

## NOTES FROM SPEED SKI TD WORKING GROUP – 15 MAY 2010

### Item 1. Review of past season races.

- a. Vars. Organisation was good, but it had problems of maintaining the agreed timetable, the chain of command did not always appear to work (too many chiefs?), and there were insufficient Sherpas provided to help athletes turn round rapidly enough. As a result, potential runs were lost, and the athletes did not start from the highest point. **Action: 1. The Chairman should add the requirement for Sherpas into the Race Contract. 2. The Chairman was to contact Philippe Billy about an event in 2011.**
- b. Sun Peaks. Very high level of organisation, including sponsors and safety. Occasions when TD had to be firm with OC, and it had been very valuable for Christer Weiss to attend this year as a change. The WG thanked FIS and the Canadian Ski Federation for their financial support, and request that an entry be included in the 2011 budget to allow Blake Andreassen (CAN) come to an event in Europe. Racers noted that, because the event was a 'package' with the Pro event, this is one of the most expensive WC venues, particularly on top of the cost of flights from Europe. **Action: 1. It is suggested that Sun Peaks might wish to hold a FIS race some time prior to the FIS WC to provide the NorAm racers a chance to 'warm up'. 2. The Chairman would ask the Speed Ski Cttee to add a budget line for the CAN TD to oversee a European race in 2011.**
- c. Salla. This was again run in very good conditions with clear weather. It was felt to be quite distant, cold and comparatively slow, and there was some criticism of the standard of piste preparation which again had transverse ripples. Recognised as a token to Hakki, who should be thanked for finding sponsorship to run it. Would like to see more FIN skiers competing.
- d. Idre/Hundfjallet. Potentially fewer problems this year, possibly because of having a strong TD. Noted that it would be preferable if TD was fluent in English in order to work with the OC. Much discussion about pisting, and suggestion that pisteurs need to be more aware of the snow conditions at particular times – eg potentially not after races when weather is warmer, and snow could freeze in poor state overnight. Videos of races were first class, and could be used for marketing the discipline.
- e. Verbier. This was a near-perfect event. It was suggested that some additional protection might be needed on RHS of the piste (looking downhill); this was transmitted to Philippe May.
- f. Les Arcs. After looking forward to an event in Les Arcs, the Forum were disappointed when it was cancelled. Luc Cristina made it clear that the Les Arcs limited homologation did not require many km of B netting, but neither was barrier netting acceptable. He believed that Les Arcs were very close to being able to run the FIS race as calendared, but that poor communication on both sides had contributed to bad feeling and misunderstandings<sup>1</sup>. The TD WG supported the nomination of Christer Weiss, despite his having to come from further afield than – for example – an

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<sup>1</sup> The tones of various emails – eg from M Montes – did not help the situation, nor did the communication from the nominated TD (Christer Weiss), which appeared to have been passed through an automatic translation program, and neither made complete sense, nor communicated the true feelings behind the missive.

ITA TD. Few other TDs were available at the time, Christer's travel (by budget airlines) would not have been much more than a road journey from ITA, and he had experience of Les Arcs both as racer and team manager.

#### Item 2: Appeal by Ricardo Adaragga.

Ricardo Adaragga (SPN) had participated in the WC Final in Verbier. He had not made the cut for the final 15, but had been selected as a forerunner for the final. Despite achieving the fastest forerunner time, his time was not included in the results in accordance with ICR 1233.6.2 "... At this stage the speeds of the best forerunner in each category is taken into account for the results..". He had appealed following the race, but had had his request rejected, and was now appealing to the Speed Ski Committee. The TD WG were asked to provide their advice.

After consultation, it was agreed that the Jury did not have the competence to ignore or amend the ICR for reasons other than safety, but that their role was to run the event with due regard to the conditions prevailing in the resort at the time (snow conditions, weather, athlete abilities etc). Consequently, while they could advise that a specific racer could not compete on grounds of safety, they could not decide to ignore an achieved time once that individual had raced. Under the circumstances, the TD WG recommended that the Speed Ski Committee should accept Adaragga's appeal, that his times should be inserted into the results, with the appropriate changes to WC and FIS Points, and that his SFr100,- caution should be returned to him.

The TD WG then considered the whole rule about forerunners more closely, and advised that it was essentially illogical, and have suggested that the Rule should be changed to an advice that the first runners in each category should be required to provide a report to the Jury 'in the style of a forerunner', and that all who compete in a specific run should have their times counted for that run (see further details below).

#### Item 3: Rule Change Proposals

- a. Forerunning. Because of the relatively small numbers who compete in Speed Skiing, the limited number of sub-WC races, and the fact that all present wish to compete when at an event, OCs do not have dedicated forerunners available. The function of the forerunner is to trace the course, and advise the Jury if there are any problems. In practice, this simply means racing the piste in the same manner as other competitors. It is suggested, therefore, that all racers should be run down in reverse order of their current (training) times, and thus the 3 slowest racers should function as forerunners in being required to provide an oral 'forerunner report' to the Jury prior to the next skier starting their run. If problems are detected, these can then be resolved prior to the next runner. If any major changes are made later in the course of the event, the racer following those changes will also be required to make a 'forerunner report'. Specific suggested text changes are given in the attached table.
- b. Start Order. In line with the views on Forerunning, the meeting felt that the start order for each run should be in reverse order of times (ie slowest first) within category groups, but that it was the job of the Jury to decide, according to local conditions, in which order categories should run.
- c. Timing 'red line'. A number of athletes had been injured because of attempting to 'hook' the timing beam with their poles. As a means to discourage this practice it

was agreed that the line marking the end of the timing trap should be between 2 and 5 metres after the lower photocells (location to be defined by the OC).

- d. SDH suits. TDs were concerned as to how they could ensure that athletes had equipment conforming to the Rules. In the case of SDH racing suits, these should be plumbed as defined in the Equipment Specifications. In the event that a suit is not plumbed, or an air-permeability certificate is not available, then the TD should be able to direct the athlete how it can be tested.
- e. SDH skis. Because Alpine regulations keep changing, the specification for Alpine DH skis also changes frequently, which can be costly for the Speed Ski athlete. Consequently, it was suggested that the rule should allow 'previous' DH ski variants to be used, provided they are between 215 and 225 cm in length.
- f. Fairings. There was considerable discussion over the frontal thickness and fixing of fairings, but it was agreed that no rule change was currently required. However, TDs were directed to the rule which states that "Each fairing may not exceed 1 kg in weight, must be constructed from a pliable material, *must not cover or inhibit the working of the ski bindings and must be non-wounding when breaking.*"

Item 4: New pistes. Luc Cristina gave an update on 3 potential pistes:

- a. Recoarro (ITA) Homologation had stopped on this piste with a change of organisation, but Alberto Montecone would try to get the process restarted.
- b. Antennes (AND) Luc Cristina provided pictures of a potential new piste in Andorra, which had been seen by Philippe May and Martial Matreuil. The WG agreed that it was a positive move, and fully supported it being homologated, and used for SDH races in the first instance.
- c. San Domenico (ITA). This new piste is near Domodossola. It currently only has mechanical uplift to a level where it can be used for races up to some 120 kph. To access the full piste would mean athletes walking up a further 100 metres or so, and would then have a potential for some 200 kph; it was agreed that proper mechanical uplift should be provided. The WG fully supported its homologation, and for additional uplift if possible. It was suggested that it might be available for the 2013 World Speed Ski Championships but, to hold those, it would have had to hold a FIS/FISI race in 2011 and a WC in 2012 *at least*. If the FIS/FISI race could be a national championships, this would also promote their bid.

The WG was advised that Cervinia (ITA) was now under new ownership and management, and the costs of providing a Speed Ski event in the resort were felt to be prohibitive without considerable sponsorship.

Les Arcs (FRA) has been dealt with earlier; the WG fully supported the resort holding FIS events there, as long as the safety provisions met the revised homologation, which are not as arduous as the resort seems to believe.

Item 5: General points

- a. Credibility. The WG felt that we should try to raise the credibility of the sport by limiting access to WC races, while providing more events at FIS and Continental

Cup level. On the positive side, the SDH classification means that there are no natural barriers to new competitors, as long as they have an Alpine skiing profile.

- b. Numbers to count for trophies. In line with the wish for credibility, the WG were concerned about giving trophies for classifications where there were insufficient competitors. They suggested the following:
  - i) For World Championships, any category must field at least 3 competitors. In addition quotas should be fixed for each nation, and 4 racers per category was suggested (ie max of  $6 \times 4 = 24$  competitors)
  - ii) For WC trophies, any category must have had at least 5 competitors during the course of the race series. Points would be given at every event and, if at least 5 individuals had competed during the series then a trophy could be awarded at the Final.
  - iii) If the World Championship quota were accepted and found to work, then quotas might also be suggested for the WC Final.
  - iv) At present, only Verbier seems equipped to run the WC Final at the end of the season, and alternative locations should be sought – Les Arcs seemed the most possible alternative if its homologation problems could be overcome.
- c. Equipment Controls. In order to encourage use of appropriate equipment, it is suggested that 3 racers should be randomly drawn for checking at both semi-final and final stages of all WC and World Championship races.
- d. FIS Calculation Support. Luc Cristina reported that Francesco Cattaneo (FIS Office) had produced a number of programs as requested at a previous meeting of the Speedski Committee. A timing programme, running on Windows XP, would be available from season 2010/11; the program would include an electronic Draw option; results would be produced in a standard XML format to be sent to the FIS Office and automatically uploaded; and a revised FIS Points list would be available after every race location. Francesco had also proposed minimum penalty points for each category of racer at WC level: S1 should be zero (as now); SDH should be 100 points; and SDH(J) should be 160 points. It was agreed that Dick Taplin would look at the effects of these penalties in a historical context.

The meeting closed shortly after 19.00.

Attached:

Speed TD Rule Change proposals for FIS Speed Ski Committee consideration

Proposed Speed Ski Rules – May 2010

Existing Rule	New Rule (2009)	Reason
<p><b>1232.5 Track markings</b> 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:</p> <p><b>1232.5.1</b> Launching area: green border markings.</p> <p><b>1232.5.2</b> Timing zone: red 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><b>1232.5.3</b> 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><b>1232.5 Track markings</b> 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:</p> <p><b>1232.5.1</b> Launching area: green border markings.</p> <p><b>1232.5.2</b> Timing zone: red border markings. In addition, <b>the end of the timing zone must be marked across its entire width by a red coloured line on the snow; this should be between 2m and 5m after the timing cells.</b> This line must be at least 30 cm broad, and clearly visible from the competition track.</p> <p><b>1232.5.3</b> 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>The purpose of this change is to try to avoid racers 'hooking' the timing beams, which is both unsportsmanlike and dangerous. Moving the line an undetermined distance after the timing cells makes their position harder to determine.</p>
<p><u>1233.5 Starting Order</u> <b>1233.5.1</b> Competitions will run under FIS Point regulations. The starting order of competitors is determined according to their current FIS points, with the best 15 competitors present being drawn.</p>	<p><u>1233.5 Starting Order</u> <b>1233.5.1</b> Competitions will run under FIS Point regulations. The starting order of competitors <b>for their training runs</b> is determined according to their current FIS points, with the best 15 competitors present being drawn.</p>	<p>Change is to allow for full BIBO start orders in subsequent runs, based on their prior performance in the competition. Full BIBO start orders will also assist with forerunner duties.</p>
<p><b>1233.5.2</b> Men and women (S1, SDH and SDH(Jun)) 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</p>	<p><b>1233.5.2</b> Men and women (S1, SDH and SDH(Jun)) will run in different categories, and as separate groups. <b>The Jury will decide the order of departure of each group at the Team Captains' Meeting according to</b></p>	<p>The practical considerations of moving start positions, likely snow conditions and psychological impact of the order of starting for each</p>

<p>categories normally 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(Jun) racer may start from a higher position than the equivalent SDH racer, and no SDH racer may start at a higher point than that used for the equivalent S1 racer.</p>	<p><b>anticipated piste conditions.</b> No SDH(Jun) racer may start from a higher position than the equivalent SDH racer, and no SDH racer may start at a higher point than that used for the equivalent S1 racer.</p>	<p>group and each gender must be considered at each event.</p>
<p><b>1233.5.3</b> Race numbers will be allocated to each competitor at the start of the competition, and these numbers will be retained for the duration of the competition. All training runs will be run in race number order, as will the first race run. Thereafter, the starting order for each group (by style and gender) will be determined by the best speed reached by each competitor in that group during all previous runs of the race (i.e. excluding training runs), with competitors starting in decreasing order of speed apart from the 10 fastest racers where the order is inverted (i.e. the order is: 10<sup>th</sup> fastest, 9<sup>th</sup>, 8<sup>th</sup>, 7<sup>th</sup> ...2<sup>nd</sup>, 1<sup>st</sup> then 11<sup>th</sup>, 12<sup>th</sup>, 13<sup>th</sup>, 14<sup>th</sup> etc ..).</p> <p><b>1233.5.4</b> At the Race Committee meeting, the Jury will advise the number of racers in each category for each of the runs to be held the next day. After each run, the Jury must eliminate racers who do not demonstrate sufficient technical skills to participate in the next run.</p>	<p><b>1233.5.3</b> Race numbers will be allocated to each competitor at the start of the competition, and these numbers will be retained for the duration of the competition. All training runs will be run in race number order, as will the first race run. Thereafter, the starting order for each group (by style and gender) will be determined by the <del>best</del> speed reached by each competitor in that group during <del>all</del> <b>the</b> previous runs of the race (i.e. excluding training runs), with competitors starting in <b>increasing order of speed.</b> <del>decreasing order of speed apart from the 10 fastest racers where the order is inverted (i.e. the order is: 10<sup>th</sup> fastest, 9<sup>th</sup>, 8<sup>th</sup>, 7<sup>th</sup> ...2<sup>nd</sup>, 1<sup>st</sup> then 11<sup>th</sup>, 12<sup>th</sup>, 13<sup>th</sup>, 14<sup>th</sup> etc ..).</del></p> <p><b>1233.5.4</b> At the Race Committee meeting, the Jury will advise the number of racers in each category for each of the runs to be held the next day. After each run, the Jury must eliminate racers who do not demonstrate sufficient technical skills to participate in the next run.</p>	<p>After training, all racers will be run in Full BIBO order – ie slowest first, building up to fastest. This change will both facilitate forerunner duties, and should add to the excitement of the competition for spectators and media.</p>
<p><b>1233.6 Forerunners</b> 1233.6.1 Forerunners are registered as normal competitors for the current race and must fully comply with the FIS rules for Speed Skiing. For training and the first official run,</p>	<p><b>1233.6 Forerunners</b> 1233.6.1 Forerunners are registered as normal competitors for the current race and must fully comply with the FIS rules for Speed Skiing. For training and the first official run, the Jury will</p>	

<p>the Jury will draw two (male) racers to act as forerunners. The speeds of the forerunners are retained as their official results for that run.</p> <p>1233.6.2 If there are no appointed forerunners, and once cuts start being made, the three best men and the best woman who did not qualify during the previous run are appointed as the forerunners, and go down in decreasing order of achieved speed. In the event that they refuse, or are unable to meet the requirement, the free places are taken by the following nonqualified racers. At this stage the speeds of the best forerunner in each category is taken into account for the results. The speeds of the following forerunners are not taken into account for the official results, but they are published as information with the results.</p>	<p>draw two (male) racers to act as forerunners. The speeds of the forerunners are retained as their official results for that run.</p> <p><del>1233.6.2 If there are no appointed forerunners, and once cuts start being made, the three best men and the best woman who did not qualify during the previous run are appointed as the forerunners, and go down in decreasing order of achieved speed. In the event that they refuse, or are unable to meet the requirement, the free places are taken by the following nonqualified racers. At this stage the speeds of the best forerunner in each category is taken into account for the results. The speeds of the following forerunners are not taken into account for the official results, but they are published as information with the results.</del> <b>For the second and subsequent runs, all racers will run in their categories (S1, SDH etc) in full BIBO order of their last times (ie the slowest first, followed by the 2<sup>nd</sup> slowest, with the fastest racer last). The first two male racers, and the first female racer to start in each run will also undertake forerunner duties, and are required to report to the Jury on the completion of their run; as competitors, their times will be recorded in the results.</b></p>	<p>The purpose of this change is to recognise 1) that OCs are frequently unable to provide suitable forerunners and, 2) that it is illogical to 'cut' a racer for safety or quota reasons, only to then allow them to race the same piste. The duties of a forerunner – to report on the condition of the piste etc – will be undertaken by full competitors, who will also have their time counted for the results.</p>
<p><b>1234.1 Skis</b> 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 and SDH(Jun) class skis must be standard production downhill skis, as defined in the FIS Equipment Specifications, and no longer than 2.25 m.</p>	<p><b>1234.1 Skis</b> 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 and SDH(Jun) class skis must be standard production downhill skis, as defined in the FIS Equipment Specifications, and no longer than 2.25 m. <b>DH skis conforming to previous Specifications, between 2.15 and</b></p>	<p>The purpose of this change is to reduce costs to SDH skiers who already have serviceable skis, albeit not to the latest Alpine DH</p>

	2.25 m in length may also be used.	specification.
<p><b>1234.4 Ski suit</b>  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 and SDH(Jun) categories, clothing as well as all elements of the equipment must fulfill FIS rules for Alpine Downhill as defined in FIS Equipment Specifications, especially as regards air permeability. For <u>all</u> 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><b>1234.4 Ski suit</b>  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 and SDH(Jun) categories, clothing as well as all elements of the equipment must fulfill FIS rules for Alpine Downhill as defined in FIS Equipment Specifications, especially as regards air permeability ('Plombing'). For <u>all</u> 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>The athlete should have a suit with an appropriate lead 'plomb' to prove that it conforms to permeability standards, or a certificate of origin giving that assurance.</p>
<p>1236.2 For World Cup and World Championship races, based on winning S1 racers, there will be no Race Penalty to add. Where SDH skiers do not have any S1 skiers as a basis for race points, FIS will provide an appropriate Race Penalty; where SDH(Jun) skiers have neither S1 nor SDH competition, FIS will advise the SDH(Jun) specific penalty. Validity of points on any listing is in accordance with FIS practice as defined in the points listing of the FIS Classification Committee.</p>	<p>1236.2 For World Cup and World Championship races, based on winning S1 racers, there will be no Race Penalty to add. Where SDH skiers do not have any S1 skiers as a basis for race points, FIS will <b>publish</b> an appropriate Race Penalty; where SDH(Jun) skiers have neither S1 nor SDH competition, FIS will advise the SDH(Jun) specific penalty. Validity of points on any listing is in accordance with FIS practice as defined in the points listing of the FIS Classification Committee.  (For 2010/11 season, the WC race penalties are: S1 0 (zero) pts, SDH 100 pts, and SDH(Jun) 160 points)</p>	<p>This gives the detail of the current minimum race penalty for each category of athlete.</p>