the jury, as described in Section 15.

9.2. Number of Awards

- 9.2.1. Awards for individual races will be considered for the top positions in each class per the following schedule:
 - 1 - 3 racers.....1st only
 - 4 - 8 racers.....1st and 2nd
 - 9 and more.....1st, 2nd, and 3d

- 9.2.2 In the case of a dead heat for a position for which an award is to be made, duplicate awards are made. Racers below the tie are given awards based on position, where the position would equal the number of racers ahead plus one.
- 9.2.3 For a class of forty or more racers, additional awards may be given for the fourth and fifth place.

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 according to the following schedule:

- 1 - 3 racers.....1 award
- 4 - 8 racers.....2 awards
- 9 and more.....3 awards

In case of a tie(s), the award will be duplicated!

10.1.2. The number of entrants in any one event determines the minimum number of finishers who will automatically be awarded world cup points, as defined in the table below.

Minimum number of automatic world cup point getters.

No. of Entrants	Rank	Points	No. of Entrants	Rank	Points
1 - 2	1	15	17 - 18	9	7
3 - 4	2	14	19 - 20	10	6
5 - 6	3	13	21 - 22	11	5
7 - 8	4	12	23 - 24	12	4
9 - 10	5	11	25 - 26	13	3
11 - 12	6	10	27 - 28	14	2
13 - 14	7	9	> 28	15	1
15 - 16	8	8			

- 10.1.3 Points will be awarded to additional finishers (up to a maximum of 15) if their time is within 10% of the last automatic point getter and within 20% of the winner’s time.
- 10.1.4. In the case of a dead heat, all racers tied shall receive points for the position tied. Racers below the tie will receive points for the position in which they finished; that position would equal the number of racers ahead plus one.

10.2. Races Counted At End of Season

- 10.2.1 The world cup trophies will be awarded based on the total world cup points for dual and double-pole slalom and giant slalom, using the best results for each racer. The number of races used to compute world cup trophies depends on the number of races.
- 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 the table below. The two disciplines are: (1) slalom and dual slalom, and (2) giant slalom and dual giant slalom.

Races Counted Towards World Cup

Total races held during season	12	11	10	9
Total races that count	8	8	7	7
Total drops	4	3	3	2
Maximum slalom and dual slalom drops	2	2	2	2
Maximum giant slalom and dual giant slalom drops	2	2	2	2

10.3. Upgraded Racers

- 10.3.1 When a racer is upgraded to a faster class, his/her world cup points are not transferred to the new class.
- 10.3.2 If the upgraded racer participated in the old class for less than three consecutive years (counting the current year), world cup points accumulated by the racer in the old class are removed, and the racer cannot receive a world cup trophy in the old class.
- 10.3.3 An upgraded racer qualifies for end-of-season world cup awards in the old class, based on points accumulated up to the time of the upgrade, under two conditions:
1. the racer must have competed in the old class for at least three consecutive years (counting the current year) for 16 or more racer starts, and
 2. the racer must formally request (through his/her club race representative) to keep world cup points accumulated in the old class.

Unless the upgraded racer makes a formal request, he/she is not considered for awards in the old class.

11. MARK II RACE

11.1. Mark II Trophies

- 11.1.1. The last race weekend includes the Mark II Trophy Inter-Club Challenge. Team points are added together to find the top club.
- 11.1.2. The Mark II trophy, a perpetual trophy, is presented to the club in the council which accumulates the greatest number of weighted Mark II points during the Mark II race weekend.

11.1.3. The Mark II race weekend is comprised of three days, with one day each for slalom, giant slalom, and a dual race. A team trophy will be awarded for each day.

11.2. Mark II Team Points

11.2.1. All eligible racer starts count for team points. To be eligible to compete on a team for the Mark II trophy, a racer must have raced in a minimum number of races that season prior to the Mark II weekend.

1. If it is the first season for the racer, a minimum of four (4) races is required.
2. For returning racers, a minimum of three (3) races is required.
3. Racers not eligible for Mark II points can still participate in the Mark II races, competing for the regular single-race awards and the World Cup awards.

11.2.2. Unweighted points are awarded to each racer based on (1) the finish of the racer in his/her class, and (2) the number racers in the class, according to the table below.

Unweighted Mark II teams point awards

Place	Number of Racers in Class				
	>9	9	8	7	< 7
1	15	14	13	12	11
2	13	12	11	10	9
3	11	10	9	8	7
4	9	8	7	6	5
5	7	6	5	4	3
6	5	4	3	2	1
7	4	3	2	1	
8	3	2	1		
9	2	1			
10	1				

11.2.3. The sum of all racer’s points on Friday, Saturday and Sunday will be used to calculate the overall weighted Mark II team points. The total number of unweighted points will be divided by either the total number of racers that day, or the divisor listed below (whichever is greater).

- Friday: A minimum of 12 as a divider
- Saturday and Sunday: A minimum of 15 as a divider

Awards are decided on the basis of the overall weighted Mark II team points.

12. REGISTRATION

12.1. Racer Registration (Season)

All skiers must be pre-registered each season. There will be no registration on the hill.

Registration will be accomplished in three phases, with a deadline for each phase. Deadlines will be decided at the last regular meeting prior to the start of summer sessions, as directed by the MACC Chairperson.

- 12.1.1 Phase I. All racers who participated in a minimum of three races from last season will have the opportunity to register first.
- 12.1.2 Phase II. The total number of spaces remaining will be divided evenly among each club.
- 12.1.3 Phase III. The total number of spaces remaining will be divided again evenly among each club.

12.2. Rules for Registration

- 12.2.1. All forms must be filled out completely and must be accompanied with full payment.
- 12.2.2. Bibs are not transferable, unless approved by MACC.
- 12.2.3. There will be no refunds, unless approved by MACC.
- 12.2.4. Racer participation is normally set at a maximum of 475 bibs.
- 12.2.5. A club can hold no more than 20% of total racer limit ($20\% \times 475 = 95$ racers).
- 12.2.6. A lottery will be used, when needed, to reach the maximum limit of 475 with equal amounts from each club.
- 12.2.7. All registration forms and payments must be turned in on the deadline by each team's race chairperson.
- 12.2.8. The Registration Director has the power to accept or deny registration forms based upon rules for registration.

12.3. Posting of Information

The following pertinent information should be posted to keep racers informed:

- 1. location of registration,
- 2. race times by class,
- 3. racing hill by class,
- 4. location of awards presentations, and
- 5. race host clubs.

12.4. Time of Registration (Race Weekend Registration)

Registration should begin no later than one and one half hours before the first race start time and be closed for an event no later than thirty minutes prior to start time.

Registration is typically held between 8:00 and 9:30 am on race days. A late registration fee of \$5.00 will be assessed for racers registering outside of these hours.

12.4.1. It is recommended that registration be started as early as possible.

12.4.2. It is recommended that there be an afternoon (12:00-12:30) registration on the first day of a race weekend.

12.4.3. No registration will take place on the hill except with the permission of the Director of Registration (possibly granted due to unforeseen circumstances).

12.5. Race Sign-Up Sheets

Race sign-up sheets will be used to register racers for each race. These sheets are passed to the Director of Race or his designated assistant upon close of registration for a particular event.

12.5.1. Race sign-up sheets should be prepared prior to registration by the registration subcommittee using the seeding lists as provided by the Director of Results and Classification.

12.5.2. The racers in each class, men or women, are seeded according to the total number of World Cup Points accumulated in the previous races of the season. Racers not seeded sign up on a first come, first served basis.

12.6. Bibs

Distribution of all bibs will be the responsibility of the Director of Registration. This includes recording the name and number of all bibs in order. The Director of Registration will distribute bibs to each club race chairperson before the first race of the season.

12.7. Work Assignments

12.7.1 Racers who do not have not permanent work assignments must sign up for at least one assignment during registration. 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/her own races.

12.7.2 The 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.

13. RACER ELIGIBILITY

13.1. Club Membership

13.1.1. Anyone entering a recreational race must be a member in good standing of one of the ski clubs in the MDSC.

- 13.1.2. A racer's club must be a member of the MDSC in good standing.
- 13.1.3. An individual belonging to more than one club is restricted to racing for only one club for that season.
- 13.1.4. A racer may be requested to provide proof of club membership.

13.2. Age Requirements

A racer must be nineteen years or older, as of December 31st of the current season (preceding the first race), or a high-school graduate, to be eligible for competition.

13.3. Professional Racers

Professional racers are ineligible for competition in the MDSC/MACC Recreational Racing Program. A professional racer is one who currently holds or who has held within the last three years a PRO, A, or B card of any organization.

13.4. Racer Waiver and Release Form

A racer must have signed a Waiver and Release Form (see Appendix B) and have a completed MACC racer application on file prior to competing in an MACC race event.

13.5. USSA Membership

United States Skiers Association (USSA) membership is encouraged. Anyone entering a championship race on a divisional or national level must be a current member of USSA.

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 club.
- 14.1.2. A protest may be made against the decision of any official by a competitor.

14.2. Protest Requirements

- 14.2.1. All malfunctions and discrepancies under protest shall be reported to the Timekeeper 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 Section 3.5.3), a rerun is permitted, but a protest must be filed and the Race Committee will:
 - 1. recognize the protest and accept only the rerun or,
 - 2. disallow the protest and accept the original run.
- 14.2.3. All protests must be recorded in writing and be submitted to the racers' club representative prior to 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 \$10.00 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 Racing Chairperson or acting representative to the Racing Committee.
- 14.2.5 Racers taking protest runs shall be assessed \$10.00 payable during the jury meeting. Failure to pay the fee may result in further disqualification.

14.3. Hearings

- 14.3.1. If the Racing Committee decides that the protest conforms to all the requirements, they will call a hearing before the awarding of the day's prizes.
- 14.3.2. All clubs 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 committee in dismissing the case, or deciding the protest as it sees fit.

15. RACE JURY MEETING

15.1 Results

The race results of a recreational race shall not be declared official until such time as all of the following conditions have been met:

1. All protests have been acted upon.
2. The Race jury has met and approved the results as compiled and presented.

15.2 Race Jury

The race jury will consist of the Alpine Officials responsible for the day's races (normally, there are six). The Chairperson of the MACC will preside and cast a deciding vote only in case of a tie.

15.3. Jury Meeting

- 15.3.1. The 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 prior to results being completed.

15.3.2. The order of business for the jury meeting should be as follows:

1. Protests are handled first.
2. Results are amended to reflect protests.
3. Amended results are approved.
4. Handicaps and upgrades are approved.
5. The awards presentation list is approved.
6. Other business is conducted if necessary.

15.3.4 The Director of Officials will communicate DQs and results of protests to the Director of Results.

16. BYLAWS

16.1. MDSC Michigan Alpine Competition Committee

The governing body which regulates the conduct of a Council Racing Program is the Michigan Alpine Competition Committee (MACC).

16.2. Formation

16.2.1. The MACC consists of one or more representatives from each club participating in the MDSC Competition Program.

16.2.2. One of the club representatives should be the Recreational Race Chairperson (or alternate) for the particular club.

16.3. Voting Privileges

16.3.1. For club representatives to be eligible to vote, the club must have participated in the MDSC Michigan Alpine Competition Program within the last twelve months.

16.3.2. In all committee decisions, club representatives (or alternates) shall be entitled to one vote each, with a maximum number of votes for each club being decided by the total number of racer starts that club had participating in the previous race year.

360 or more starts = 3 representatives (3 votes)

135 - 359 starts = 2 representatives (2 votes)

50 - 134 starts = 1 representative (1 vote)

(1 race = 1 start)

16.3.3. A simple majority vote of those voting shall rule except for rule amendments. A 2/3 majority of those voting is required for rule amendments.

- 16.3.4. The Race Chairperson, who may be referred to as the Michigan Alpine Competition Committee Chairperson, shall **not** vote except to break ties.

16.4. Quorum

A majority of the eligible votes less those clubs that are not members in good standing shall be necessary to constitute a quorum for the transaction of business.

16.5. Responsibilities

The MACC shall perform the following tasks and hold meetings as necessary to complete them:

- 16.5.1. Establish race schedules, dates, number of races, locations, and host clubs for each race.
- 16.5.2. Establish race procedures, designate race rules, and establish point systems for scoring.
- 16.5.3. Standardize registration and seeding (Mark II).
- 16.5.4. Report on the recreational racing activities to the President of the MDSC.
- 16.5.5. Make arrangements with the area operator for course location and whatever facilities are required to run a successful race.
- 16.5.6. Acquire timing equipment, racing bibs, and any other equipment required.
- 16.5.7. Support the host clubs conducting the races.
- 16.5.8. Mediate and judge disputes and protests.
- 16.5.9. Officiate and finalize all race results at the completion of the day's events.
- 16.5.10. Ensure the publicity function is fulfilled.
- 16.5.11. Assist in awards selection.
- 16.5.12. Collect entry fees from club competition chairpersons.

16.6. Committee Meetings

- 16.6.1. Regular meetings of the committee shall be held when designated by the MACC Chairperson. During the race season, meetings will be held on the Monday preceding each race weekend.
- 16.6.2. An executive committee consisting of committee officers and directors will be formed to expedite MACC business. This committee will meet as deemed necessary by the chairperson of the MACC. All actions taken are subject to MACC approval.

16.7. Procedure

Meetings will be conducted in accordance with parliamentary procedure as defined by "Robert's Rules of Order." Clarification and interpretation of Robert's Rules of Order will be made by the MACC rules person, as designated by the MACC Chairperson.

16.8. Notice of Meetings

The MACC members will be given written notice, ten days in advance when possible, of any meeting at which the following is scheduled for consideration:

1. the Alpine Competition schedule, or
2. a vote on changes or amendments to the rules.

16.9. Attendance Register

A record of attendance will be taken at each meeting by a method to be determined by the presiding officer. The method may vary between meetings. The attendance records will be sufficient to establish what clubs are present and that a quorum is established.

16.10. Roll Call

Prior to the start of regular business, the director of correspondence may hold a roll call of eligible clubs to determine what clubs designated or alternate representatives are present and whether a quorum exists.

16.11. Order of Business

The orders of business at each meeting of the MACC will be as follows:

1. roll call,
2. reading of the minutes of the last preceding meeting (this may be waived by the presiding officer in the absence of any objections),
3. Directors report,
4. transaction of any other business brought before the committee, and
5. adjournment

In the absence of any objections, the presiding officer may vary the order of business.

16.12. Race Schedule Set Up

The MACC race schedule for the next season should be completed and agreed upon by the MACC club delegates as soon as possible after the Mark II Race weekend.

The MACC Chairperson will establish the race schedule. Some recommended criteria of items that the selected ski areas should provide are:

1. a suitable area for registration and awards,
2. contributions to the MACC,
3. a suitable race hill and facilities, and
4. acceptability with the MACC Committee.

16.13. Minimum Class Size

Each class requires a minimum of 10 participants. Classes are established after the pre-season qualifier and are run the entire season regardless of attendance. (A minimum of one class each of men's and women's Elite, A, B, C and D will be run.)

17. OFFICERS AND DIRECTORS OF THE MACC

17.1. Chairperson

- 17.1.1. Arranges, conducts, and officiates the MACC meetings.
- 17.1.2. Carries the authority of the MACC when that body is not in session.
- 17.1.3. Appoints Master of Ceremonies for awards presentation.
- 17.1.4. Prepares race schedule for MACC approval prior to MDSC spring roundup. If the spring roundup does not take place, the schedule should be prepared before the end of April each year.
- 17.1.5. Appoints as soon as possible, within the start of the current racing season, directors as required by the organizational structure of the committee or sees to it that the scheduled duties of said directors are completed or provided for.
- 17.1.6. Publishes an annual report that is available to all club Race Representatives after the Mark II races and before the election of a new chairperson.
- 17.1.7. The MACC Chairperson is to be elected yearly by a majority vote of the MACC. Nominations will occur prior to the election and the election is to be held at the first MACC meeting after the Mark II race weekend and after the club votes have been reassigned. The nominee must have a minimum of two years experience with the MACC as a race representative or a director.

17.2. Director of Correspondence

- 17.2.1. Maintains minutes of each meeting and arranges for their distribution in a timely manner.
- 17.2.2. Maintains a current mailing list of committee members and club representatives.
- 17.2.3. Prepares whatever correspondence may be necessary to conduct business.

17.3. Director of Public Relations

- 17.3.1. Solicits and maintains contact and rapport with sponsors of the MDSC/MACC racing organization.
- 17.3.2. Provides information and results to the sponsors to insure their continued support.
- 17.3.3. Assists the Chairperson in the communication with ski area operators & USSA.
- 17.3.4. Provides promotional press release information and arranges to have results sent to the major press/news media for their publication.

- 17.3.5. Responsible for fund raising projects. These projects may necessitate the setting up of a working subcommittee(s) specific to that particular fund raising event.
- 17.3.6. Will receive an agreed budget from the Director of Finance for the necessary promotional support of the MDSC/MACC racing program.
- 17.3.7. Is responsible for purchasing awards.

17.4. Director of Course

- 17.4.1. Is permanent chairperson of the course setup subcommittee and sees to it that all the responsibilities are fulfilled.
- 17.4.2. Arranges for course setters and sees to it that they are instructed as to type of courses required. Course setters are subject to approval by the MACC.
- 17.4.3. Works with the area designated representative for hill close off, boundary markers, start and finish banners, etc.
- 17.4.4. Receives a budget from the Director of Finance upon completion of a forecast of expenditures.
- 17.4.5. Arranges for forerunners for each course.

17.5. Director of Timing and Communication Equipment

- 17.5.1. Is permanent chairperson of the Timing and Communication Equipment subcommittee and is responsible to see that all the subcommittee tasks are performed.
- 17.5.2. Directs equipment setup and removal of timing equipment .
- 17.5.3. Prepares a forecast of expected expenditures and receives a budget from the Director of Finance.

17.6. Director of Race Operation

- 17.6.1. Chairs the Race Operation subcommittee.
- 17.6.2. Coordinates assignments of races to member clubs.
- 17.6.3. Follows up with clubs for Chief of Course for each assigned race.
- 17.6.4. Provides for sufficient pacesetting from official list provided to him by the Director of Results for race and gives this information to the Chief of Course.
- 17.6.5. Coordinates the work assignment cards.

17.7. Director of Finances

- 17.7.1. Maintains checking account.
- 17.7.2. Works with the chairperson to prepare a forecast budget for the racing season.
- 17.7.3. At season end, prepares a balance sheet for the previous year's expenditures. A copy of this is to be forwarded to the MDSC President.

- 17.7.4. Collects moneys for the MACC.
- 17.7.5. Presents monthly financial statements at the first committee meeting following the first day of each month.

17.8. Director of Registration

- 17.8.1. Chairs the Registration subcommittee.
- 17.8.2. Directs racer registration and assigns bibs.
- 17.8.3. Obtains seeding lists from the Director of Results and Classifications.
- 17.8.4. Provides completed seed list and work assignment sheets to Chief of Course.
- 17.8.5. Prepares a forecast of expected expenditures and receives a budget from the Director of Finance.

17.9. Director of Results and Classification

- 17.9.1. Chairs the Results and Classifications subcommittee.
- 17.9.2. Arranges for copying of results for distribution to participating clubs.
- 17.9.3. Works with the Special Director of Qualification Race for new racer classification.
- 17.9.4. Posts results for awards.
- 17.9.5. Tracks upgrades and downgrades.
- 17.9.6. Provides seed list to Director of Registration.
- 17.9.7. Compiles work assignments list for Director of Race.
- 17.9.8. Prepares a forecast of expected expenditures and receives a budget from the Director of Finance.

17.10. Director of Rules and Policies (MACC Assistant Chairperson)

- 17.10.1. Maintains status of rules and their interpretation.
- 17.10.2. Assists the chairperson in the officiating/judicial proceedings of the racing committee jury on results.
- 17.10.3. Works with the other directors to maintain compatibility of form requirements.
- 17.10.4. Performs the function of a parliamentarian during jury meetings and committee meetings.
- 17.10.5. Forms a committee of 4-6 members (racers or race representatives) biannually, for the purpose of maintaining and updating the MACC rules. This committee would also review rules and advise the Alpine Competition committee on rules that are conflicting or vague.
- 17.10.6. Publish a Racer Responsibility Handbook (condensed rules that will adequately inform racers of their responsibilities). Cost for this handbook will be added to the racer fees.

17.11. Director of Computers

- 17.11.1. Maintains computers (hardware and software) and programs involved in timing, results, and registration.
- 17.11.2. Prepares a forecast of expected expenditures and receives a budget from the Director of Finance.

17.12. Director of Officials

- 17.12.1. Assigns Technical Directors (TDs) to races.
- 17.12.2. Organizes training sessions for TDs and ensure that all TDs have proper credentials.
- 17.12.3. Organizes, attends, and records transactions at all jury meetings.
- 17.12.4. Communicates results of protests to Director of Results.
- 17.12.5. Reports all accidents to the MACC Chairperson and USSA, in writing, using the USSA Accident Form.

17.13. Club Representatives

- 17.13.1. Attend MACC meetings.
- 17.13.2. Represent the interest of the racers from their club.
- 17.13.3. Assemble required forms and fees for race registration.
- 17.13.4. Verify all forms are authentic and complete.
- 17.13.5. Are granted one (1) exemption per vote from work assignment, to be used only by valid club representatives.
- 17.13.6. Represent racers at the jury meetings.
- 17.13.7. Ensure club races are properly staffed.
- 17.13.8. Educate club racers regarding MACC rules and procedures.
- 17.13.9. Are present for all races that their club runs to ensure the race starts on time and the race is run efficiently.

APPENDIX A — FORMULAS FOR HANDICAP CALCULATION

A.1. Zero Par Time

- A.1.1 Zero par time is the actual time used to calculate the handicaps of all skiers in a course.
- A.1.2 ZPT Formula:

$$ZPT = \frac{T_p}{1 + (0.01 \infty H_p \infty C)}$$

ZPT = Zero Par Time
Tp = Pacesetter's time

Hp = Pacesetter's handicap
 C = Course correction factor

- A.1.3 In races where two runs are on the same course, the ZPT is arrived at by taking the fastest pacesetter's ZPT and multiplying by two. In races where two runs are on different courses, the ZPT is arrived at by adding together the fastest pacesetter's ZPT's on each course. In races where only a single run is made, the course ZPT is the fastest pacesetter's ZPT.
- A.1.4 Preliminary ZPT is calculated by using the preliminary C Factor (see Section A.2.2) and is used to establish the official C Factor.
- A.1.5 Official ZPT is calculated by using the official C Factor (see Section A.2.3) and is used to establish racer handicaps.

A.2. Course Correction Factor "C"

- A.2.1 A course factor "C" is used in the calculation of ZPT and handicaps to help compensate for the type of race, length of race, and difficulty of the hill. Two C factors are used to establish the official ZPT.
- A.2.2 Preliminary C Factor is used to find Preliminary ZPT (see Section A.1.5).

Preliminary C Factor

Course Type	Preliminary Factor
Double Pole Slalom	1.00
Single Pole Slalom	.95
Double Pole Modified Slalom	.90
Single Pole Modified Slalom	.85
Double Pole Giant Slalom	.80
Single Pole Giant Slalom	.75

- A.2.3 Official C Factor is used for calculation of Official ZPT (see Section A.1.6) and racer handicaps (see Section A.3.2). (In the table below, "ZPT" is the preliminary Zero Par Time)

Official C Factor (Co)

Course Type	45 < ZPT	40 ≤ ZPT < 45	35 ≤ ZPT < 40	30 ≤ ZPT < 35	25 ≤ ZPT < 30	ZPT < 25
Double pole slalom	1.00	.97	.94	.91	.88	.85
Single pole slalom	.95	.92	.89	.86	.83	.80
Double pole modified slalom	.90	.87	.86	.81	.78	.75
Single pole modified slalom	.85	.82	.79	.76	.73	.70
Double pole GS	.80	.77	.74	.71	.68	.65
Single pole GS	.75	.72	.69	.66	.63	.60

A.2.4 .05 can be added to the C Factor (not to exceed 1.00) both for Preliminary and Official when a hill is considerably more difficult than the average race hill, i.e. icy, with moguls, or exceptionally steep.

A.3. Handicaps

A.3.1 Handicaps are used to classify racers into appropriate classes.

A.3.2 Formula:

$$Hr = \frac{100 \times (Tr - ZPTo)}{ZPTo \times Co}$$

Hr = Racer's handicap

Tr = Racer's time

ZPTo = Official Zero Par Time

Co = Official Course correction factor

A.3.3 Official Pacesetter's Handicaps are established by calculating the average of the pacesetters last 10 valid run handicaps. Any DQ or obvious bad runs are to be dropped. Valid runs are considered to include Handicaps received at National Ski Week using the above formula (A.3.2).

APPENDIX B — WAIVER OF LIABILITY

DETROIT METROPOLITAN SKI COUNCIL WAIVER OF LIABILITY

AGREEMENT & RELEASE OF LIABILITY _____
Initial

I, _____ **HEREBY ACKNOWLEDGE** that ski racing is a dangerous sport which can lead to serious injury, or even death. I understand and voluntarily agree to personally assume any and all of the liability and risks of Alpine Racing.

Further, I agree on behalf of myself, my heirs, survivors, guardians, legal representatives or assigns to **HOLD HARMLESS AND RELEASE** the **Detroit Metropolitan Ski Council - Michigan Alpine Competition Committee (MDSC-MACC)**, its officers, organizers, agents, club representatives, employees from any responsibility for any and all personal injuries or death which I may suffer during and as a result of my participation in the 1995-1996 MDSC-MACC Racing Series.

Further, I agree to visually inspect the race course prior to the race in which I will be racing.

By my signature I indicate that I have read and fully understood this **WAIVER OF LIABILITY** and agree to its terms of my own free will.

Racer Signature

Date

Club Affiliation

EMERGENCY NOTIFICATION:

NAME

(_____)_____
Phone

Relationship