

MACC Racing Rules

February 2012



www.maccracing.org

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

The Constitution and By Laws of the MACC are available from the web site: www.maccracing.org.

These rules were last updated February 2012.

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1. General Information

1.1. Introduction

- 1.1.1 The Michigan Alpine Competition Council (MACC) is a volunteer non-profit organization that provides opportunities for adults to participate in FIS-style slalom and giant slalom races on some of the best terrain in the Michigan region.
- 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 Information about the program is accessible from the web site www.maccracing.org. Most news and updates about the program are posted on this site.
- 1.1.4 Participating racers are members of ski teams. News and updates about the program are typically communicated to the racers through their Team Representatives, in addition to group emails and announcements on the web site.

1.2. About These Rules

- 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 FIS rules will apply where no specific MACC rule exists, with the exception that FIS limits on ski length and side cut are not enforced in MACC races.
- 1.2.4 Formal information about the MACC organization (officers, duties, voting criteria, etc.) is provided in the Constitution and By-Laws.
- 1.2.5 In this document, the MACC Racing Program is also called "the Racing Program." The governing board of directors (officers, directors, and Team Representatives) is called "the Board."

1.3. The Racing Program

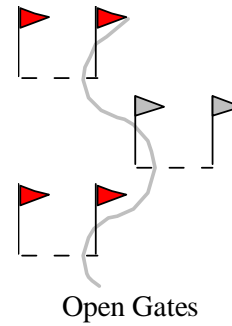
- 1.3.1 The program consists of a number of race weekends, each with two or three race days.
- 1.3.2 Racers participating in the program are grouped into classes by ability, sex, and age. All races are timed, with the racers competing within each class for the fastest times. After each race, awards are 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.

2. Race Setup

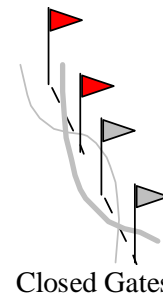
This section briefly describes some of the elements of a race and how it is set up.

2.1. Double Pole Gates

- 2.1.1. Most MACC race courses are defined with double-pole gates. In going through the course, the ski tips and feet of the racer must cross an imaginary line between the bases of the poles (where they enter the snow) for every gate.
- 2.1.2. An open gate is a gate where the imaginary line between the poles is roughly 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. Slalom Course

- 2.2.1. A slalom gate normally consists of two poles. Consecutive slalom gates must alternate between blue and red.
- 2.2.2. Each slalom gate has a minimum width of 4 m (meters) and a maximum of 6 m. The minimum allowable distance between two gates is 0.75 m. The distance from turning pole to turning pole of successive gates may not be less than 0.75 m, nor more than 15 m.
- 2.2.3. A slalom course for Elite class racers (see section 7.1) should be set in accordance with current FIS Ski Competition Rules. The course should permit the rapid completion of all turns, but should not require acrobatics incompatible with normal ski technique. Courses for the slower classes should be set less technically, with fewer combination gates for the less-experienced racers.
- 2.2.4. The winner of a slalom race is decided by the total times of two runs, when time and weather permit.
- 2.2.5. The race may be run either through two different courses or through two runs on the same course.
- 2.2.6. It is strongly recommended that all competitors and forerunners wear helmets.

2.3. Giant Slalom

- 2.3.1. A giant slalom gate normally 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.
- 2.3.2. The gates must be at least 4 m and at most 8 m wide. The distance between two successive gates must not be less than 10 m.
- 2.3.3. A giant slalom course for Elite class racers (see section 7.1) should be set in accordance with current FIS Ski Competition Rules. Combination gates play a smaller role than in slalom due to the prescribed width of the gates and distance between them. Due to the higher speeds, the course setter should consider the physical ability of the competitors.
- 2.3.4. The winner of a giant slalom race is determined by the total times of two runs, when time and weather permit.
- 2.3.5. The race may be run either through two different courses or through two runs on the same course.
- 2.3.6. It is strongly recommended that all competitors and forerunners wear helmets.

2.4. Super-G

- 2.4.1. A super-G gate consists of four slalom poles and two panels. The gates must alternate between red and blue. The panels should be at least 0.75 m wide and 0.50 m high.
- 2.4.2. The gates must be at least 6 m and at most 8 m wide for open gates and between 8 m and 12 m for vertical gates. The distance between two successive gates must not be less than 10 m.
- 2.4.3. A Super-G course should contain a variety of long and medium turns. The competitor should be free to choose his or her line between the gates. Where the terrain allows, jumps may be set.
- 2.4.4. The winner of a Super-G race is determined by a single run. When time and conditions permit, we recommend that a mandatory training run be made on the course by all competitors.
- 2.4.5. All competitors and forerunners must wear helmets.

2.5. Modified Dual Slalom

- 2.5.1. Dual races are two single pole courses set parallel to each other for the purpose of head to head racing. Racers switch courses for the second run.
- 2.5.2. Each course is designated by a series of single panel gates. Each gate is composed of two slalom poles with a panel stretched between them.
- 2.5.3. Poles and panels are red for one course and blue for the other course. The panels must be placed at least one meter above the snow (bottom of the panels).
- 2.5.4. The two courses should be identical and parallel.
- 2.5.5. The distance between the two courses must be no less than six meters and no more than seven meters. To facilitate this a six and one half meter rope should be used. If possible, the distance between the starting gates should also be the same.
- 2.5.6. In the interests of safety beyond the finish line, the finish area must be separated by a supple barrier that would eliminate the possibility of one racer ending up in another racer's area.
- 2.5.7. Results are based on the combined times from the two courses.

2.6. Course Setup

- 2.6.1. The course should be set on a hill appropriate to the ability of the class.

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

2.7. Verification of Course

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

2.8. Timing and Communication Equipment

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

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

2.9. Course Removal

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

3. Racing Rules

3.1. Racer Responsibilities

- 3.1.1. Racers must register for the season using the current application form and waiver. The forms are distributed by email and postal mail to past racers, and are available from the MACC web site.

- 3.1.2. It is the racers' responsibility to keep themselves informed of all events that could affect them.
- 3.1.3. It is the racer's responsibility to classify himself or herself as accurately as possible.
- 3.1.4. It is the racer's responsibility to check on possible changes in race time or location.
- 3.1.5. It is the racer's responsibility to inspect the course before the race.
- 3.1.6. It is the racer's responsibility to be at the starting gate on time.
- 3.1.7. Each racer must wear his or her bib clearly visible so gate judges and other course officials can see the number easily.
- 3.1.8. In the event that a racer forgets or temporarily loses a bib, he or she must obtain a temporary replacement bib for a fee determined by the Director of Registration. Replacement bibs are always available in the registration area, and are usually available in the starting shack.
- 3.1.9. Each racer must complete one work assignment for each weekend in which the racer participates (see section 6.2.1), and must complete two assignments for a 3-day weekend (see section 6.2.2). An exception to this obligation occurs when all work assignments are waived by the MACC for races operated by other organizations (see section 6.2.5).

3.3. Valid Run

- 3.3.1. 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 three of the original four items (two skis and two poles).
- 3.3.2. 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 three of the original four items (two skis and two poles).

3.4. Starting

- 3.4.1. 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. Pacsetters go first.
 - 2. All women's classes go before any of the men's classes.
 - 3. Within the groups of men and women, all supervet classes go first, followed by all vet classes, followed by the open classes.
 - 4. 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.

Exceptions in the start order of different classes can be made only with prior approval of the Board.

The Director of Registration (or designate) normally arranges the seed lists for each class in the proper order on the clipboards before the clipboards are turned over to the Assistant Starter.

- 3.4.2. Within each class, the starting order for the first run will be by seed. (See 5.6.)
- 3.4.3. For the second run, within each class except open-Elite, the top 15 seeds go first in reverse order, followed by the remaining unseeded racers in reverse order. Racers with seed positions

greater than 15 will not be included in the top seed for the second run, except in dual races, as described in section 3.4.5.

- 3.4.4. The open Elite class (handicaps less than 15) has a unique start order. For the first run, the class goes after all women's and men's vet classes, and before any open men's classes. (Typically, the open Elite goes after Vet-E1 and before E1-Men for the first run.) Within the class, starting order is by seed. For the second run, the fastest 5 finishers from the first run go after the women but before any of the men's classes, in reverse finish order (5th fastest first, then 4th, and so on, with the fastest racer going last). Open Elite racers with finishes of 6th and slower run after the vet racers but before the E1, as with the first run. These racers go in reverse seed order.
- 3.4.5. In the case of second runs in dual-format races, racers in the top 16 seed go in reverse order if an extra racer is needed to pair with the 15th seed. If an extra racer is not needed, then only the top 15 seeds go first. The same two racers (head to head competition) must run first and second runs opposite each other, when possible. No "rabbits" will be used during dual races. (A "rabbit" is a skier who is not competing, but runs against a racer who would otherwise run alone.)
- 3.4.6. Racers who arrive after their turn in the starting order, but while their class is still running, must run at the very end of the starting order for their class. Racers arriving after the start of another class are 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.
- 3.4.7. Any racer who does not get in the starting gate and prepare to start when directed by the Starter will (at the discretion of the starter) make his or her run following the completion of the starting order for the racer's class.
- 3.4.8. When starting, the competitor must have both ankles behind the starting line or gate and both poles in front of the line. The poles must remain planted during the initial thrust through the gate. The racer must move through the gate after the starter says "go when ready." Pushing off from the building or start posts is forbidden and is cause for disqualification; the racer must push using only the ski poles.
- 3.4.9. Racers who fail to complete a valid first run due to not starting (DNS), not finishing (DNF), or disqualification (DSQ), can make a second run if time permits. The Chief of Course has the authority to allow or not allow second runs for racers with DNS, DSQ, or DNF first runs.

3.5. Reruns

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

- 3.5.1. **Timer malfunctions**, either human or mechanical. If a Timer malfunction should occur at the same time as a racer is disqualified, the disqualification takes precedence and there is no rerun.
- 3.5.2. **Outside interference to a racer**. Reruns are granted for occurrences outside the racer's control that significantly influence the result. (For example, it is considered interference when 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 (designated DSQ in the results):

- 4.1.1. Not performing a proper start. Both ski poles must be planted in front of the starting gate and remain planted during the initial thrust through the gate.
- 4.1.2. Missing or straddling a gate. (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.
- 4.1.3. Losing a ski during the race, except for the area between the last gate and the finish line.
- 4.1.4. Interfering with the next racer. This can happen when a racer falls or must climb back to a missed gate and interferes with the next racer (as indicated by the overtaking racer skiing off the course for a rerun).

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

In the rare case where a racer is simply slower than an overtaking racer, both racers may be given reruns.

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

4.2. Possible Disqualification

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

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

4.3 Did Not Start

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

4.4. Did Not Finish

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

5. Race Procedure

5.1. Running the Race

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

5.2. Course Inspection

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

5.3. Race Officials

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

5.4. Pacesetters

- 5.4.1. One or more pacesetters may run a course to improve the handicap calculations.
- 5.4.2. The Director of Timing or his/her designate may choose up to four official pacesetters for each course. The Director of Computers and Results must designate pacesetters that have been identified as consistent racers. Pacesetter handicaps are assigned based upon previous race results.

Pacesetting does not count as a work assignment for the weekend. (See section 6.)
- 5.4.3. Each pacesetter shall ski the course at least twice.
- 5.4.4. In the case of dual courses, the pacesetter(s) must run each course at least once.
- 5.4.5. If the pacesetter feels a run was poor, the pacesetter may take additional runs through the course.
- 5.4.6. Pacesetters must have their current valid racing bib visible during their run(s).
- 5.4.7. If possible, pacesetters should make their first runs before the racers start. The pacesetters' second runs on the same course should be just before the racers start their second runs. In the case of dual courses, pacesetters should make their runs on both courses as soon as possible.

5.5. Starting

- 5.5.1. The race start time shall begin on the quarter hour, and shall be posted in advance.

- 5.5.2. If the chief of course announces that the race is delayed, the start time must be moved back to the next quarter hour. Note that a 20-minute inspection period is required (see 5.2.1). Therefore, if the course is not ready for inspection 20 minutes before the scheduled start time, the race must be delayed to the next available quarter-hour time. For example, if the race is scheduled for 10:00 but the course is not open for inspection until 9:50, then the inspection would last at least until 10:10, and the next quarter-hour start time would be 10:15. (In this example, the inspection period would extend to the start time, 10:15.)

Note that the official start time is not changed unless the Chief of Course declares a delay. Minor last-minute delays that are expected to last only a few minutes are NOT automatic grounds for changing the start time.

- 5.5.3. The starter will begin lining up the racers 5-10 minutes before the race start time.
- 5.5.4. The starting rules apply. (See 3.4.)
- 5.5.5. No racer will be asked to step back from the starting gate once having been instructed to enter it.

5.6. Seeding (Order of Racing Within a Class)

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

5.7. Finish Area

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

5.8. Gate Judges

Gate judges stand on the hill along the course and are responsible for judging the validity of each racer's run. Their duties are described in 6.9.

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, except in cases where the course will be left for training purposes. Training is allowed only under previous approval by the Board, and is to be announced to all racers.

5.11. Posting of Results

- 5.11.1. The Director of Computers and Results is responsible for approving and possibly correcting the race results that are provided by the Timer.
- 5.11.2. As soon as practical, the Director of Computers and Results or his assistants will review, and, if necessary, correct the result sheets that have come off the hill. All racers who started the race must be listed on the results.
 1. Racers with two valid runs are listed in order of the combined times (fastest combined times are listed first)
 2. Racers completing only one run are listed next, in order of fastest time for the run and an indicator of the other run status (DSQ, DNF, or blank if the racer did not start the second run).
 3. Racers that did not have a first run are listed last with an indicator of the run status (DSQ, DNF, or or blank if the racer did not start the first run).
- 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 board.

5.12. Postponement and Canceling of Races

- 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. Work Categories

The following work categories must be filled for each race:

- 6.1.1. Timing Equipment setup and takedown.
- 6.1.2. Course Setter and crew.
- 6.1.3. Chief of Course.
- 6.1.4. Timer.
- 6.1.5. Recorder.
- 6.1.6. Announcer.
- 6.1.7. Starter.
- 6.1.8. Assistant Starter (two people for dual races).
- 6.1.9. Gate judges.
- 6.1.10. Pacesetters are not mandatory, but are recommended for most courses to obtain valid handicap data over the season. The job of pacesetting does not count towards the work assignment requirement. (See 5.4 for details of pacesetting.)

6.2. Racer Work Responsibilities

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

6.3. 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 inspection time of 20 minutes (if a delay is announced due to a late course change, the start time must be set to the next quarter-hour, as specified in 5.5.2).

- 6.3.4. Supervise the on-hill workers assigned to that specific race.
- 6.3.5. Take worker bibs (gate judge, etc.) to the top of the course at least 15 minutes before the race starts.
- 6.3.6. Assign positions to gate judges, give them pencils and gate judge cards, and instruct them of their duties if necessary.
- 6.3.7. Determine whether course maintenance (i.e. side slipping) is necessary during the running of the race.
- 6.3.8. Collect worker bibs from all course workers at the end of the race. Alternatively, workers may leave the bibs in a designated location.
- 6.3.9. Collect gate judge cards from the gate judges at the end of the race, review them for consistency and completeness for indicated racer disqualifications, and turn them over to the Timer for use in verifying the race results.
- 6.3.10. Collect work cards from all other course workers at the end of the race, and turn them over to the Timer with the clipboard from the start area.
- 6.3.11. Attend the jury meeting (if there is one) at the end of the day.

6.4. Timer

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 Starter to confirm the bib number of the next racer.
- 6.4.4. Tell the Starter when to send the next racer, and advise the Starter of delays due to equipment problems, course repair, etc.
- 6.4.5. Print preliminary results for the race and post them in the warming hut.
- 6.4.6. Report timing equipment malfunctions to the Director of Timing, and report computer malfunctions to the Director of Computers and Results. (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, using a copy of the seed sheets to mark the progress of the race.
- 6.5.2. View the bib number of each racer on the course, to confirm that the bib number entered by the Timer in the computer is correct.
- 6.5.3. Write notes about racer runs as provided by the starter, gate judges, and Chief of Course. Use the initials DNF (did not finish), DSQ (disqualified), DNS (did not start), RR (rerun), and the word "protest" (protest run). These notes must be written on the race seed sheets that are eventually turned over to the Director of Computers and Results.
- 6.5.4. Look out the window frequently at the gate judges to determine when race delays are needed due to course repair, fallen skiers, etc.

6.6. Announcer

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

- 6.6.1. Use the microphone and public address (PA) system to provide information to racers, workers, and spectators.
- 6.6.2. Enter the timing shack 15 minutes before the scheduled start of the race and every few minutes announce the time remaining before the start, with a reminder for workers to get on the hill.
- 6.6.3. Operate under the direction of the Timer.
- 6.6.4. Wait several seconds after each racer comes to a stop in the finish area and then read the time for that racer.
- 6.6.5. Announce the name of the racer on the hill, and the racer ready to go, to keep spectators and other racers informed and excited about the race.
- 6.6.6. Make announcements about delays as requested by the Timer or Chief of Course.
- 6.6.7. Mention and thank the sponsors before and after the race.
- 6.6.8. Optionally play music (portable CD or MP3 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 start shack).
- 6.8.2. Line up the racers according to the running order on the race seed sheets.
- 6.8.3. Inspect bibs of racers to ensure the numbers are clearly visible.
- 6.8.4. Instruct the next racer to move into the starting gate immediately after the previous racer starts.
- 6.8.5. Return the clipboard to the timing shack when the race is completed.

6.9. Gate Judges

- 6.9.1. Gate judges stand on the hill and are responsible for judging the validity of each racer’s run. The Chief of Course assigns them specific gates to cover.
- 6.9.2. The Chief of Course will give each gate judge a gate judge 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. Notes can also be made if a

racer has a legal run that is unusual and might be controversial (fall, going through a gate in an unusual direction, etc.).

- 6.9.3. In the case of a dual race, the gate judge is responsible only for one of the two courses. The gate judge must stand outside both courses, nearest the one for which he or she is responsible.
- 6.9.4. 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.
- 6.9.9. As on-hill officials, gate judges can reduce the possibility of interference by warning other skiers and workers on course that a racer is approaching by shouting "course!"

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 (for example, Open-Elite, Elite-1, Elite-2). Large groups may also be split by age (for example, vet, supervet).
- 7.1.2. The Board may decide to offer “limited classes” in which attendance is expected to be limited, and in which racers run on easier courses. A limited 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 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).
- 7.1.3. Table 7.1.3 shows the current classes and associated handicap ranges at the time these rules were last updated. The handicap ranges for the classes overlap, to avoid racers “bouncing” between classes. For example, a racer in E2 Men must upgrade to E1 Men if his handicap

drops below 25 (see 8.3). However, racers in E1 Men cannot downgrade unless their lowest handicap rises above 28 (see 8.4).

Table 7.1.3. Handicap ranges for racer categories

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

There is also an introductory class (IC) for men and women. IC is a limited class, as defined in 7.1.2. It is intended for men with handicaps above 90 and women with handicaps above 110 who are uncomfortable competing in the regular D classes.

- 7.1.4. Table 7.1.4 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 7.1.4. Ages associated with racer categories

Age	Classes
All ages	Men and women’s E1, E2, A, B, C, D, and IC
40 and over	All vet classes
60 and over	All supervet classes

- 7.1.5. Racers in ability classes that are also divided by age must declare their age classification before the first race of the season. After completing a race in the current season, a racer can change class only if subject to an upgrade or downgrade.
- 7.1.6. 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.

7.2. Qualifying Event

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

in the Qualifier will not receive an award in a race during the racer's first weekend if the results of that race cause the racer to be upgraded.

- 7.2.7. Former racers who did not make any race starts the previous year are considered to be new racers.

8. Handicaps

8.1. Definition

Handicap is the percentage that the racer is slower than a reference skier on a reference slalom course (see the Appendix for mathematical details). For example, a handicap of 50 means that the racer took 50% longer than the reference to complete a challenging slalom course. Handicap is used to place racers in ability classes (see Table 7.1.3).

8.2. Calculations

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

8.3. Upgrading

- 8.3.1. If a racer's average slalom or giant slalom handicap drops below the lower limit for the current class, the racer is automatically upgraded to the class associated with the new handicap. (Normally this is the next faster class. However, it is possible to upgrade by more than one class.) Table 7.1.3 shows the handicap ranges for all classes.
- 8.3.2. Formal upgrade announcements are made at the Board meeting following the race weekend. Racers are not required to upgrade during a race weekend.
- 8.3.3. Subject to approval by the Board, racers may be upgraded at their request. However, it is strongly recommended that racers remain within their handicap ability level.
- 8.3.4. Racers may be upgraded by the Board if it is determined that the racers have performed above the level of their classes, regardless of their handicap statistics.

8.4. Downgrading

- 8.4.1. Racers may request to be downgraded if both their slalom and giant slalom average handicaps are above the class limits shown in Table 7.1.3.
- 8.4.2. A racer may request to be downgraded if injured or physically impaired. Racers wishing to be downgraded for this reason should inform their Team Representative, who in turn submits the requests to the Board to approve or deny the requests.

9. Individual Race Awards

9.1. Awards Presentation

- 9.1.1. Top performance in individual races is recognized with awards.

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

9.2. Number of Awards

- 9.2.1. Awards for individual races will be made to the top three racers who earn world cup points. (See Table 10.1.2.)
- 9.2.2. In the case of a 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 10.1.3.

10. World Cup

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

10.1. World Cup Points

- 10.1.1. World Cup Awards will be given to the top three racers in each class. In cases of ties, handicaps are used as tiebreakers. The sums of the slalom and giant slalom handicaps of the tied racers are summed and the higher award goes to the racer with lower handicap sum. The handicaps used for the tie breaking are the official averages that are posted for the end of the season on the web site.
- 10.1.2. World cup points are awarded to finishers based on their rank. Table 10.1.2 defines the number world cup points assigned for a finish position.

Table 10.1.2. World cup points based on rank.

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

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

10.2. Races Counted At End of Season

- 10.2.1. The world cup trophies are awarded based on the total world cup points, using the best results for each racer. The number of races used to compute world cup trophies depends on the number of races held during the season.

- 10.2.2. Racers who participate in more races than are counted must drop the results from some races. They are limited in the number of races that can be dropped from a single discipline as defined in Table 10.2.2. The two disciplines are: (1) slalom and (2) giant slalom together with 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 drops	2	2	2	2
Maximum giant slalom and super-G drops	2	2	2	2

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

10.3. Upgraded Racers

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

11. Team Awards

11.1. Daily Team Averages

- 11.1.1. A daily team average is calculated for each race team for every race day in which world cup points are awarded.
- 11.1.2. Each daily team average is calculated from the world cup points earned by the racers who participated that day for the team and obtained the highest points. The number of racers used for the calculations must not be less than 2/3 of the number of team racers that participated during the day. The average is the total number of points divided by the number of racers who contributed the points. Table 11.1.2 lists the number of racers used in the average for team sizes ranging from 5 to 30.

Table 11.1.2. Number of racers used for daily team averages.

No. Present	No. Used	No. Present	No. Used	No. Present	No. Used
0 – 4	Minimum*	13	9	22	15
5, 6	4	14, 15	10	23, 24	16
7	5	16	11	25	17
8, 9	6	17, 18	12	26, 27	18
10	7	19	13	28	19
11, 12	8	20, 21	14	29, 30	20

* The minimum number of racers used when 4 or fewer racers are present depends on the race; see 11.1.3 and 11.1.4

For example, if 12 racers participate on a day, then the table indicates that the 8 best results are used for the team average; if 16 racers show up, then the 11 best results are used.

- 11.1.3 A minimum of four racer results must be used for all weekend (Saturday and Sunday) races at Boyne. If a team has less than four attending racers, then the team average is calculated by adding the world cup points of all attending racers for the team and dividing by four.
- 11.1.4 A minimum of three racer results must be used for races at Searchmont and Friday races at Boyne. If a team has less than three attending racers, then the team average is calculated by adding the world cup points of all attending racers for the team and dividing by three.
- 11.1.5 Racers participating in a limited class (see 7.1.2) do not count towards the team averages.

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. Racer Eligibility

12.1. Team Membership

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

12.2. Age Requirements

- 12.2.1. A racer must be eighteen years or older in order to register as a member of the MACC.

- 12.2.2. Junior racers aged 15, 16, and 17 can register to race in the MACC program if at least one parent (or legal guardian) 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.

12.3. Racer Waiver and Release Form

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

13. Registration

13.1. Registration to Race for the Season

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

13.2. Bibs

- 13.2.1. A permanent racing bib will be issued to each racer in return for a completed application form, waiver, and payment.
- 13.2.2. Distribution of all bibs to the racers is the responsibility of the Director of Registration, and is usually done on the first race day. This includes recording the name and number of all bibs and providing the information to the Director of Computers and Results.
- 13.2.3. If a racer loses a bib, a new one must be purchased from the Director of Registration. The Director of Registration must inform the Director of Computers and Results about the change so the computer database can be updated.

13.3. Weekend Work Assignments

- 13.3.1. Racers who do not have permanent work assignments must register for at least one assignment for the weekend. Sign-up is usually possible from the web site until a few days before the weekend. Sign-up sheets are placed in the registration area for each race. It is the racer's responsibility to sign up to work a race that does not conflict with his or her own races.
- 13.3.2. Weekend work registration is typically held between 8:00 and 9:00 a.m. on race days. It is recommended that registration be started as early as possible.
- 13.3.3. Each racer must fill out one work card per assignment. The cards are turned in at the completion of the assignment, normally to the Chief of Course (see 6.3).
- 13.3.4. No work registration will take place on the hill except with the permission of the Director of Race Workers.
- 13.3.5. A late work registration fee of \$5.00 can be assessed for racers registering outside these hours.

13.4. Posting of Information

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

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

13.5. Guest Racers

- 13.5.1. Any skier who is eligible to join the MACC can try the program by registering as a guest.
- 13.5.2. The guest must register prior to the race by filling out an application form, signing the release, and paying a guest registration fee in the amount determined each year by The Board.
- 13.5.3. The guest is given a paper bib for the day that can be kept. The guest can choose the course to race, and must run after all the registered MACC racers with the same gender and age. (For example, a woman guest will go after the MACC women, but before any men.)
- 13.5.4. The posted results will show the bib number for the guest, an indicator that the racer is a guest, and if possible, the name of the guest.
- 13.5.5. Guest racers do not have to fulfill a work assignment.
- 13.5.6. If the guest decides to register for the rest of the season, the guest registration fee is deducted from the annual registration fee.
- 13.5.7. If a guest registers for the season, awards and points begin accumulating after the full registration occurs. Normally, results obtained while racing as a guest will not be converted to points once the results have been posted on the MACC web site. In no case will hardware be awarded for past results obtained as a guest. However, if a guest racer registers for the season by Sunday of the weekend that the race occurred, and the handicaps show the guest participated in the appropriate class, then the results can be modified to convert the status of the new racer from guest to registered MACC racer, with points for this class adjusted accordingly.

14. Protest

14.1. Who May Protest

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

14.2. Protest Requirements

- 14.2.1. All equipment malfunctions and discrepancies under protest shall be reported to the Timer as soon as possible and be recorded immediately.
- 14.2.2. If a racer claims interference during a run and the Chief of Course disagrees with the claim, (see 3.4.3), a rerun is permitted, but a protest must be filed 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 racer's Team Representative before the jury meeting. Each protest should contain the following:
 - 1. the particular rule or rules alleged to have been broken or infringed;

2. the whereabouts of the incident;
 3. a statement of the facts;
 4. names of the officials involved and any competent witnesses;
 5. unless irrelevant, a diagram of the incident;
 6. a \$10 filing fee (returned to the protester if the protest is upheld); and
 7. the signature of the person making the protest.
- 14.2.4. The protest shall be delivered by the protester's Team Representative to the Director of Course Officials.
- 14.2.5. Racers taking protest runs shall be assessed \$10 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 Operations 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 results of a race shall not be declared official until all of the following conditions have been met.

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

15.2 Race Jury

The race jury will consist of the Chiefs of Course responsible for the day's races. The Director of Course Operations 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 Operations. 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 Operations will communicate DSQs and results of protests to the Director of Computers and Results.

Appendix — Handicap Calculation

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

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

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