

# MACC Racing Rules

October 11, 2003



# Table of Contents

1.	GENERAL INFORMATION .....	4
1.1.	Introduction.....	4
1.2.	About this Document.....	4
1.3.	The Racing Program.....	4
1.4.	MACC Code of Ethics.....	5
2.	TYPES OF RACES .....	5
2.1.	Double Pole Gates .....	5
2.2.	Course Setup.....	6
2.3.	Types of Courses .....	6
2.4.	Double-Pole Slalom.....	6
2.5.	Double-Pole Giant Slalom.....	6
2.6.	Dual Slalom and Dual Giant Slalom Races .....	7
2.7.	Verification of Course .....	7
2.8.	Timing and Communication Equipment .....	7
2.9.	Setup .....	8
2.10.	Course Removal .....	8
3.	RACING RULES .....	8
3.1.	Racer Responsibilities .....	8
3.2.	Valid Run.....	9
3.3.	Starting.....	9
3.4.	Reruns .....	10
4.	DISQUALIFICATION .....	10
4.1.	Automatic Disqualification.....	10
4.2.	Possible Disqualification .....	11
4.3.	Did Not Finish .....	11
5.	RACE PROCEDURE.....	11
5.1.	Running the Race.....	11
5.2.	Race Officials .....	11
5.3.	Course Inspection .....	12
5.4.	Pacesetters .....	12
5.5.	Starting.....	12
5.6.	Seeding (Order of Racing Within a Class) .....	13
5.7.	Gate Judges.....	13
5.8.	Finish Area .....	13
5.9.	Course Maintenance .....	13
5.10.	Completion of Race .....	14
5.11.	Posting of Results .....	14
5.12.	Postponement of Races to Another Day.....	14
6.	RACER WORK ASSIGNMENTS.....	15
6.1.	Racer Work Responsibilities .....	15
6.2.	Work Categories .....	15
6.3.	Chief of Course.....	15
6.4.	Timer .....	16
6.5.	Recorder.....	16
6.6.	Announcer .....	17

6.7.	Starter.....	17
6.8.	Assistant Starter .....	17
6.9.	Gate Judges.....	17
6.10.	Race Host Teams .....	18
7.	RACER CLASSIFICATION.....	18
7.1.	Class Definitions.....	18
7.2.	Qualifying Event.....	20
8.	HANDICAPPING .....	20
8.1.	Handicaps .....	20
8.2.	Upgrading .....	21
8.3.	Downgrading .....	21
9.	INDIVIDUAL RACE AWARDS.....	21
9.1.	Awards Presentation .....	21
9.2.	Number of Awards .....	22
10.	WORLD CUP.....	22
10.1.	World Cup Points .....	22
10.2.	Races Counted At End of Season .....	22
10.3.	Upgraded Racers.....	23
11.	TEAM AWARDS.....	23
11.1.	Daily Team Averages .....	23
11.2.	Mark II Weekend .....	24
11.3.	Mark II Trophies .....	24
12.	REGISTRATION .....	24
12.1.	Racer Registration (Season) .....	24
12.2.	Rules for Registration .....	24
12.3.	Posting of Information.....	25
12.4.	Time of Registration (Race Weekend Registration).....	25
12.5.	Race Seed Sheets .....	25
12.6.	Bibs.....	25
12.7.	Work Assignments .....	26
13.	RACER ELIGIBILITY .....	26
13.1.	Team Membership.....	26
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.....	27
14.3.	Hearings.....	27
15.	RACE JURY MEETING.....	27
15.1	Results .....	27
15.2	Race Jury .....	28
15.3.	Jury Meeting.....	28
	APPENDIX — HANDICAP CALCULATION .....	28

# **1. GENERAL INFORMATION**

## **1.1. Introduction**

- 1.1.1 The Michigan Alpine Competition Council (MACC) recreational racing program provides opportunities for adults to participate in FIS-style slalom and giant slalom races on some of the Michigan region's best terrain.
- 1.1.2 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.
- 1.1.3 MACC is a volunteer non-profit organization composed of recreational ski teams. News and updates about the program are typically communicated to the racers through their ski team representatives.
- 1.1.4 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.

## **1.2. About this Document**

- 1.2.1 This document provides the complete set of rules for MACC racing.
- 1.2.2 It is the competitor's responsibility to be familiar with these rules, and with any amendments and/or additions that the MACC might establish.
- 1.2.3 Formal information about the MACC organization (officers, duties, voting criteria, etc.) is provided in the Constitution and By-Laws.
- 1.2.4 In this document, the MACC Alpine Racing Program is also called "the Racing Program." The governing board of directors, made of officers, directors, and team representatives is called "the Board."

## **1.3. The Racing Program**

- 1.3.1 The program consists of a number of race weekends, each with two or three race days.
- 1.3.2 Racers participating in the program are grouped into classes by ability, sex, 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 finishers in each class.
- 1.3.3 A qualifier event is held on the first race day to help place new racers into the proper ability classes.
- 1.3.4 Individual points are accumulated over the season towards World Cup trophies presented at the end of the season.
- 1.3.5 Team averages are calculated for each race, and accumulated over the season towards team trophies.
- 1.3.6 A three-day weekend concludes the season and features an awards banquet.

## 1.4. MACC Code of Ethics

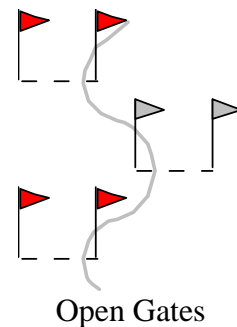
- 1.4.1 The purpose of the code of ethics is to define unacceptable behavior by anyone involved with the MACC— including the president, directors, team representatives, officials, and racers—while on MACC business or at MACC events.
- 1.4.2 The following are examples of unacceptable behavior: continual violation of rules, persuading others to break rules, theft, obtaining perks from the MACC sponsors and/or ski areas, forging documents, betting, buying or selling votes, discussion with sponsors or ski areas without prior approval of the MACC President. This is not a complete list; any activity that jeopardizes the impartiality and fairness of officials is unacceptable.
- 1.4.3 Potential sanctions for violating the Code of Ethics include reprimand, loss of team voting privilege, team probation, fine, removal from official position, and disbarment from MACC. Any sanctions require a majority vote of the Board.
- 1.4.4 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

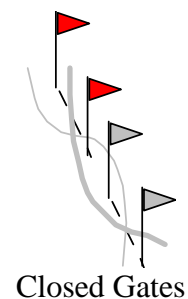
This section briefly describes some of the elements of races that are run by the MACC.

### 2.1. Double Pole Gates

- 2.1.1. Most MACC race courses are defined with double-pole gates. The feet and ski tips of the racer must cross an imaginary line between the bases of the poles (where they enter the snow).
- 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 can be more than one in a row. Closed gates can be taken in either direction.



## **2.2. Course Setup**

- 2.2.1. The course should be set on a hill appropriate to the ability of the class.
- 2.2.2. The course is to be set by a designee under the jurisdiction of the Director of Course Setting.
- 2.2.3. 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.
- 2.2.4. The finish gate should have a good run-out on hard packed snow.
- 2.2.5. The finish should have extra poles for identification.
- 2.2.6. The hill should be closed at the top and bottom to avoid interference from other skiers and snowboarders.
- 2.2.7. The course should be set on hard packed snow.
- 2.2.8. 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 5.3.1). If the course is not ready 20 minutes before the scheduled start, the starting time must be delayed (see 5.5.2).

## **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 poles (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 can be shorter to keep the times from being excessive.
- 2.4.4. The winner of a double-pole slalom race is decided by the total times of two runs, when time and weather permit.
- 2.4.5. The race may be run either through two different courses or through two runs on the same course.
- 2.4.6. 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.

- 2.5.2. A giant slalom 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.
- 2.5.3. 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.
- 2.5.4. The first gate and the last gate, not including start and finish, will be open gates.
- 2.5.5. The winner of a double-pole giant slalom race is determined by the total times of two runs, when time and weather permit.
- 2.5.6. The race may be run either through two different courses or through two runs on the same course.

## **2.6. Dual Slalom and Dual Giant Slalom Races**

- 2.6.1. 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.
- 2.6.2. Each course is designated by a series of curve markers. Each curve marker is composed of two poles with a panel stretched between them.
- 2.6.3. 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).
- 2.6.4. The two courses should be identical and parallel.
- 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. If 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. 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.
- 2.6.8. Results are based on the combined times from the two courses.

## **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 the course setter run the course before declaring the course to be valid.

## **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.

## **2.9. Setup**

- 2.9.1. All equipment should be operational at least thirty minutes before the race start time.
- 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 dual courses.
- 2.9.3. Start wands are to be set up at the top of the hill according to the type of race (double pole or dual).
- 2.9.4. During the race, a member of the Timing and Communications crew should be available if needed to perform maintenance or re-setup of equipment.
- 2.9.5. At the completion of the races, the Timing and Communications Equipment crew is responsible to see that the equipment is dismantled, packed, and stored.

## **2.10. Course Removal**

- 2.10.1. 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.
- 2.10.2. All poles are gathered at the end of a 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, with the exception that FIS limits on ski length and side cut are not enforced in MACC races.

## **3.1. Racer Responsibilities**

- 3.1.1. It is the racers' responsibility to keep themselves informed of all events that could affect them.
- 3.1.2. Racers must register for the season using the current application form and waiver. The forms are to be distributed by the ski team representatives, and should also be available on the MACC web site.
- 3.1.3. A permanent racing bib will be issued upon presentation of a completed application form and waiver. Should a racer fail to have his or her bib, he or 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 Director of Course Officials.
- 3.1.5. It is the racer's responsibility to classify him or 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.
- 3.1.8. It is the racer's responsibility to inspect the course before the race.

- 3.1.9. Each racer must complete one work assignment for each weekend in which the racer participates (see section 6).

### **3.2. Valid Run**

- 3.2.1. For a double-pole race, both feet and ski tips must pass between the bases of the poles of each gate. 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, with the side for the first pole being determined by the course setter. The racer must finish the course properly timed. 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 Assistant Starter.

- 3.3.2. Within each class, the starting order for the first run will be by seed. (See 5.6.)
- 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 if an extra racer is needed to pair with the 15th seed. 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. (A "rabbit" is a skier who is not competing, but runs against a racer who would otherwise run alone.)
- 3.3.4. 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 marked as DNS (Did Not Start) and are not allowed to run. An exception to this rule is the case of a racer who was serving as an official on another race course. In this case the racer will be allowed to start as soon as possible.

- 3.3.5. 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.
- 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 or she 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.
- 3.4.4. **Overtaking the preceding racer.** An automatic rerun is granted if a racer overtakes the preceding racer on the course or in the finish area. The preceding racer is automatically disqualified if this happens (see 4.1.5).

## 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, except for 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. It is also considered interference if two racers finish as such a close interval that the timing for the second racer is not measured. In these cases, the first racer is automatically disqualified, and the second racer is given a rerun.
- 4.1.6. Skiing through two successive gates of any course without authorization 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 a 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.

## **4.2. Possible Disqualification**

The following actions are subject to disqualification and require an 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**

- 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.
- 5.1.2. The Chief of Course is also responsible for supervising course workers.

## **5.2. Race Officials**

- 5.2.1. 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 judges can proceed to their designated positions prior to race start time.
- 5.2.2. Race official's bibs should be worn and visible at all times.

### **5.3. Course Inspection**

- 5.3.1. After the course is set, it must be available for inspection for a minimum of 20 minutes before the race start.
- 5.3.2. Course setters may ski the course freely before inspection. However, once the inspection period starts, no one may ski the course.
- 5.3.3. During inspection, racers may not ski through any gates.
- 5.3.4. If there is loose snow on the course, racers inspecting the course should side-slip to remove the loose snow.

### **5.4. Pacesetters**

- 5.4.1. One or more pacesetters may run a course to determine handicaps.
- 5.4.2. The Director of Timing or his/her designate may choose up to four official pacesetters for each course. Pacesetters must be designated by the Computers and Results as consistent racers. Pacesetter handicaps are assigned based upon previous race results.
- 5.4.3. Each pacesetter shall ski the same course at least twice.
- 5.4.4. In the case of dual courses, the pacesetter(s) must run each course.
- 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) or be subject to disqualification.
- 5.4.7. If possible, pacesetters should make their first runs before the racers start. The pacesetters' second runs should be just before the racers start their second runs.

### **5.5. Starting**

- 5.5.1. The race start time shall begin on the quarter hour, and the start time shall be posted along with the inspection time.
- 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 5.3.1). 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 9:30 but the course is not open for inspection until 9:27, then the inspection would last until 9:47, and the next quarter-hour start time would be 10:00. (In this example, the inspection period would extend to the start time, 10:00.)

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 starter will begin lining up the racers 5-10 minutes before the race start time.
- 5.5.4. The starting rules apply. (See 3.3.)

- 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, super-G, and dual slalom 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.

## **5.7. Gate Judges**

- 5.7.1. Gate judges are primarily responsible for making certain each racer passes through the gates correctly. They stand on the hill and are responsible for gates assigned to them by the Chief of Course. When a racer is judged to have disqualified, the gate judge writes down the racer's bib number and the reason for disqualification (missed gate, ski came off, straddled gate, etc.) on the back of gate judge's work card.
- 5.7.2. A second responsibility of the gate judge is to maintain his or her section of the course. This includes replacing poles and panels, keeping poles in a vertical position, etc.
- 5.7.3. Gate judges should indicate that a delay is needed (course repair, fallen skier, etc.) by raising their poles parallel overhead.

## **5.8. Finish Area**

- 5.8.1. The Recorder, Timer, and Announcer are located in the timing shack near the finish area.
- 5.8.2. The Recorder and Timer communicate with the starter so that they know who is coming next on the course.
- 5.8.3. Unofficial race times are announced by the Announcer and may also be displayed outside the timing shack.

## **5.9. Course Maintenance**

- 5.9.1. Course maintenance is a responsibility of the Chief of Course.
- 5.9.2. When the course is being set, all competitors, at the discretion of course officials, may pack the course by sidestepping or side slipping through the gates. Anyone refusing to help is subject to disqualification.
- 5.9.3. 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. The Timer and Chief of Course work together to see that the race is completed properly yet with minimal delay.
- 5.10.2. 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.
- 5.10.3. The Chief of Course, Timer, and Recorder review the gate judge cards and notes made by the Recorder, to determine the status of all disqualifications and reruns.
- 5.10.4. The Chief of Course checks that worker sign-up sheets and validated work cards are given to the Director of Race Workers.
- 5.10.5. The Course Crew dismantles the course immediately following the completion of the race.

## **5.11. Posting of Results**

- 5.11.1. Tabulation and posting of race results are the responsibility of the Director of Software and Results.
- 5.11.2. As soon as practical, the Director of Software 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 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 soon as possible and will contain tabulated results. When possible, they will also contain handicaps. They are preliminary until approved by the race jury.

## **5.12. Postponement of Races to Another Day**

- 5.12.1. When the Board is not in session, the President has the responsibility for the decision of postponing races to a different day or canceling the race if postponement is not practical.
- 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 or designate, depending upon existing conditions.

## **6. RACER WORK ASSIGNMENTS**

### **6.1. Racer Work Responsibilities**

- 6.1.1. All racers or approved alternates will perform the minimum of one work assignment per race weekend. (Approval of an alternate worker can be granted by the President). A missed work assignment must be made up on the next race weekend. Failure to comply may result in termination from the Race Program.
- 6.1.2. Active designated Team Representatives will work each race weekend on an “as needed” basis, at the discretion of the Board.
- 6.1.3. When MACC races cover three-day weekends, racers who participate on Friday must perform a work assignment on Friday.
- 6.1.4. 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.
- 6.1.5. 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. Work Categories**

The following work categories must be filled for each race:

- 6.2.1. Timing Equipment setup and takedown.
- 6.2.2. Course Setter and crew.
- 6.2.3. Chief of Course.
- 6.2.4. Timer.
- 6.2.5. Recorder.
- 6.2.6. Announcer.
- 6.2.7. Starter.
- 6.2.8. Assistant Starter (two people for dual races).
- 6.2.9. Gate judges.
- 6.2.10. Pacesetter.

### **6.3. Chief of Course**

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

- 6.3.1. Assure that all applicable MACC, USSA, 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 of 20 minutes inspection (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, and instruct them of their duties if necessary (gate judges near the bottom of the hill are instructed to signal delays of course to the workers in the timing shack).
- 6.3.7. Collect work cards from all other course workers at the end of the race, and turn them into the Timer with the clipboard from the start area (top of the hill).
- 6.3.8. Collect bibs from all course workers at the end of the race.
- 6.3.9. Determine whether course maintenance (i.e. side slipping) is necessary during the running of the race.
- 6.3.10. Review check cards from the gate judges for consistency and completeness for indicated racer disqualifications.
- 6.3.11. Attend the jury meeting (if there is one) at the end of the day.

#### **6.4. Timer**

The Timer 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. Supervise the other workers in the timing shack.
- 6.4.3. Communicate with the Chief Starter to confirm the bib number of the next racer.
- 6.4.4. Tell the Chief Starter when to send the next racer, and advise the Starter of delays due to equipment problems, course repair, etc.
- 6.4.5. Print and post preliminary results for the race.
- 6.4.6. Report equipment malfunctions to the Director of Timing Equipment. (The Timer is responsible for the operation of the timing units and computers, but not their repair.)

#### **6.5. Recorder**

The Recorder 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 Timer.
- 6.5.2. View the bib number of each racer on the course, to ensure 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), 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 seed sheets, and (b) on the paper tape (or other paper hard-copy) produced by the computer or electronic timing equipment.

- 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 the Timer.
- 6.6.4. Wait several seconds after the finish each racer and then read the time.
- 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 about the status of the race.
- 6.6.6. Make announcements about delays as requested by the Timer or Chief of Course.
- 6.6.7. Optionally play music (portable CD player) before and possibly during the race to provide a festive atmosphere.

## **6.7. Starter**

The 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 the Timer 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. Assistant Starter**

The Assistant 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 timing shack).
- 6.8.2. Line up the racers according to the running order on the race seed sheets.
- 6.8.3. Instruct the next racer to move into the starting gate immediately after the previous racer starts.
- 6.8.4. 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.

- 6.9.2. The Chief of Course will give each gate judge a check card. 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.
- 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. Gate judges must 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. Gate judges must reset any dislodged and leaning gate poles as close as possible to the original locations.
- 6.9.6. Gate judges should indicate that a delay is needed (course repair, fallen skier, etc.) by raising 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.

## **6.10. Race Host Teams**

- 6.10.1. Teams will be asked to provide workers for individual races during each race weekend. The Director of Race Workers will assign the designated teams prior to each race weekend. The designated team will make the following work assignments:
  - a) Announcer,
  - b) Chief Starter, and
  - c) Assistant Starter.

The names for the above must be provided to the Director of Race Workers prior to race day. The balance of workers will sign up during race registration.
- 6.10.2. Host teams can be assessed a fine of \$25 and team points for races run in a poor fashion because of late start, missing pre-assigned persons, or other factors under control of the team. At the recommendation of the President, the Board votes on whether or not to penalize a team.

## **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. (See

Section 8 for handicap definitions.) However, large groups may be split into groups 1 and 2 (for example, Elite 1, Elite 2). Large groups may also be split by age (for example, vet, supervet).

7.1.2. Table 7.1.2 shows the current classes and associated handicap ranges. In addition, there is an introductory class (IC) for men and women. IC is a limited class, as defined in 7.1.6. It is intended for men with handicaps above 90 and women with handicaps above 110 who are uncomfortable competing in the regular D classes.

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

HC < 27	25 - 38	35 - 48	45 - 64	60 - 80	75 - 96	HC > 90
E1 Women		E2 Women	A women	B Women	C Women	D Women
			Vet A women			
E1 Men	E2 Men	A Men	B Men	C Men	D Men	
Vet E1 Men	Vet E2 Men	Vet A Men	Vet B Men			
		S-Vet A Men	S-Vet B Men	S-Vet C Men	S-Vet 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**

<b>Age</b>	<b>Classes</b>
All ages	Men and women’s E1, E2, A, B, C, D, and IC
40 and over	All vet classes
50 and over	All supervet classes

7.1.4. Racers in ability classes that are also divided by age (for example, vet, supervet) 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. Before each race season, the Board reviews the attendance data from the preceding season and may make adjustments to the number of classes, the handicap ranges covered, and divisions by age.

7.1.6. The Board may decide to offer “limited classes” in which attendance is expected to be limited, and in which racers run on easier courses. The class is intended for skiers new to racing who want to gain experience without affecting the team standings.

1. A limited class is expected to have a smaller attendance than other classes. (If the attendance is as high as the regular classes, the “limited” status of the class can be removed by the Board, retroactively if necessary.)
2. The class exists for the benefit of racers who would not otherwise participate in the MACC Racing Program.
3. Racers in a limited class do not receive individual race awards.

4. World Cup points are not accumulated for racers in a limited class.
5. Racers in a limited class do not count towards team trophy calculations.
6. Racers in a limited class do count towards the racer start totals used to determine team votes (see the MACC By-laws, Article 1, Section 3).

## **7.2. Qualifying Event**

- 7.2.1. This event is held on or before the first race weekend of the MACC annual racing program. Its purpose is 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, 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 to be new racers.

## **8. HANDICAPPING**

### **8.1. Handicaps**

- 8.1.1. A handicap is normally calculated for every timed run made by a racer. 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 would take 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).
- 8.1.2. 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. If the racer has less than 9 finishes in slalom, the average is taken for the best 2/3 of the slalom finishes.
- 8.1.3. Average handicaps are calculated for each racer for giant slalom. The average is taken for the best 6 results of the most recent 8 giant slalom finishes. 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.

8.1.4 Averages are calculated for results from the current and previous race years.

## **8.2. Upgrading**

8.2.1. 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 MACC classes.

8.2.2. Formal upgrade announcements are made at the Board meeting following the race weekend. Racers are not required to upgrade during a race weekend.

8.2.3. 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.

8.2.4. Racers may be upgraded by the Board if it is determined that the racers have performed above the level of their classes, regardless of their handicap statistics.

## **8.3. Downgrading**

8.3.1 Prior to each season, the Director of Software and Results will prepare a list of racers eligible to downgrade to slower classes. Racers on the list who agree to be downgraded should inform their Team Representative, who in turn authorize the Director of Software and Results to modify the racer classes in the computer database.

8.3.2 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.

8.3.3 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. Top performance in individual races is recognized with awards.

9.1.2. The Director of Software and Results or an 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 President) for presentation of awards.

9.1.3. The awards presentation takes place at a predetermined time after the results have been completed and any relevant protests have been resolved 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 10.1.2, 10.1.3, and 10.1.4.)
- 9.2.2. In the case of a dead heat 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 10.1.4.
- 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. World cup points are awarded to finishers based on their rank and the number of racers entered in the event. Table 10.1.2 defines the number world cup points assigned for a finish position. However, if the number of entrants is less than the number specified in the table, no world cup points are awarded for the specified rank, except under the exception provided in 10.1.3.

**Table 10.1.2. World cup points based on rank and class size**

Rank	Points	No. of Racers	Rank	Points	No. of Racers	Rank	Points	No. of Racers
1	25	1	6	10	11	11	5	21
2	20	3	7	9	13	12	4	23
3	15	5	8	8	15	13	3	25
4	12	7	9	7	17	14	2	27
5	11	9	10	6	19	15	1	29

- 10.1.3. The requirement involving the number of entrants is waived for racers whose times are within 20% of the winner's time.
- 10.1.4. 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 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 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 dual slalom, and (2) giant slalom, dual giant slalom, and super-G.

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

Total races held during season	9	10	11	12
Total races that count	7	7	8	8
Total drops	2	3	3	4
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 or her world cup points are not transferred to the new class.
- 10.3.2. If the upgraded racer competed in the old class for 10 or more races (spread over the current year and previous years), then the racer is eligible for world cup awards in the old class. If the racer competed in less than 10 races in the old class, then he or she is not considered for awards in the old class.

## 11. TEAM AWARDS

### 11.1. Daily Team Averages

- 11.1.1. A daily team average is calculated for each race team for every race day in which world cup points are awarded.
- 11.1.2. If the number of racers for a team is greater than or equal to the minimum divisor (see 11.1.4), its daily team average is the average of the world cup points earned by the team members that day. (The average is the total of the world cup points earned by the team racers divided by the number of racers on the team that participated that day.)
- 11.1.3. If a team has fewer racers than the minimum divisor on a particular day (see 11.1.4), then the daily team average is the total number of world cup points earned by the team members, divided by the minimum divisor.
- 11.1.4. The minimum divisor is 12 for all weekend (Saturday and Sunday) races at Boyne and 8 for other races (for example, races at Searchmont and Friday races at Boyne). The minimum divisor for a particular day can be changed by the Board due to extenuating circumstances that affect the turnout (for example, bad weather).
- 11.1.5. Racers participating in a limited class (see 7.1.6) do not count towards the team averages, nor do they count in the team racer count.

## **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 a dual-slalom on Sunday.
- 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 must 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.

## **11.3. 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. They are kept by the winning teams for a single year and returned to the MACC for the next year's awards. The winning teams engrave their names and year on the trophies.

## **12. REGISTRATION**

### **12.1. Racer Registration (Season)**

All skiers must be pre-registered each season. There is no guarantee of registration on the hill. (However, if approved by the Board, registration on the hill might be available.)

### **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 the Board.
- 12.2.3. There will be no refunds, unless approved by the Board.
- 12.2.4. Racer participation is normally set at a maximum of 475 bibs.
- 12.2.5. A team can hold no more than 20% of the total racer limit ( $20\% \times 475 = 95$  racers).
- 12.2.6. A lottery will be used, when needed, to reach the maximum limit with equal amounts from each team.

- 12.2.7. All registration forms and payments must be turned in on the deadline by each team's race president.
- 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:

- 12.3.1. Location of registration.
- 12.3.2. Race times by class.
- 12.3.3. Racing hill by class.
- 12.3.4. Location of awards presentations.
- 12.3.5. Race host teams.

### **12.4. Time of Registration (Race Weekend Registration)**

Registration for the weekend work assignments 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 a.m. on race days. A late registration fee of \$5.00 will be assessed for racers registering outside these hours.

- 12.4.1. It is recommended that registration be started as early as possible.
- 12.4.2. 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 Seed Sheets**

- 12.5.1. The Director of Computers and Results should prepare seed sheets prior to registration. At least two copies are to be provided.
- 12.5.2. Racers in each class are seeded according to the total number of World Cup points accumulated in the previous races of the season. Racers without World Cup points are ordered randomly at the end of the list. New racers run at the end of the list on a first-come, first-served basis.
- 12.5.3. The Registration crew prepares two clipboards for each course. The recorder uses one set (see 6.5) and assistant starter uses the other (see 6.8). The sheets should be ordered in the same sequence that the classes will run (see 3.3.1). The clipboards should be taken to the timing (finish) shacks where they are later taken by the recorder and assistant starters.

### **12.6. Bibs**

Distribution of all bibs is 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 team race president 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 or her own races.
- 12.7.2. 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.

## **13. RACER ELIGIBILITY**

### **13.1. Team Membership**

- 13.1.1. 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 their first weekend with no team affiliation, with the understanding that they will join a team before the next weekend.)
- 13.1.3. An individual belonging to more than one team is restricted to racing for only one team for that season.

### **13.2. Age Requirements**

- 13.2.1 A racer must be eighteen years or older in order to register as a member of the MACC.
- 13.2.2 Junior racers aged sixteen and seventeen can register to race in the MACC program if at least one parent is a current MACC member. A parent or designated adult for each junior racer must be present on the race hill whenever a junior racer competes.

### **13.3. Professional Racers**

Professional racers are ineligible for competition in the MACC 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 and have a completed MACC racer application on file before 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 team.

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 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 3.5.3), a rerun is permitted, but a protest must be filed and the Race Jury 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' 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 \$10.00 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 Team Representative to the Director of Course Officials.
- 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 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 teams 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.

# **15. RACE JURY MEETING**

## **15.1 Results**

The race 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 MACC has met after the results were posted on the web site and approved the results.

## 15.2 Race Jury

The race jury will consist of the Chiefs of Course responsible for the day's races. 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 DQs 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:

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

- 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 0.65 to 0.85.
- 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.

- A.6 A handicap committee is responsible for determining ZPT and CF values for each course, based on statistical analysis of the times and handicap histories of the participating racers and the pacesetters.