

INTERNATIONAL SKI FEDERATION

AGENDA

for the Meeting of the Speed Skiing Committee Saturday, 04.10.2008, Hotel Hilton, Zurich (SUI)

1. Roll call
2. Welcome by Chairman
3. Accept minutes of last meeting:
 - Cape Town (28 May 2008)
4. Matters arising (not covered elsewhere in Agenda)
5. World Championships – Vars (17.-24.01.2009)
 - All athletes to be FIS registered
6. Plans for World Championships 2011 and later
 - 2011 – Hundfjallet (SWE) ?
 - 2013 – Sun Peaks (CAN) ?
7. Progress with 2008/09 World Cup season
 - Outline Calendar (see attached)
 - Nations' Cup proposal (J.L. Montes)
 - Kalevi Cup competition
 - Results format
8. Outline Calendar for 2009/10 season
 - Proposals requested
9. Homologation Issues (Luc Cristina)
 - Les Arcs homologation
 - Hundfjallet homologation problems
 - Potential SVK resort (L. Sandor)
 - Potential NOR resort (P. Kjellstrom)
10. TD Working Group (TD WG) Report (L. Cristina)

11. Speed Rules
 - New helmet design (P. May)
 - French Translation (J.L. Montes)
 - Track lining proposal (TD WG to consider proposal)
 - End-of-timing mark (TD WG to consider proposal)
 - Waiting time (TD WG to consider proposal)
 - Need for specific rules for S-DH class?
12. Sponsorship Reports
13. Any other business
14. Dates of next meeting – Dubrovnik (CRO) 22./23.May 2009

All proposals and decisions of the Speed Skiing Committee are subject to the approval of the FIS Council

1. Roll call

Present:

Richard Taplin (DT)	GBR	Chairman
Luc Cristina (LC)	SUI	TD Coordinator
Per Kjellström (PK)	SWE	
Philippe May (PM)	SUI	
Jean-Lou Montes (JLM)	FRA	
Alberto Monticone	ITA	replacing Dante Berthod
Dave Pym (item 8 only)	CAN	replacing Richard Beare

Guests:

Ingrid Christophersen	GBR	TD
Silvano Maison	ITA	TD
François Roveyaz	ITA	TD
Geertje Richter	FIS	

Apologies:

Richard Beare	CAN	
Dante Berthod	ITA	
Kalevi Hakkinen	FIN	Honorary Member
Ladislav Sandor	SLO	(email 6 Oct 08)

2. Welcome by Chairman

The Chairman welcomed all to the meeting, particularly Per Kjellstrom who was attending for the first time as the official delegate from SWE. The Committee noted with dismay that this would be the last official meeting for Geertje Richter who was leaving the FIS, and gave her a vote of thanks for all her work and support over the previous 7 years.

3. Accept minutes of last meeting

The minutes of the last meeting (28 May in Cape Town (RSA) incorporating those from Cambridge (GBR) on 10 May) were accepted as a true and accurate record.

4. Matters arising (not covered elsewhere in Agenda)

The Committee agreed that all items of substance were included in the Agenda. However, concern was expressed that the agenda was repetitive,

and did not necessarily prioritise topics, nor give members sufficient information to discuss policy with members' national federations prior to the meeting.

Three items of particular concern were: overall strategy (sportsmanship, security, increase in general awareness, work with various organisations in order to increase venues); planning (who is responsible for what, cost to competitors, how and where do we find corporate sponsorship); and geographical questions (we are in Europe and North America - do we want to include NZE, AUS, Africa, Asia, Dubai - how many World Cups do we want in total, in Scandinavia, in North America etc). It was agreed that this would be considered later in the meeting, and also that the Chairman would circulate the FIS published terms of Reference for Committees.

5. World Championships – Vars (17.- 24.01.2009)

There is much work ongoing in cooperation with LC, and resort have spent in excess of €260k to improve the piste and its access. The OC is led by Philippe Billy (FRA), with John Duggan (USA) as Directeur d'Epreuve, and Marco Cozzi (ITA) nominated as TD. There had been an excellent article on Vars in latest FIS Newsflash (#199), and much positive media interest from French TV and Press. The mayor has invited 2 senior ministers to the opening ceremony on Sun 18 Jan.

The Chairman reminded everyone that ALL competitors in the World Championships must have a Speed Skiing FIS Code.

The Committee were advised that the desire to use Vars to its full homologated potential - as included in the Cape Town minutes - had not been referred to Council, and should be specifically repeated.

Action: 1

The Chairman was to write to FIS Council to repeat the request to use Vars up to its full homologated potential.

6. Plans for World Championships 2011 and later.

The Committee discussed the problems which had arisen during the 2008 WC race at Hundfjallet, particularly the concerns over necessary safety improvements to the piste. PK explained that the piste was owned by SkiStar which, as a large corporation, were positive about improving facilities, but had to include such expenditure in their forward budgeting. This meant that change could not be as rapid as may be desired by the Speed Ski Committee.

Nevertheless, the Swedish Ski Federation still wishes to propose Hundfjallet for the 2011 FIS Speed Ski World Championships, and recognised that piste improvements were needed by 2010 at the latest. Furthermore, they wish to hold a WC race in 2009, in conjunction with Idre, and run by Per Albhertz.

Action: 2

Luc Cristina would visit Hundfjallet in October to ascertain what changes were required for 2011. If limited changes could be made prior to WC 2009, then these would go ahead. If not, he would define a limited homologation - which might included limiting the highest start - to facilitate the WC race in Mar 2009.

Action: 3

Philippe May indicated that Verbier would be prepared to host the FIS Speed Ski World Championships in 2011 if Hundfjallet was unable so to do.

Sun Peaks (CAN) had offered to hold the 2013 Speed Ski World Championships, and this was supported by Dave Pym on behalf of the Canadian Ski Federation.

Action: 4

The Chairman is to write to Sun Peaks, accepting their proposition, and looking forward to a formal bid to the FIS.

In discussion, the Committee felt that the 2015 Speed Ski World Championships should be back in Central Europe. Verbier was one option, and PM's offer for 2015 was much appreciated by the Committee, although the Chairman was also asked to seek other locations.

Action: 5

The Chairman is to contact the Austrian Ski Federation and known Speed Ski resorts to seek further nominations for the 2015 SS WSC.

7. Progress with 2008/09 World Cup season

The Committee expressed its appreciation that the calendar for 2008/09 had been maintained; the Chairman advised that the races in Salla (FIN) had not appeared on the FIS website, and he would follow this up {After-Meeting Note: FIN advise that they had passed the calendar entry to the FIS Secretary at the Cape Town meetings}.

It was essential that we produce a valid Nations Cup calculation which would accurately rank all competing nations, even those with comparatively few participants. To encourage SDH racers, a separate SDH WC table would be maintained in addition to their being classified in the overall listings ('scratch'); this would use the same points values (25, 20, 15, 12 etc) applied to the female WC results. The Kalevi Cup was available for the best-placed SDH male racer, but there is no similar incentive for the best female racer; the Chairman agreed to provide a 'Taplin Trophy' for the best-placed female SDH racer in WC each year.

Concerns were expressed about organisation, both that OCs should use the designated results format (as designed by Christer Weiss), and that there

should be an agreed 'cahier de charge' between resorts, NSA and the FIS. The FIS Secretary General advised that these should be signed by the Speed Ski Committee Chairman.

Randy Rogers (USA), a supporter of Speed Skiing in the past, had contacted the Chairman to suggest an event in Willamette Pass, Oregon (USA). This piste had not been used for some time, when there had been problems because of a difficult braking area. The Committee were delighted that USA were making moves to rejoin the Speed Ski circuit, but felt that the piste would require re-homologation, probably by an Alpine inspector accompanied by a Speed Skiing TD. Dave Pym (CAN) suggested that this might be done by Gerry Rinaldi and Blake Andreasson, with the documents scrutinised by LC.

Sun Peaks (CAN) had, for a number of years, charged more than FIS-agreed fees for athletes lift pass and accommodation packages, and the Chairman was tasked with seeking an avoidance of this practice in the future.

Actions:

6. **The Chairman was to advise FIS (copy FIN) that the bid for Salla had been handed to FIS in South Africa.**
7. **All TDs were to ensure that WC results were provided in the approved format (attached).**
8. **The Chairman would ask Christer Weiss to calculate a separate SDH WC points table in addition to the overall listing table.**
9. **The Chairman would provide a trophy for the highest placed female SDH WC competitor each year.**
10. **Jean-Lou Montes would develop a Nations Cup format involving all participating nations.**
11. **The Chairman would circulate cahiers de charge documents to all organisers (detailing their responsibilities)/NSA which he could sign on behalf of the FIS.**
12. **The Chairman would contact Randy Rogers with regard to using Willamette Pass, once a re-homologation had been undertaken.**
13. **LC would liaise with Dave Pym (CAN) over getting the rehomologation achieved by CAN inspectors with Speed Skiing experience.**
14. **The Chairman would contact Sun Peaks (CAN) to request that FIS-regulated charges be applied to the WC races; charges for non-FIS events remained at the discretion of the OC.**

8. Outline Calendar for 2009/10 season

The Chairman asked that all nations provided bids for the 2009/10 season. Members proposed Verbier (SUI), Vars (FRA) and Cervinia (ITA). In addition, to qualify for their 2011 Speed Ski World Championships, Hundfjallet (SWE) would also wish to hold an event. The Committee discussed the philosophy of holding events, including ways of encouraging increased participation. It was agreed that 8 to 12 events each year was optimum, with 2 or 3 in North America, a similar number in Scandinavia, and the remainder in central Europe. Additionally, efforts should be made to expand the circuit to take in

other continental groups, such as Asia and Africa, if suitable pistes could be found.

Sponsorship was clearly a major aim, and PK advised that he was in the process of approaching Emirates to see if they wished to hold a demonstration event in the Dubai Snowdome. Members expressed concern that such an event – because of the limited VD and gradient – could not be considered a true Speed Ski test, but would certainly be supported if sponsorship could be found for the regular WC circuit. JLM advised that he was looking at possibilities of developing Speed Skiing in Morocco through the Royal Moroccan Ski Club, and their Minister for Sport.

Actions:

- 15. PK was encouraged to continue his approach to Emirates/Dubai.**
- 16. JLM was encouraged to continue his approaches to the Royal Moroccan Ski Club.**

9. Homologation Issues (Luc Cristina)

LC reported that there were few homologation issues that had not been covered: Hundfjallet needed rehomologation, and he was prepared to do this by mid-Oct in order that they could hold the 2009 WC race; Willamette Pass also required re-homologating, and he would contact CAN to see if this could be effected; and nothing further had been heard from Les Arcs (FRA), meaning that they still lacked a current FIS homologation.

The Chairman had not heard further from Ladislav SANDOR (SLO) about a potential resort in SLO, and would follow this up. **(Action 17)**.

10. TD Working Group (TD WG) Report (L. Cristina)

The TD WG had met on Friday 3 Oct 2008, and had agreed TD assignments for the coming year, and discussed a number of rule changes for the 2008/9 season.

TD Assignments:

Date	Location	Nominated TD
17 – 24 Jan	Vars (FRA) - WSC	Marco COZZI
04 – 07 Mar	Sun Peaks (CAN)	Blake ANDREASSEN
14 – 18 Mar	Salla (FIN)	Christer WEISS
21 – 22 Mar 24 – 25 Mar	Sälen/Idre (SWE) Sälen/Hundfjallet (SWE)	Ingie CHRISTOPHERSEN Blake ANDREASSEN (Valter DRUETTI as fallback)
01 – 03 Apr	Cervinia (ITA)	Risto HAPPONEN
20 – 23 Apr	Verbier-Nendaz (SUI)	Francois ROVEYEZ

11. Speed Rules

The Committee agreed a number of rule amendments to:

- reflect the agreed nomenclature of S1 and SDH in the rules;
- permit the use of dye to mark the piste edges as well as pennons and twigs;
- limit Junior (only) racers to 170 kph (Junior racers entered by the NSA as 'Open' may compete to senior levels);
- implement entry criteria for S1 Racers (either Alpine points, or a season as an SDH racer);
- limit SDH start positions to those for the equivalent S1 category to avoid SDH skiers achieving greater speed than thought safe for S1 skiers.
- refine SDH equipment rules;
- introduce an inclusive national team listing.

These amendments have all been listed in the Attached Annex (Speed Ski rule changes 2008/09).

Action: 18

FIS Council are requested to ratify these changes for incorporation in the Speed Ski Rules 2008/9.

12. Sponsorship Reports

PM advised that he had two potential major sponsors for Speed Skiing, both of whom knew Verbier, but that both were dissuaded because of the artificial overall speed limit on the sport; however, they did accept that track homologations limited potential speeds within safety margins. As reported, PK was progressing an approach to Emirates/Dubai, and JLM would follow up with the Royal Moroccan Ski Club. The Chairman had not followed up the kind offer from Mr Diego Parigi of LISSKI to sponsor events with netting, and would now do this.

Action: 19

Nominated members to follow up specific sponsorship opportunities listed above. All members were to actively seek sponsorship assistance.

13. Any other business.

- a. LC reported that he had not yet managed to arrange an opportunity to visit AUS/NZE to help fully establish their Speed Ski operation (train Speed Ski TD, and homologate a national piste in NZE), and requested that funds be carried forward for him into the coming FY.
- b. The Committee noted that resorts were required to follow the homologation document in preparing pistes for competition. In particular, it was essential that they respected an accurate 100m long timing trap, since other distances would give inaccurate results. Hence the OC would be required to provide a proof of distance of the timing cells to the TD (**included in Rule changes**).

Action: 20

**FIS Council are requested to carry forward the agreed grant (Sfr. 5000.--)
for LC to travel to NZE in 2009 season.**

14. Dates of next meeting – Dubrovnik (CRO) 20-24 May 2009

The 2009 Calendar Conference will be held in Dubrovnik (CRO) between 20 and 24 May. The Speed Ski Committee would endeavour to meet at 10.00 on Fri 22 May.

For the minutes:

Dick Taplin and Ingrid Christophersen, GBR



Speed Ski Rule Changes – 2008/9

Annex to Minutes

Existing Rule	New Rule (2008)	Reason
New Rule	1230.1 Speed Skiing Events Speed skiing is practiced in two distinct event styles: Speed 1 (S1, also called 'classic class') and Speed (Downhill) (SDH, sometimes called 'production class'). No competitor may participate in an S1 race unless they have either FIS Alpine or Speed Ski points, or have already completed at least one season in the SDH class. S1 and SDH events are normally run concurrently, and both count towards FIS points and WC points, based on the overall fastest racer. SDH racers compete in equipment approved for Alpine DH races.	The SDH class has never been fully described in the rules, despite it being referred to later in the Speed Skiing Rules. We also want to prevent inexperienced skiers participating as S1; hence the caveat about early relevant experience as a FIS Alpine racer or participation in SDH events.
1232.2.2 The timing area The last 100 metres of the competition track will be used as the basis for measuring the speed of each competitor. The length has to be measured very precisely, and frequently controlled to ensure that speed measurements remain valid.	1232.2.3 The timing area The last 100 metres of the competition track will be used as the basis for measuring the speed of each competitor. The length has to be measured very precisely, and frequently controlled to ensure that speed measurements remain valid. The OC is responsible for certifying the accuracy of the measurement to the TD.	Clarification that the OC has to certify that the length of the timing area is accurate.
1232.5 Track markings The track will be marked along its sides with pennons (small flags) or small twigs, and also across its width to indicate the end of the timing zone, and the limit of a 'no-turning' limit. The pennons should be positioned as follows: 1232.5.1 Launching area: green pennons, every 3m. 1232.5.2 Timing zone: red	1232.5 Track markings The track will be marked along its sides with dye, pennons (small flags) or small twigs, and also across its width to indicate the end of the timing zone, and the limit of a 'no-turning' limit. The markings should be positioned as follows: 1232.5.1 Launching area: green border markings . 1232.5.2 Timing zone: red	In practice, the use of suitable snow dyes allows the organisers to prepare the piste more rapidly, and to make repairs during the competition. The choice of marking should vary with their visibility in the prevalent weather. In addition, to

<p>pennons every metre. In addition, the end of the zone must be marked across its entire width by a red coloured line on the snow. This line must be at least 30 cm broad, and clearly visible from the competition track.</p> <p>1232.5.3 Run-out area: green pennons every 3m for the first 100m, the end of which will be marked across its entire width by a green or blue coloured line in the snow. This line must also be at least 30cm broad and clearly visible from the track; competitors are not permitted to brake or turn before this line. Further pennons may then be used to indicate the run-out line, but spaced at 3m intervals.</p>	<p>border markings. In addition, 2m after the end of the timing zone must be marked across its entire width by a red coloured line on the snow. This line must be at least 30 cm broad, and clearly visible from the competition track.</p> <p>1232.5.3 Run-out area: green border markings for the first 100m, the end of which will be marked across its entire width by a green or blue coloured line in the snow. This line must also be at least 30cm broad and clearly visible from the track; competitors are not permitted to brake or turn before this line. Further markings may then be used to indicate the run-out line, but spaced at 3m intervals.</p>	<p>dissuade competitors from making dangerous 'hooking' actions with their poles, the timing zone end mark is placed beyond the lower timing cells.</p>
<p>New Rule</p>	<p>1233.4.8 The final start position for racers entered as Juniors (only) must be set such that their maximum speed does not exceed 170 kph (Note also the provisions of Rule 1233.5.2 with regard to SDH category starting positions). This limit is not applicable where a racer has been entered as an 'open' competitor by their National Ski Federation.</p>	<p>For safety and training reasons, racers entered as Juniors (only) will be limited to a maximum speed of 170 kph. If they have been entered into the Open category by the NSA, that NSA must be content that the skier is of a suitable standard.</p>
<p>1233.5.2 Men and women (Classic and Production) will run in different categories, and as separate groups. The female group would normally start first, and may start at a different (lower) position. The Production category start after the entire Classic category with the same rules for start order. However, at the Race Committee meeting on the previous night, the Jury may decide to vary the order of departure (e.g. interspersing groups of men and women).</p>	<p>1233.5.2 Men and women (S1 and SDH) will run in different categories, and as separate groups. The female group would normally start first, and may start at a different (lower) position. The SDH category start after the entire S1 category with the same rules for start order. However, at the Race Committee meeting on the previous night, the Jury may decide to vary the order of departure (e.g. interspersing groups of men and women). No SDH racer may start at a higher point than that used for the equivalent S1 racer (eg SDH</p>	<p>Change of nomenclature to consistently reflect S1 and SDH categories.</p> <p>Also, for safety, SDH competitors are limited to a start equal to, or lower than, the start point for an equivalent S1 competitor (male, female, senior junior etc).</p>

	<p>Junior males cannot start from a higher point than S1 Junior males etc).</p>	
<p>1233.9.2 The final ranking (both general and by category) of a race is established only with the results of the finale of the qualified racers (see Art 1233.5.4 above). All other racers are then classified in descending best speed order following the qualified racer group. Speed skiing competition categories are:</p> <ul style="list-style-type: none"> - Classic/production Female Junior (according to FIS rules) - Classic/production Female Senior - Classic/production Male Junior (according to FIS rules) - Classic/production Male Senior 	<p>1233.9.2 The final ranking (both general and by category) of a race is established only with the results of the finale of the qualified racers (see Art 1233.5.4 above). All other racers are then classified in descending best speed order following the qualified racer group. Speed skiing competition categories are:</p> <ul style="list-style-type: none"> - S1/SDH Female Junior (according to FIS rules) - S1/SDH Female Senior - S1/SDH Male Junior (according to FIS rules) - S1/SDH Male Senior 	<p>Change of nomenclature to consistently reflect S1 and SDH categories.</p>
<p>1233.10.2 During the course of the season, FIS will publish a running Speed Skiing World Cup (SSWC) points list based on the official results as they are issued. On the basis of this, and the results of the final event, the World Cup champions will be presented with their trophies at the World Cup final. Where races also count for a national ranking, this will be calculated on the basis of the points scored by the 3 best men and 3 best women of each country; where a race has insufficient finishers from any nation, then that nation will be excluded from that point forward. This only applies presently to speed ski competitors.</p>	<p>1233.10.2 During the course of the season, FIS will publish a running Speed Skiing World Cup (SSWC) points list based on the official results as they are issued. On the basis of this, and the results of the final event, the World Cup champions will be presented with their trophies at the World Cup final. Where races also count for a national ranking, this will be calculated on the basis defined by the Speed Skiing Committee, which will be an inclusive list showing all competing nations. The basis for the national ranking will be advised by the Committee prior to the first WC race of the season. This only applies presently to speed ski competitors.</p>	<p>Rules are currently too limited to give all nations an equal chance of representation. Hence the Committee will define 'inclusive' rules in order to include (and encourage) smaller nations.</p>
<p>1233.10.4 At the end of the season, the FIS will publish the following lists, separated into male and female categories:</p> <ul style="list-style-type: none"> - The final SSWC ranking list. - The classification according to best speed achieved during the year. - The classification according 	<p>1233.10.4 At the end of the season, the FIS will publish the following lists, separated into male and female categories:</p> <ul style="list-style-type: none"> - The final SSWC ranking list. - The classification according to best speed achieved during the year. - The classification according to FIS point order, calculated in 	<p>As above.</p>

<p>to FIS point order, calculated in accordance with Art 1236 below. In addition, FIS will publish a national ranking, based on the points of the best 3 male and best 3 female racers in the SSWC listing (i.e. a total of 6 racers).</p>	<p>accordance with Art 1236 below. In addition, FIS will publish a national ranking, based on the system defined as in Rule 1233.10.2.</p>	
<p>1234.1 Skis Speed Skis must be between 2.20 and 2.40 m in length. They must not weigh more than 15.0 kg for a pair, including all bindings and attachments, must be constructed for high speed running, and must not have any added aerodynamic appendages. Production class skis must be standard production downhill skis, as defined in the FIS Equipment Specifications.</p>	<p>1234.1 Skis S1 class skis must be between 2.20 and 2.40 m in length. They must not weigh more than 15.0 kg for a pair, including all bindings and attachments, must be constructed for high speed running, and must not have any added aerodynamic appendages. SDH class skis must be standard production downhill skis, as defined in the FIS Equipment Specifications, and no longer than 2.25 m.</p>	<p>Alpine rules do not define a maximum length for DH skis. For safety we believe that these skis need to be limited to 2.25 m.</p>
<p>1234.4 Ski suit For the Classic category, clothing should be a plastified ski suit suitable for Speed Skiing (the plastified suit must be covered by effective slip-resistant clothing until the athlete has reached the waiting area). For the Production category, clothing as well as all elements of the equipment must fulfil FIS rules for Alpine Downhill as defined in FIS Equipment Specifications. For both Classic and Production categories, it is compulsory to wear underclothing covering the body and at least ¾ of the arms and legs under the suit. In order to avoid severe burning, dorsal protection worn under the suit is mandatory (see Art 1234.9). No protective elements can be more than 4.5 cm thick. Athletes must wear gloves to protect their hands.</p>	<p>1234.4 Ski suit For the S1 category, clothing should be a plastified ski suit suitable for Speed Skiing (the plastified suit must be covered by effective slip-resistant clothing until the athlete has reached the waiting area). For the SDH category, clothing as well as all elements of the equipment must fulfil FIS rules for Alpine Downhill as defined in FIS Equipment Specifications, especially as regards air permeability. For both S1 and SDH categories, it is compulsory to wear underclothing covering the body and at least ¾ of the arms and legs under the suit. In order to avoid severe burning, dorsal protection worn under the suit is mandatory (see Art 1234.9). No protective elements can be more than 4.5 cm thick. Athletes must wear gloves to protect their hands.</p>	<p>Changes to bring category definitions consistent, and clarification of Alpine suit characteristics.</p>
<p>1234.6 Helmet A crash helmet (the inner helmet), fully covering the athlete's head is obligatory</p>	<p>1234.6 Helmet For S1 competitors, a crash helmet (the inner helmet), fully covering the athlete's head is</p>	<p>Clarification on the standards acceptable for helmets for both S1 and SDH</p>

<p>and must be fitted with a face protector. It must be fastened solidly with a chinstrap and safety-buckle (double metallic rings are forbidden). The crash helmet and the head must be separated with foam no less than 0.5 cm thick (under natural pressure). Additional neck and face protection may be added (the outer helmet), but must not have any dangerous protuberances, and must separate from the basic protective helmet in the event of a fall. This will normally be effected by use of 2 or more frangible plastic screws or with points of glue to hold the 2 parts together. It may not exceed 40 cm in any dimension (the 'circle test'), including padding and flexible seals. It must not weigh more than 2kg in toto (both inner and outer). For the 2007/08 season, racers may use inner helmets conforming to CE 1077 standards and fitted with an approved outer-helmet fixation system accompanied by a maker's certificate. In the case of such helmets, the "circle test" is increased to 48 cm in diameter.</p>	<p>obligatory and must be fitted with a face protector. It must be fastened solidly with a chinstrap and safety-buckle (double metallic rings are forbidden). The crash helmet and the head must be separated with foam no less than 0.5 cm thick (under natural pressure). Additional neck and face protection may be added (the outer helmet), but must not have any dangerous protuberances, and must separate from the basic protective helmet in the event of a fall. This will normally be effected by use of 2 or more frangible plastic screws or with points of glue to hold the 2 parts together. It may not exceed 40 cm in any dimension (the 'circle test'), including padding and flexible seals. It must not weigh more than 2kg in toto (both inner and outer). For the 2008/09 season, racers may use inner helmets conforming to CE 1077 standards and fitted with an approved outer-helmet fixation system accompanied by a maker's certificate. In the case of such helmets, the "circle test" is increased to 48 cm in diameter.</p> <p>1234.6.1 SDH competitors must wear a helmet which conforms to FIS Alpine DH Equipment Specification Rules, or to EN966. CE1077 helmets may have added chin protection and an optional visor,</p>	<p>categories; the latter now refers specifically to the Alpine Equipment Rules.</p>
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FIS WORLD CUP
SPEEDSKI 2005
Cervinia (ITA)
 02.04.2005 - 03.04.2005
Qualification run 1 - 5/Semifinal/Final Result
Men/Women Senior Classic

(FIS logo)



(Speedski Logo)



(NSF Logo)



(OC Logo)



(Sponsor Logos)



Jury

TD:	Xxxxx.Xxxxxx	(SWE)
Referee:	Xxxxx.Xxxxxx	(ITA)
Ass. Referee:	Xxxxx.Xxxxxx	(FRA)
Chief of Race:	Xxxxx.Xxxxxx	(ITA)
Start Referee:	Xxxxx.Xxxxxx	(ITA)
Finish Referee:	Xxxxx.Xxxxxx	(ITA)

Technical data:

Course name:	Xxxxxxxxxx
Start:	3000
Finish:	2000
Verical drop:	500
Length:	1000
FIS Homol. No.:	02.10.6833
Factor:	1500
Codex:	ITA1435

Weather:	Wind:	Snow:	Temp. Start:	Temp. Finish:	Time:
Cloud	5 m/sek	Natural	-8	-4	07.30

Forerunners:

A	Xxxxx.Xxxxxx	(ITA)
B	Xxxxx.Xxxxxx	(ITA)
C	Xxxxx.Xxxxxx	(ITA)
D	Xxxxx.Xxxxxx	(ITA)
E	Xxxxx.Xxxxxx	(ITA)

Pos	Bib	FIS Code	Surname, Name	Nat.	Classification	Time (s)	Speed Km/h	FIS points	WC points
1	10	xxxxxx	Xxxxx.Xxxxxx	XXX	M/Jun/S1	xxx.xxx	xxx.xxx	xxx.xxx	100
2	2	xxxxxx	Xxxxx.Xxxxxx	XXX	M/Sen/SDH	xxx.xxx	xxx.xxx	xxx.xxx	80
3	20	xxxxxx	Xxxxx.Xxxxxx	XXX	M/Jun/SDH	xxx.xxx	xxx.xxx	xxx.xxx	60
4	8	xxxxxx	Xxxxx.Xxxxxx	XXX	etc	xxx.xxx	xxx.xxx	xxx.xxx	50
5	1	xxxxxx	Xxxxx.Xxxxxx	XXX	(same for F	xxx.xxx	xxx.xxx	xxx.xxx	45
6	6	xxxxxx	Xxxxx.Xxxxxx	XXX	racers)	xxx.xxx	xxx.xxx	xxx.xxx	40
7	7	xxxxxx	Xxxxx.Xxxxxx	XXX		xxx.xxx	xxx.xxx	xxx.xxx	36
8	3	xxxxxx	Xxxxx.Xxxxxx	XXX		xxx.xxx	xxx.xxx	xxx.xxx	32
9	9	xxxxxx	Xxxxx.Xxxxxx	XXX		xxx.xxx	xxx.xxx	xxx.xxx
....
25	4	xxxxxx	Xxxxx.Xxxxxx	XXX		xxx.xxx	xxx.xxx	xxx.xxx	6
26	12	xxxxxx	Xxxxx.Xxxxxx	XXX		xxx.xxx	xxx.xxx	xxx.xxx	5
27	5	xxxxxx	Xxxxx.Xxxxxx	XXX		xxx.xxx	xxx.xxx	xxx.xxx	4
28	15	xxxxxx	Xxxxx.Xxxxxx	XXX		xxx.xxx	xxx.xxx	xxx.xxx	3
29	13	xxxxxx	Xxxxx.Xxxxxx	XXX		xxx.xxx	xxx.xxx	xxx.xxx	2
30	18	xxxxxx	Xxxxx.Xxxxxx	XXX		xxx.xxx	xxx.xxx	xxx.xxx	1
31	16	xxxxxx	Xxxxx.Xxxxxx	XXX		xxx.xxx	xxx.xxx	xxx.xxx	0
32	14	xxxxxx	Xxxxx.Xxxxxx	XXX		xxx.xxx	xxx.xxx	xxx.xxx	0
33	17	xxxxxx	Xxxxx.Xxxxxx	XXX		xxx.xxx	xxx.xxx	xxx.xxx	0
34	11	xxxxxx	Xxxxx.Xxxxxx	XXX		xxx.xxx	xxx.xxx	xxx.xxx	0
35	19	xxxxxx	Xxxxx.Xxxxxx	XXX		xxx.xxx	xxx.xxx	xxx.xxx	0

Did not start (DNS):

Xxxxx.Xxxxxx (FIN)
 Xxxxx.Xxxxxx (CAN)

Did not finish (DNF):

Xxxxx.Xxxxxx (SUI)
 Xxxxx.Xxxxxx (GBR)

Disqualified (DSQ):

Xxxxx.Xxxxxx (FRA)

Technical Delegate: Xxxxxxxx Xxxxx (SWE) # 90 **HESTRA**