

FAQs for CNISSF South 1 Division

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TEAM FORMATION, COACHING REQUIREMENTS, AND RACER ELIGIBILITY

WHAT IS THE GOVERNING BODY FOR THE HIGH SCHOOL ALPINE RACING?

The California Interscholastic Federation (CIF) is the overall governing body. CIF is broken into multiple geographic Divisions, of which one is the North Division. The California and Nevada Ski and Snowboard Federation (CNISSF) is a subdivision of the North Division.

CNISSF is split into 6 Divisions: North 1 and North 2 covering the schools in the northern end of the state who host Divisional races at Mt. Shasta; Central 1 and Central 2 covering the schools along the highway 80 corridor who host Divisional races at the north shore resorts; South 2 covering the southern schools who host Divisional races at Mammoth; and South 1 covering the highway 50 and highway 88 corridors who hosts Divisional races at Sierra.

Did you know!

CNISSF divisions aren't established based on how highly ranked the teams are (like football is). The Divisions simply represent geographical territory.

Most public high schools and many private high schools belong to CIF. CIF is typically the governing body for all of high schools sports such as football, basketball, baseball, and soccer.

There is another organization that does high school alpine racing. It is comprised of certain high schools in the Tahoe area on both sides of the California and Nevada state lines.

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DOES THE SCHOOL HAVE TO BE A MEMBER OF CIF TO PARTICIPATE IN CNISSF?

Yes. If your school is currently not a member of CIF, please contact the South 1 Division Coordinator to put you in touch with the state level of CNISSF. It is a fairly simple process, but there is a lead time associated with it.

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WHAT DO I HAVE TO DO TO BECOME A COACH?

Coaches must be approved by the school. Each school has its own process for both Head Coach and Assistant Coaches. However, this process will include, at minimum, completing a CIF approved coaching course.

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DO COACHES NEED TO HAVE PRIOR COACHING OR RACING EXPERIENCE?

CNISSF and South 1 do not require prior experience; however, the school may have requirements.

Coaches need to complete a CIF approved coaching course and whatever else the school requires to ensure the safety and quality of the team. In addition, coaches need to become familiar with specific CNISSF rules for racing such as "proper passage of gates". Experienced coaches from other teams are typically happy to provide new coaches/teams with helpful information and suggestions.

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IS THERE A VOTING PROCESS AMONG MEMBER SCHOOLS?

Yes, each school has one vote. If the Head Coach and Assistant Coach(es) disagree, the Head Coach's vote will be overriding vote for that school.

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HOW DOES CNISSF AND SOUTH 1 CONTACT THE SCHOOLS?

A contact list is maintained. This contact list includes name, address, email and phone number of both the school and the Head Coach. Some Head Coaches ask for other coaches to be included in the contact list (which is fine). Contacts may be added/deleted at any time by contacting the Division Coordinator.

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WHY IS THE DIVISION COORDINATOR ASKING FOR MY RACER "COUNTS" 6 WEEKS BEFORE THE 1ST RACE?

In the middle of November, the Division Coordinator will ask for a count of your racers broken into the following categories. These racer counts will need to be provided by approximately the last week of November:

- Women Ski
- Men Ski
- Women Board

- Men Board
- Total Racer Count (to crossfoot with the subtotals)

These racers counts serve these purposes, all of which have to occur well before the 1st race. There has to be time to get the information, process it, and communicate the results to the Coaches.

- The Division Coordinator will use this to calculate the South 1 Racer Fee. This information is one of the prime components of the calculation. The general rule is, the more the racers, the less the South 1 Racer Fee.
- The Head Gatekeepers will use the counts to establish the gatekeeping schedule for the year. This schedule is posted on www.south1race.org.
- The Division Coordinator and/or Scorekeeper will use this information to determine the School Race Order. This schedule is posted on www.south1race.org.
- The Division Coordinator and/or Scorekeeper will use this information to determine the South 1 Volunteer schedule. This schedule is posted on www.south1race.org.

The rosters are done via excel, but if the coach doesn't have excel, an alternate method can be used. Please contact the Division Coordinator.

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WHY DOES THE COACH HAVE TO PROVIDE A ROSTER?

The Division Coordinator provides a roster template to each team's coach for completion. This will typically include the prior year's racers to make it easy on the coach since many will be returning racers. The coach will update the roster template and return it to the Division Coordinator by early-mid December. The Division Coordinator will complete and prepare the master roster. From this a start list template will be created and sent to the coach to use for the season. Many teams use this template for things such as bus attendance, practice attendance, etc.

The rosters are done via excel, but if the coach doesn't have excel, an alternate method can be used. Please contact the Division Coordinator.

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A RACER ATTENDS A SCHOOL WHO ISN'T A MEMBER OF CIF. CAN THAT RACER RACE WITH SOUTH 1?

No. The school must be a member of CIF.

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A RACER ATTENDS A SCHOOL WHO IS A MEMBER OF CIF, BUT THE PRINCIPAL/ATHLETIC DIRECTOR IS UNABLE TO APPROVE AN ALPINE RACE TEAM. CAN THAT RACER RACE ON ANOTHER SCHOOL'S TEAM OR AS AN INDEPENDENT?

No. The school must approve the team as one of their sports.

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A RACER LIVES IN THE BOUNDARIES OF A CNISSF SCHOOL. BUT THE RACER DOESN'T ATTEND THE CNISSF SCHOOL BECAUSE OF ONE OF THE FOLLOWING REASONS (SEE LIST). CAN THIS RACER BE ON THAT SCHOOL'S TEAM?

- The racer is home schooled.
- The racer attends a different school (public or private).
- The racer isn't in high school yet.

No. The racer must be enrolled in the high school that has an active CNISSF alpine race program.

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A RACER WANTS TO JOIN MY SCHOOL'S TEAM. THE RACER ATTENDS MY SCHOOL, BUT LIVES OUTSIDE THE BOUNDARIES. CAN THIS RACER BE ON MY SCHOOL'S TEAM?

As long as the racer is enrolled in the high school and there are no CIF eligibility issues due to a transfer from one school to another, it is fine. Please verify this specific situation with your Athletic Director.

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DO RACERS HAVE AN ACADEMIC ELIGIBILITY REQUIREMENT?

Yes. CIF has an academic eligibility requirement the same as any other high school sport. Please contact your Athletic Director.

Racers may become academically eligible/ineligible during the season. Please see the [RACE DAYS](#) section below for specifics.

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TEAM STRUCTURE

WHAT DISCIPLINES AND EVENTS ARE AVAILABLE?

Discipline/Squad	Events Available	Maximum # Per Team for Varsity Class	Maximum # Per Team for Open Class
Womens Ski	Giant Slalom (GS) Slalom (SL)	10 per race	None
Mens Ski	Giant Slalom (GS) Slalom (SL)	10 per race	None
Womens Board	Giant Slalom (GS) Slalom (SL)	10 per race	None
Mens Board	Giant Slalom (GS) Slalom (SL)	10 per race	None

Note: A racer must select only one discipline for the entire season.

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CAN RACERS RACE IN BOTH SKI AND SNOWBOARD EVENTS ON THE SAME OR DIFFERENT DAYS DURING THE SEASON?

No. Under current CNISSF bylaws/constitution, a racer must select only one discipline for the entire season.

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WHAT KIND OF “CUTS” DO DOES A COACH HAVE TO MAKE TO FORM A TEAM?

No “cutting” is necessary from CNISSF or South 1’s perspective. Any “eligible” racer that attends a race, may race. However, the school and or coaching size/depth will play a roll in how large a school’s team can practicably be. In addition, the coach may elect to have a racer “sit out” one or more races due to injury, reprimand, etc.

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DOES A TEAM HAVE TO HAVE EQUAL NUMBERS OF RACERS FOR EACH DISCIPLINE OR BETWEEN MEN/WOMEN?

No. The number of racers for each discipline can vary greatly. It is fairly common to the greatest racer count in the Mens Board squad.

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HOW MANY RACERS CAN BE ON EACH VARSITY CLASS?

It varies from Division to Division within CNISSF. For many Divisions, including South 1 Division, 10 racers may be on each Varsity class for each discipline. All other racers, within that discipline, race in the “Open” class. At the coach’s discretion and presuming there are more than 10 racers per discipline, the composition of the Varsity class and Open class may vary from race to race.

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WHAT HAPPENS IF THERE ARE ≤10 RACERS IN A DISCIPLINE?

It is OK. Many teams have 10 or fewer racers in a discipline. If you have ≤10, then all of your team’s racers, for that discipline, automatically race at the Varsity level.

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DO THE VARSITY CLASS RACERS HAVE TO BE JUNIORS OR SENIORS?

No. Varsity class racers may be any combination of freshmen, sophomores, juniors, and/or seniors deemed suitable for that race by the coach.

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DO THE OPEN CLASS RACERS HAVE TO BE FRESHMAN OR SOPHOMORES?

No. Open class racers may be any combination of freshmen, sophomores, juniors, and/or seniors deemed suitable for that race by the coach.

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DO ONLY THE VARSITY RACERS GET TO RACE ON RACE DAYS?

No. Every "eligible" racer may race. They will race on either the Varsity class or the Open class.

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WHO MONITORS ACADEMIC ELIGIBILITY?

The coach in conjunction with the school monitors the academic eligibility. CIF requires the racer to be academically eligible to participate in a race.

Did you know!

CNISSF bylaws/constitution allow any other team, at their request, to be provided the academic eligibility clearance list from another school.

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BUDGETING

WHO DOES THE TEAM BUDGET?

The coach is responsible for creating and managing the team budget. Contact some other teams for suggestions, since there is no need to reinvent the wheel. The following potential costs should be considered (not a comprehensive list):

- Coach stipends
- Coach passes/tickets
- CNISSF fees
- South 1 Racer fees
- State Championship fees
- Gates/stubbies/brushes
- Gate "Keys" (to screw the gates into the snow)
- Drills/bits/batteries
- Transportation
- Racing bibs
- Team shirts (optional)
- Team waxing and sharpening equipment
- Team pizza parties
- Team season end banquet/bbq
- Racer awards (e.g. MVP)
- School Varsity "letter"
- Lodging costs for States Championships
- Food costs for States Championships

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WHO PAYS FOR "THIS"?

<u>Item</u>	<u>Who Orders</u>	<u>Who Pays</u>	<u>Comments</u>
CNISSF Fee	Team	Team	See www.cnissf.org
South 1 Racer Fee	Team	Team	Typically runs under \$100 per racer and covers the costs to host the 6 Divisional races.
State Championships Fee	Team	Team	See www.cnissf.org
Radios	Team	Team	Highly recommended. Can buy or lease
Gates (if practicing at Sierra at Tahoe)	A specific person designated by the South 1 Division Coordinator	Paid via South 1 Racer Fees	Adjustment to the South 1 Racer Fee is made for any teams not practicing at Sierra at Tahoe

Gates (if <u>not</u> practicing at Sierra at Tahoe)	Team	Team	
Stubbies (if practicing at Sierra at Tahoe)	A specific person designated by the South 1 Division Coordinator	Paid via South 1 Racer Fees	Adjustment to the South 1 Racer Fee is made for any teams not practicing at Sierra at Tahoe
Stubbies (if practicing <u>not</u> at Sierra at Tahoe)	Team	Team	
Brushes (if practicing at Sierra at Tahoe)	A specific person designated by the South 1 Division Coordinator	Paid via South 1 Racer Fees	Adjustment to the South 1 Racer Fee is made for any teams not practicing at Sierra at Tahoe
Brushes (if <u>not</u> practicing at Sierra at Tahoe)	Team	Team	
Keys	Team	Team	
Drills/bits/batteries	Team	Team	
Single molded hard-eared helmets	Typically the racer	Typically the racer	Racer must have on when “on course” or “when feet are attached to equipment”
Ski/ski poles	Typically the racer	Typically the racer	Need not be true racing equipment, but should be in good working condition.
Snowboard	Typically the racer	Typically the racer	Need not be true racing equipment, but should be in good working condition.
Boots	Typically the racer	Typically the racer	Need not be true racing equipment, but should be in good working condition.
Generalized clothing	Typically the racer	Typically the racer	Need not be true racing gear, but should be appropriate for cold temperatures & in good working condition. CNISSF allows, but doesn't require racers to wear speedsuits.
Team clothing such as team shirts	Typically the Team	Typically the racer reimburses the Team	Not required, but frequently done.
Racing Bib	Team	Team	There are specific requirements to number sizing. Please see www.cnissf.org
Season Pass or Day Ticket for racer for practice and race days	Typically the racer; sometimes done via the team.	Typically the racer; sometimes included in the team fee.	
Season Pass or Day Ticket for coaches	Varies. Often it is the team	Varies. Often it is the team	

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ARE ANY SPECIALIZED COMPUTER APPLICATIONS OR SOFTWARE NEEDED?

Accessing Email is a requirement. During the season, it is a daily task. Off-season, it is a monthly task.

Accessing the internet for www.cnissf.org and www.south1race.org is very helpful.

Excel (version 2000 or higher) is very handy, but not a requirement. There are alternate methods to accomplish various tasks, but Excel makes it easier for coaches.

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WHAT HAPPENS IF THE TEAM PAID TO HAVE A RACER RACE, BUT THEY WON'T BE RACING THE ENTIRE SEASON?

Please explain the specific situation to the South 1 Division Coordinator. Generally, if the reason was beyond the racer's control (e.g. broke a leg over the winter break - verification may be requested) and if the racer didn't race, then

the racer may be removed from the roster and a refund/credit made to the team. If the reason is not beyond the racer's control (e.g. they just quit) and if the racer didn't race, then, at the discretion of the South 1 Division Coordinator, a racer may be removed from the roster and a refund/credit made to the team (the driving factor is how it will affect the operating budget).

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WHAT DOES THE SOUTH 1 RACER FEE COVER?

South 1 must pay certain costs to host a race. This includes paying the mountain to set up and time the race, Head Gatekeeping stipends, administration and scorekeeping stipends, training gates/stubbies/brushes, radios, and miscellaneous supplies, and reserves. A full budget is available from the South 1 Division Coordinator.

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HOW IS THE SOUTH 1 RACER FEE CALCULATED?

At the CNISSF meeting in December, the coaches will finalize their racer counts with the Division Coordinator. The Division Coordinator will then calculate South 1 Race Fee. It is basically the budget divided by the racer count for the season.

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HOW IS THE SOUTH 1 RACER FEE PAID?

The Division Coordinator will send an invoice to each team's coach prior to December 15. This invoice is due and payable by the 1st race, but not delinquent until the 3rd race. A significant monetary penalty may be imposed for late payment. If there is a delay in payment, for any reason, please contact the Division Coordinator.

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DRYLAND AND ON HILL PRACTICES

IS THE TEAM REQUIRED TO HAVE PRACTICES?

Practice schedules and policies are at the discretion of the school, Athletic Director, and Coaches. However, keep in mind that this is a competitive sport just like any other high school sport such as football. The athlete must be in good physical condition and prepared for the nature of the event. Teams typically have "Dryland" conditioning training before and throughout the season in addition to "On Hill" training.

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WHO ORGANIZES DRYLAND PRACTICES?

The coaching staff organizes the practices in conjunction with school policy. It is not uncommon to have a Dryland Coach who only does Dryland practices and never shows up to On Hill practices or the races. Schedules and policies are up to the discretion of the school, Athletic Director, and Coaches. However, keep in mind that this is a competitive sport just like football or any other school sport. The athlete must be in good physical condition and prepared for the nature of the event. Teams typically have Dryland conditioning training before and throughout the season in addition to "on hill" training.

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WHO ORGANIZES ON HILL PRACTICES?

The coaching staff organizes On Hill practices in conjunction with school policy. On Hill practices may be held at whatever mountain(s) is desired by the school. On Hill practices need to be coordinated with the mountain's management. Please contact their race department. The mountain generally will require general releases or special releases to be signed and will assign specific days/runs for use by practicing teams.

If practicing at Sierra at Tahoe, their management and the 4 big teams have previously approved the following schedule for the bigger teams:

- Saturdays = El Dorado and Ponderosa
- Sundays = Oak Ridge and Union Mine

Teams of less than 10 racers have more flexibility. Please contact Sierra at Tahoe's management if the team is practicing there.

The mountain may or may not provide equipment. If practicing at Sierra of Tahoe, then South 1 maintains a set of practice gates and stubbies for use by South 1 teams for practice courses. However, radios/drills/"keys" are still the responsibility of individual teams to buy/lease for use. The Division Coordinator can provide a source to lease radios.

The mountain may or may not set a practice course. Sierra at Tahoe has worked closely with South 1 teams in the past, and at times, the Mountain's "Tahoe League" and/or "Far West" teams will set a course shared by all teams (and visa versa).

Buddy Werner league (an independent pre-high school league) also practice/races at Sierra at Tahoe. Do not use their courses/gates/equipment without specific permission.

Did you know!

Alpine racing is the only high school sport under CIF to allow for Sunday practices. The very nature of the sport makes this exception to the general rule understandable.

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WHO PAYS FOR THE COSTS ASSOCIATED WITH PRACTICES?

The coach will need to make arrangements for the costs associated with practice.

Dryland -- Typically Dryland costs are minimal and incorporated into the "team costs".

On Hill -- For South 1, most teams have On Hill training at the same location they have the races (at Sierra at Tahoe). Typically, South 1 teams instruct the racers to go get their own tickets/pass. For some teams, these instructions include a "minimum" type of ticket/pass to obtain (such as one that will work include the "fast pass" line). For other teams, as long as the racer has access to the runs on training/race days, the coach doesn't make any specifications.

Did you know!

Alpine racing is the only high school sport under CIF to allow for Sunday practices. The vary nature of the sport makes this exception to the general rule understandable.

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RACE DAYS

WHAT DO I NEED TO KNOW ABOUT THE SEASON'S RACE SCHEDULE?

The order is as follows. This order gives newer racers a chance to get a feel for racing via the less technical Giant Slalom course before attempting the more technical Slalom course. If a race is cancelled do bad weather, the entire schedule typically "slides" as necessary to keep the race order shown below (there can be exceptions which are typically dependent on weather).

The race schedule is posted on www.south1race.org.

Race #	Race Type	Typical Location for Ski Course	Typical Location for Board Course
1	Giant Slalom (GS)	Upper Main	Upper Main
2	Giant Slalom (GS)	Upper Main	Upper Main
3	Slalom (SL)	Lower Main	Lower Main
4	Giant Slalom (GS)	Upper Main	Upper Main
5	Slalom (SL)	Lower Main	Lower Main
6	Slalom (SL) + Awards	Lower Main	Lower Main

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WHO GETS TO RACE ON RACE DAYS?

Any racer who is "eligible" may race on race day. The school and coach determine eligibility. Eligibility includes academic eligibility (a requirement of CIF) plus any other factor deemed appropriate by the school/coach. For instance, if the racer fails to make a team's required Dryland conditioning practices in the week prior to the race, the coach may choose not to race that individual racer. Some schools won't allow an athlete to participate if school fines are unpaid,

etc. Each school has different rules that may not be applicable to other teams. A racer's eligibility may change during the season.

Did you know!

CNISSF bylaws/constitution allows any other team, at their request, to be provided the academic eligibility clearance list from another school.

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A RACER WHO IS CURRENTLY ACADEMICALLY INELIGIBLE TO RACE BUT SHOULD BE “CLEARED BY THE SCHOOL” BEFORE THE RACES BEGIN/FOR THE NEXT UPCOMING RACE. CAN THIS RACER RACE?

Yes. The coach monitors academic eligibility in conjunction with the school. CIF requires the racer to be academically eligible to participate in a race.

Did you know!

CNISSF bylaws/constitution allows any other team, at their request, to be provided the academic eligibility clearance list from another school.

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DO THE RACERS ON ONE TEAM GO ONE IMMEDIATELY AFTER ANOTHER?

No, there is a process called “flights”. As an example, if there are 3 teams of 3 racers each, they would go in the following order:

- Team A's 1st racer
 - Team B's 1st racer
 - Team C's 1st racer
 - Team A's 2nd racer
 - Team B's 2nd racer
 - Team C's 2nd racer
 - Team A's 3rd racer
 - Team B's 3rd racer
 - Team C's 3rd racer
- } 1st flight
- } 2nd flight
- } 3rd flight

Did you know!

The race order may change from race to race, at the discretion of the coach.

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WHAT HAPPENS IF THERE ARE NOT EVEN NUMBERS OF RACERS ON EACH TEAM?

Each racer just goes in their school/flight order. Presuming there are 3 teams. Team A has one racer, Team B has 3 racers and Team C has 2 racers, they would go in the following order:

- Team A's 1st racer
 - Team B's 1st racer
 - Team C's 1st racer
 - Team B's 2nd racer
 - Team C's 2nd racer
 - Team B's 3rd racer
- } 1st flight
- } 2nd flight
- } 3rd flight

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WHO DETERMINES THE STARTING ORDER WITHIN A SPECIFIC TEAM FOR THE RACE DAY?

The coach is responsible for determining their teams “start list”. The start list is completed on a “per class” basis. The start list should be delivered to the scorekeeper by a specified time the day before the race in a particular format.

Did you know!

The race order may change from race to race, at the discretion of the coach.

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WHO DETERMINES THE SCHOOL RACE ORDER FOR THE INDIVIDUAL TEAM?

The concept is that each school gets a turn to be first in the starting order. Ideally, this happens at least once each season, but it is dependent upon how many teams are in each discipline.

The School Race Order schedule is produced before the start of the season, based upon the head counts for each discipline provided by the coaches to the South 1 Division Coordinator. The School Race Order is posted on www.south1race.org.

The School Race Order picks up where the prior season left off for that particular discipline and continues in alphabetical order. For instance if there are teams A, B, C, D, and E and last year ended with team C going first, then team D will go 1st for the 1st race, team E 1st for the 2nd race, team A first for the 3rd race, etc.

Different disciplines will have different school race orders for the year. It is not unusual for team C to be going 1st in womens Ski, 5th in mens ski, 4th in womens board, and 7th in mens board all in the same race. Coaches will need to be attuned to this possibility for both the purposes of race day strategy and making sure your racers don't miss their start.

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WHAT DOES THE COACH DO TO PREPARE THE START LIST?

The coach needs to decide for each race the order in which the racers for each of their squads will race. The order may be changed for each race, at the discretion of the coach.

There is a deadline time to deliver the race order to the Scorekeeper. Generally, the start list is delivered via email to the Scorekeeper.

If there subsequent change in racers attending the race, see [What happens if the start list has been turned in, but a racer suddenly can't make the race or was able to show when the coach thought they'd be absent for that race?](#)

The information in the start list includes the following:

- Member #
 - This is a static piece of data for the season.
 - The Division Coordinator will assign this number. It is an inventory keeping number to ensure quality control of the season's results.
- Ski or Board
 - This is a static piece of data for the season.
 - The coach will initially provide this information.
- Men or Women
 - This is a static piece of data for the season.
 - The coach will initially provide this information.
- Team (school)
 - This is a static piece of data for the season.
 - The Division Coordinator will assign this number. It is an inventory keeping number to ensure quality control of the season's results.
- Racer Name
 - This is a static piece of data for the season.
 - The coach will initially provide this information.
- Grade
 - This is a static piece of data for the season.
 - The coach will initially provide this information.
- Flight number
 - This is the piece that may change for each at the discretion of the coach (and most coaches do make changes each race).
 - The coach inputs 1-10 (no duplicates per class) if for Varsity
 - The coach inputs a sequential number starting with 1 and going as high as the number of racers for that race day on the Open class.

Note that the Division Coordinator will prepare a master roster and a start list template for the coach to use for the season (based upon the information from each coach). Many teams use this template for things such as bus attendance, practice attendance, etc.

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WHAT HAPPENS IF THE START LIST HAS BEEN TURNED IN, BUT A RACER SUDDENLY CAN'T MAKE THE RACE OR WAS ABLE TO SHOW WHEN THE COACH THOUGHT THEY'D BE ABSENT FOR THAT RACE?

If the coach knows early enough the day before the race, please contact the scorekeeper.

If the coach doesn't know until the late the night before the race or the morning of the race, the coach should see the scorekeeper immediately upon arrival to Sierra at Tahoe and before 8:30a.m. IF the racer is racing for the Varsity class that day, a racer from the Open class may be subbed into the missing racer's spot. If there is an "extra" racer, they will be accommodated and will race.

WHAT TYPE OF COACHING STAFF IS NEEDED ON RACE DAYS?

The level of coaching staff is determined by the coach. Keep in mind that teams have, at minimum, a coach at the top of the course and the bottom of the course. In addition, there the GS races are on separate runs for the skiers versus the boarders.

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WHAT KIND OF VOLUNTEER STAFF IS NEEDED ON RACE DAYS?

The coach will need to make this determination. Teams vary in their volunteer structure. Some teams have limited volunteers that help out on race day, while others have many volunteers. Sometimes volunteers are on the hill doing such tasks as taking jackets to the bottom of the course. Other times, volunteers might be getting pizza for an after race party. Please make sure these volunteers meet school policy regarding clearances and insurance.

In addition, each team will be putting forth some volunteers to help out South 1 Division for at least one race each year. Please see [What do the South 1 Volunteers do?](#)

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WHAT DO I NEED TO KNOW ABOUT GATEKEEPING?

Gatekeeping is the assurance that the racers properly passed through the gates. This includes proper order and manner of passage around each gate. The gatekeepers are essentially the preliminary field judges. Appropriate training and concentration is key to being a successful gatekeeper.

While similar, there are differences between ski and board courses. In addition, there are some differences between ski courses for Giant Slalom versus Slalom. Coaches, racers, and anyone who will be gatekeeping must be familiar with the applicable gatekeeping rules. Rules can be found in the bylaws/constitution and other documents. Please contact the Head Gatekeeper with any questions.

Gatekeeping is most commonly performed by racers (while they aren't racing). The coach will need to carefully schedule gatekeeping racers to make sure the racer doesn't miss their start. IF the racer misses their start, they will racer, but the timing of their start will be demoted to the 2nd to the end for the class.

Gatekeepers can be substituted as necessary by another gatekeeper.

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IS THERE ANY SPECIAL CONDUCT REQUIRED OF THE RACERS, COACHES, PARENTS, AND SPECTATORS?

Like all high school sporting events, model behavior is expected. Racers, coaches, parents, and spectators are encouraged to exhibit the highest level of sportsmanship. While the atmosphere is one of competition, alpine racing also fosters a close-knit community since many of the teams get to know those from other teams very well and help each other. Problems are rare, but may include racer/team penalties and/or ejection from the sports event.

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WHAT DOES AN AVERAGE RACE DAY ENTAIL?

- Team assembles and travels to mountain. Upon arrival at the mountain, most teams congregate in the Aspen Café prior to the race.
- There will be a coaches meeting around 8:00 in the corner of Aspen Café discussing the events of the day.
- Typically, the racers and coaches head for the slopes immediately following the meeting for warm up laps and inspection.
- The race is commonly scheduled for a 10:00 a.m. start. Start lists are delivered to the top of the course for each team (one copy), liner upper, starter (if there weren't already delivered at the coaches meeting). An additional copy will be posted at the finish arena unofficial results board.
- Approximately 15 minutes prior to the race, the gatekeepers will meet at the top of the course be set at the gatekeeping stations by the Head Gatekeeper. Volunteer "liner uppers" will assist in called out the names of the racers and arrange them in the proper race order.
- The race will then commence the first run in the following class order: Varsity Women, Open Women, Varsity Men, Open Men. Unofficial results will be posted for each racer as time permits and dependent on the presence of volunteers.
- Following the close of the 1st run, there will then be a decision regarding a "reset" of the course for the 2nd run with an announcement made by the starter and the finish arena regarding the time to set the gatekeepers and/or the start time for the 2nd run (gatekeepers always 15 minute prior to start time).

- During the “break” there is course inspection if the course is reset. There isn’t sufficient time during the break to get a leisurely lunch – even a quick lunch is sometimes a challenge. The 2nd run start list will be delivered to the top of the race (see [How is the 2nd run \(afternoon run\) start list determined?](#)) with very limited copies and another set will be posted on the finish area’s unofficial results board.
- Approximately 15 minutes prior to the 2nd run, the gatekeepers will meet at the top of the course be set at the gatekeeping stations by the Head Gatekeeper. Volunteer “liner uppers” will assist in called out the names of the racers and arrange them in the proper race order.
- The 2nd run will commence in the following class order: Varsity Women, Varsity Men, Open Women, Open Men
- Following the close of the 2nd run, there will be “free time” before while the Division Coordinator/Scorekeeper/Mountain Staff prepares the results of the race. The results are then taken to the Season Pass office to have copies made for distribution to each team (one copy per Team). During this time, some teams allow free skiing. Some teams depart and have a coach stay back to get the results. Some teams leave entirely
- Teams will depart the mountain and have a safe journey home.
- The results will be posted on www.south1race.org normally in the evening (but we also have to have time to drive home and feed our families dinner).

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WHAT DO I NEED TO KNOW ABOUT COURSE INSPECTION?

The course will be open prior to the race for inspection. Inspection may be “inside inspection” or “outside inspection”. Inspection has a timeframe (a start time and a close time). There are specific rules regarding course inspection. These rules apply to all racers and coaches (even if “private” coaches). Please see the bylaws/constitution. Coaches should contact the Head Gatekeeper with any questions.

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HOW IS THE 2ND RUN (AFTERNOON RUN) START LIST DETERMINED?

For each class, the first flight is “flipped”, the remaining flights are sorted by fastest time. Any racers who were disqualified in the 1st run will not take a second run unless course condition and time permits.

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WHAT SHOULD THE COACH DO IF THEY THINK THE RACER’S TIME IS INCORRECT?

- The official times are contained in a computer and are automatically timed using a wand tripped electric start an electric eye finish.
- Please remember that any hand-posted times on the results board are unofficial. It is important to understand that there are multiple points where the numbers can get corrupted. The unofficial results are the work of someone looking over the shoulder at a small screen laptop and following the row across for the racer, writing the time down legibly, the volunteer poster person reading it correctly and posting it correctly.
- Still errors can happen. If the coach suspects an error, first check with the racer to make sure they had the race you think they had (perhaps you saw only part of the race and didn’t see the racer fall or take some gates wide).
- If the coach remains concerned, the coach should approach the finish shack and express the concern to the Division Coordinator or the Scorekeeper. The communications need to be outside the finish shack so that the timers can concentrate on the race at hand. Any specifics are helpful – for instance, if there was an “overtake” by another racer midway through the course that may not have been communicated to the finish shack.
- The Division Coordinator or Scorekeeper will evaluate the concern and check if necessary.

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WHAT DO I NEED TO KNOW ABOUT HOW THE RACE IS TIMED?

The race results are typically highly accurate. South 1 Division and Sierra at Tahoe have worked very hard to improve the quality of the timing including purchasing, installing, and using modern-age equipment and software.

The official times are contained in a computer and are automatically timed using a wand-tripped electric start and an electric eye tripped finish. Each time the start wand is tripped, it stamps a start time on a cash register tape and sends a message to the computer. Each time the electric eye finish is tripped, it stamps a finish time on a cash register tape and sends a message to the computer. The computer than subtracts the start time from the finish time to determine an elapsed time. The elapsed time is recorded by the computer for that specific racer. This system includes timing accurate to the “thousandths of a second”, but per industry standards a “hundredths of a second” is used for the official result. This type of system is in use nationwide including Far West, World Cup, and Olympic racing. However, errors can happen. If this were the World Cup, there would be multiple backup systems in place, but our South 1 Division and Sierra at Tahoe doesn’t have that kind of budget.

It is always a good idea for the racer to stick around for a couple of minutes following their finish to make sure that they don’t need a rerun. IF a rerun is necessary, the Division Coordinator or Scorekeeper try to get from the finish shack to

the finish arena as quickly as possible to inform the racer. This is another good reason to have a coach at the finish arena.

The following situations are the most common causes of timing problems. Acute awareness of these potential situations, by both the racer and coach, will assist in prevention.

- The trip wand at the starting gate is not fully pulled back to the start position by the starter. If the racer thinks this situation exists, they should inform the starter prior to leaving the gate.
- The trip wand at the starting gate is accidentally nudged enough to trigger it while the racer enters the starting gate. If the racer thinks they have tripped it, they should inform the starter prior to leaving the gate.
- The trip wand at the starting gate isn't pushed forward enough by the racer to trip the timer when the racer leaves to gate to start the race. Racers need to ensure they don't "slip out the side" of the gate. Racers want to make sure their leg solidly moves the wand to its open position. When wand isn't tripped, the starter typically knows very quickly. There is usually an attempt to "call back the racer", but often the racer won't hear it. If the racer does hear the "callback", then the racer can hike back up the few feet to the start and have a restart. If the racer doesn't hear the "callback", then the racer will be told at the finish arena to go back up for a rerun.
- The trip wand stops talking to the computer in the finish shack. This is usually due to wiring issues. At times, it is due to spectators interfering with the wires near the top of the racecourse that lead to the starting wand. The racer in the starting gate can't be proactive to prevent this from happening. However, spectators/coaches/racers should stay clear of any wires at the top of the course.
- The trip wand battery dies. The racer can't be proactive to prevent this from happening.
- An overtake occurs on the course. An overtake is when the racer overtakes the racer already on course (since there are often 2-3 racers on the course simultaneously). The racer may know they are overtaking (please see bylaws/constitution on how to handle this situation). The racer may also not know they have an overtake situation when the previous racer goes off course and doesn't finish the race. The timers and Division Coordinator and Scorekeeper look for these situations to occur by checking the bib number on each racer who comes through the finish against the start list. There are several things the racer can do to assist:
 - If the racer is a slower racer, especially if slower than the subsequent racer, inform the starter of such and the starter will allow more time prior to starting the next racer. There is no shame in this. Because of the way in which the start list is organized, it is common to have a very fast/experienced racer for a larger team following a newer/slower racer from a small team. The goal here is to allow each racer to have a quality run.
 - If the racer knows they have overtaken the prior racer, check with the Division Coordinator or Scorekeeper at the finish shack to make sure the timer realized the overtake. This can normally be accomplished by turning toward the finish shack while still the finish arena and asking the question – normally the racer does not need to walk all the way up to the finish shack.
 - Make sure those in the finish shack can see the racer bib numbers. This can be accomplished by making sure the numbers are big enough to read (see bylaws/constitution) and by having the racer take a second in the finish arena to allow the finish shack time to see the number. Many racers are in a deep tuck as they come through the finish, and the only time the finish shack staff has an opportunity to see the number is if the racer provides a brief moment while in the finish arena to display their bib to the finish shack.
- A racer/spectator/etc interrupts the finish line equipment. There are many wires running to the electronic finish eye. Finish line equipment can be "taken out" or interfered with by the following (almost all of which are preventable). Keep in mind that quality timing is one of the keys to having a good race, so everyone needs to do their part:
 - Loose skis/boards sliding into the finish line equipment
 - Racers falling at the finish and sliding into the finish line equipment
 - Spectators trying to see or take pictures and sliding into/grabbing the finish line equipment
 - A non-racer goes thru the finish. This includes spectators, gatekeepers, mountain staff, etc. Teach your team to not go thru the finish unless they are the racer who is on-course. Help ensure there are no spectators near the finish wires. When this occurs, the timer can typically hand calculate the time by subtracting the start time from the real finish time, but it opens up room for error.
- The weather is warm enough or the snow is soft enough that the start wand and/or finish electric eye don't want to stay in place. For the start wand, the starter will make adjustments as necessary. For the finish electric eye, the infrared beam has to be able to make a visible connection all the way across the finish (like the beam at the bottom of your garage door). There may be "course holds" that delay the race while mountain staff makes adjustments as needed. The racer can't be proactive to prevent this from happening.
- If it is snowing heavily, the snowflakes can trip the electric eye finish. There may be "course holds" that delay the race while mountain staff stopping the race to make adjustments to the sensitivity setting of the equipment. The racer can't be proactive to prevent this from happening.
- The timing equipment stops talking to the computer. The racer can't be proactive to prevent this from happening.

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WHY DID THE RACER GET PENALTY POINTS?

Most likely the racer wasn't wearing a hard-eared helmet while on course (which includes start arena and finish arena) and while feet are attached to ski/board. The other two most common reasons are unsportsmanship like behavior (e.g. cursing) and being late to gatekeeping. Make sure racers/coaches/etc are familiar with the requirements.

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WHY DID THE SKI (OR BOARD) TEAM GET PENALTY POINTS?

Most likely the penalty points were due to being late to gatekeeping or not performing the gatekeeping task (e.g. sleeping on the job). The team is responsible for providing trained gatekeepers at the time/location specified. Both the men's and women's teams will be penalized in this situation. Making the racers and coaches familiar with the requirements is essential. No one should be near the gatekeepers while they are performing their duty. This includes friends, parents, spectators, and coaches.

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HOW CAN THE TEAM AVOID PENALTY POINTS?

- Make sure racers, coaches, volunteers, parents, and spectators know the rules and expectations.
- Make sure Gatekeepers are properly trained.
- Make sure "hard-eared" helmets are worn while on the racecourse (to include start arena and finish arena) and anytime the racers feet are attached to skis/board.
- Make sure the gatekeepers are scheduled properly.

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HOW DOES THE TEAM GET TO THE RACES?

This is up to each team's coach and school. Most teams take a school bus. Some teams have private transportation. Most teams do not let the racer drive themselves or others.

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WHAT DO THE SOUTH 1 VOLUNTEERS DO?

The Scorekeeper will prepare the school volunteer schedule and deliver it to the Head Coaches. The coaches will find the volunteers to fill their assigned spots and communicate who the volunteers will be to the Scorekeeper prior to the race. If there are any last minute cancellations, please communicate immediately with the Scorekeeper so that an attempt can be made to find another volunteer.

The South 1 Volunteers to not need to have any type of special clearance or insurance. However, please ensure that South 1 Volunteer are responsible adults. South 1 Volunteers are commonly parents, grandparents, and young-adult siblings of the racers.

Some South 1 Volunteers work more than one race and are very experienced, while others have never worked a race before (but there is a cheat sheet to help out and the learning curve is very short). However, please remember that these folks are volunteers; they are not race officials. Typically, the South 1 volunteers do a fantastic job. Many enjoy the day so much that they ask to volunteer again. IF someone who is not scheduled to be a South 1 Volunteer for the day would like to volunteer, just have them check in with the Scorekeeper or Division Coordinator by 8:30 a.m. to see if they are needed for the day.

Volunteers receive a complementary lift ticket for the day if their duties involve use of the lift.

The number of volunteers will vary depending on whether the race is located on 2 different runs or 1 run. The following important tasks performed by the South 1 Volunteers and are a key component to a successful race and season. In addition, there is a detailed duty list located at www.south1race.org.

- Liner Upper Volunteer
 - Take the start lists to the top of the course and distribute
 - Line up the racers in order
 - Communicate regarding reruns, missed starts, latecomers, etc to Division Coordinator and Scorekeeper
- Posting Board Volunteer
 - Prepare the posting board for the unofficial handwritten race times.
 - Post the start list at the finish arena posting board.
 - Make repetitive runs to the finish shack to get the handwritten race times.

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WHAT DOES THE SCOREKEEPER DO?

The Scorekeeper is position appointed by the Division Coordinator. The Scorekeeper is typically a parent from one of the South 1 Division's schools. They are paid a small stipend (see budget). They perform the following important tasks and are a key component to a successful race and season:

- Prepare the school volunteer schedule.
- Prepare the race's start list for each race based upon the team start list delivered by the coach. The start list for the race is ultimately prepared via a "flat file" that is uploaded to Sierra at Tahoe's "Split Second" timing system.
- Print start lists and cause them to be distributed.
- Work the race from the finish shack.
- Publish the race results.
- Apply any penalty points.
- Maintain and publish the season to date points (for racers and teams).
- Calculate the All-Division team results.
- Review the qualifiers for States Championships.
- Work closely with the Division Coordinator.

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WHAT DOES THE DIVISION COORDINATOR DO?

The Division Coordinator is a position appointed by a majority vote of Head Coaches. The Division Coordinator is the Head of Race and is the race official, trained and certified by the USSA. They perform the following important tasks and are a key component to a successful race and season:

- Prepare for the season including the proposed race schedule which is approved by a majority vote of Head Coaches.
- Prepare and administer the annual budget.
- Prepare and administer the Master Roster.
- Coordinate race including paying for the race.
- Hold the pre-race coaches meeting.
- Assist in distributing start list.
- Organize the daily volunteers (Liner Uppers and Unofficial Results Posters).
- Work the race from the finish shack.
- Assist in distributing the race results.
- Hold the post-race coaches meeting.
- Assist in calculate the All-Division team results.
- Organize and host the All-Division Awards (a couple hours after the last Divisional race)
- Calculate the qualifiers for States Championships.
- Work closely with the Mountain, Coaches, Scorekeeper, State Coordinator, CNISSF Chairperson, and other Divisions.
- Note that the Division Coordinator is a race official.

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WHAT DOES THE HEAD GATEKEEPER DO?

The Head Gatekeeper (one for Ski and one for Board) position is hired by South 1 Division as referees. These officials are very similar to a Basketball/Football/Soccer referee and their decisions, with the concurrence of the jury, are final. The Head Gatekeepers perform the following important tasks and are a key component to a successful race and season:

- Prepare gatekeeping schedules for the season (see the "Schedules" page on the website).
- Prepare the gatekeeping checklist (see the "Information and FAQs" page on the website).
- Ensure the race is refereed properly.
- Set the gatekeepers.
- Collect gatekeeping cards at the end of each race.
- Make rulings on disqualifications.
- Make rulings on penalties for individuals and/or teams.
- Help coordinate the race
- Note that the Head Gatekeeper is a race official.

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WHAT TYPE OF MEDIA COVERAGE IS THERE FOR THE RACES?

The Mountain Democrat provides coverage over the season. The Sacramento Bee may provide some limited coverage.

SCOREKEEPING AND SEASON TO DATE RESULTS

HOW IS THE WINNER OF THE RACE DETERMINED?

The combined time of the 1st and 2nd run is used to determine the results, in order of the lowest to highest combined time. Race results are posted at www.south1race.org.

If a racer finished only 1 of the 2 runs, they will not earn a result finish time or a score for that race. The following abbreviations might be helpful in determining what happened if the racer doesn't show a finish time for both runs:

- DNS = Did Not Start (this will show when it is known in advance the racer isn't racing)
- DNF = Did Not Finish
- DQ = Disqualified
- DSQ = DQ
- 0 = started the race, didn't finish
- 'blank' = didn't start the race

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HOW ARE THE SCORES TALLIED FOR INDIVIDUAL RACERS?

At the beginning of the season, the number of racers per class is determined. The number from the class with the most racers and then rounded up by to allow for latecomers racers (such as those who become academically eligible). The final becomes the top score that a racer may earn for a race in each class. The same number is used for all races throughout the season. Results are posted at www.south1race.org.

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HOW ARE THE SCORES TALLIED FOR THE CLASSES AND TEAMS?

Scores are kept for the following categories:

- Womens Varsity Ski
- Mens Varsity Ski
- Combined Team Varsity Ski
- Womens Varsity Board
- Mens Varsity Board
- Combined Team Varsity Board
- Womens Open Ski
- Mens Open Ski
- Womens Open Board
- Mens Open Board

The top 4 scores for each class are tallied for each race and applied to the appropriate category. Results are posted at www.south1race.org.

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HOW OFTEN ARE THE RESULTS UPDATED?

The results are updated after each race as quickly as possible and most commonly that same evening. There are times when the same evening is not possible though, so please be patient. Results are posted at www.south1race.org.

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WHO CALCULATES THE SCORES?

Results are calculated by the Scorekeeper with audits performed by the Division Coordinator. Coaches should advise the Scorekeeper and Division Coordinator immediately if anyone notices something that doesn't make sense.

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WHAT HAPPENS TO THE SCORES IF THERE IS A TIE?

Ties, at the Division level, are not broken. IF there is a two-way tie for 3rd place, each racer gets the 3rd place tie and there will be no 4th place awarded. An example follows presuming a class of 12 racers. There are usually a few ties each season. Results are posted at www.south1race.org.

Place	Racer Name	Combined Time	Score
1	John Smith	2:00.36	12
2	Trevor McDermott	2:00.59	11
3	Jim Nussmeier	2:01.03	10

3	Jeffrey Zutter	2:01.03	10
5	Robert Goodell	2:01.88	8
6	Robert Spahn	2:02.25	7
7	Dave Robbins	2:03.01	6
8	Robert Read	2:03.79	5
9	Bob Withers	2:04.12	4
10	Ken Danielson	DNF	0
11	Frank Rosenboom	DQ	0
12	Phil Agur	DNS	0

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WHAT TYPES OF AWARDS ARE THERE FOR THE RACES?

There are no specific awards for the results of each individual race. The concept of CNISSF is consistency in a racer's performance over the entire season. At the end of the season, the "top 10" racers of each Varsity class are awarded "All Division" certificates and embroidered patches. The top team of each Varsity class is awarded a "South 1 Division" 1st place team banner for display in their gym. Results are posted at www.south1race.org.

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TEAM AND ALL DIVISION AWARDS

HOW ARE THE "ALL DIVISION" RACERS CALCULATED?

While the concept of the Divisional winners is consistent performance over the entire season, there is recognition that everyone can have a bad day. With both of those concepts in mind, the All Division is the top 10 performers over the course of the season in each Varsity Class. The top 10 performers are based upon the sum of the individual racers best 2 scores in Giant Slalom plus best 2 scores in Slalom. So, in essence, the racer may drop their worst GS and worst SL race. What this also means is that to make All Division, the racer must have started and finished 2 GS plus 2 SL races.

If a racer happens to have penalty points, it is counted against that specific race. So if a racer had 2 1st place GS races (but one with penalty points) and a 3rd place GS race, the race with the penalty points would have the lowest overall score and would be dropped for the All Division Calculation.

Ties are not broken for All Division. In the past, there have been three-way ties for 10th place. In this situation, all three are awarded All Division 10th place standing.

Results are posted at www.south1race.org.

Did you know!

The Division Coordinator and/or Scorekeeper will post the season to date standings off and on throughout the season. This gives racers an idea of what their performance needs to be in order to make All Division. It also gives Coaches a chance to strategize their race order.

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HOW ARE THE SOUTH 1 DIVISION 1ST PLACE TEAM WINNERS DETERMINED?

The South 1 Division team winners are determined per Varsity class. They are based upon the accumulated team totals for that class for the season (less any penalty points accumulated over the season). Division team winners are awarded a banner. Results are posted at www.south1race.org.

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WHEN ARE THE DIVISIONAL AWARDS DONE?

The awards are done the same day as the last race. It will start about 2-2.5 hours after the completion of the race to allow for calculation and verification time. The location is usually either inside the Aspen Café or outside on the deck above the Aspen Café if weather permits. This is a good opportunity for pictures.

The program includes the following:

- Lost/found session
- Thanks
- All Division presentations.
 - Coaches help hand these out, as assigned by the Division Coordinator

- All Division Racers get embroidered patches and certificates
- There is time for picture taking by parents
- Varsity Team awards
 - There is time for picture taking by parents

A few South 1 Volunteers are commonly needed to help prepare for the awards.

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STATES CHAMPIONSHIPS

WHO MAKES LODGING RESERVATIONS?

Typically the coach makes arrangements for their teams. Many times, a parent volunteer is tasked with assisting in locating lodging. It is highly suggested that reservations be made early.

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WHAT DO I NEED TO KNOW ABOUT THE LIFT TICKETS?

Anyone accessing the lifts needs a lift ticket. Tickets are commonly broken into these categories, often with different pricing structures, such as Racers, Coaches, and Spectators.

Usually, if the racer has a season pass, they don't need a lift ticket. However, the racer may need a "race ticket" showing they are entered in the race. The racer ticket may carry a fee. Pricing information is available on cnissf.org.

Tickets are commonly ordered in advance by the coach (at least the Racer and Coach tickets). Ticket orders are commonly made on a 'one order per team' basis. There will be instructions on the cnissf.org website.

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WHAT DO I NEED TO KNOW ABOUT TRANSPORTATION?

Each team coach is responsible to make arrangements for their team. Many schools have forms to be completed. Many teams have requirements for racers to ride the bus.

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WHO PAYS FOR STATES CHAMPIONSHIPS?

Team coaches are responsible for determining how funding will happen. It is common to use some of the general team budget augmented by a fee to each racer.

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WHAT ABOUT FOOD?

Each team coach is responsible to make arrangements for their team. Commonly a parent is tasked with creating a menu, purchasing food in bulk, and scheduling parents with making breakfast and dinners for the team. When possible, South 1 Division Coordinator will arrange for a Pizza Night for all South 1 racers, coaches, and parents (each individual pay their own way).

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IS THERE A STATES CHAMPIONSHIPS FEE TO CNISSF?

There may be a States Championships fee in addition to the annual fee. Coaches should contact CNISSF.

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IS THERE A STATES CHAMPIONSHIPS FEE TO SOUTH 1?

No.

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WHAT KIND OF VOLUNTEER STAFF IS NEEDED?

The coach will need to make this determination. Teams vary in their volunteer structure. Some teams have limited volunteers that help out on race day, while others have many volunteers. Sometimes volunteers are on the hill doing such tasks as taking jackets to the bottom of the course. Please make sure these volunteers meet your school policy regarding clearances and insurance.

In addition, every 3 years, South 1 co-hosts States Championships with South 2. Each Division will put forth volunteers to help for lining up the racers and recording unofficial scoreboard results.

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ARE THERE PRACTICES BEFORE STATES CHAMPIONSHIPS?

Practices are up to each team coach, but commonly, States racers have dryland and/or on hill training. The day before the race, there will be a practice course(s) set at States Championships for the racers.

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HOW ARE STATES CHAMPIONSHIPS QUALIFIERS DETERMINED?

States Championships Qualifiers are determined via a formula which is administered by the Division Coordinator and reviewed by the Scorekeeper prior to submitting to CNISSF where at least two additional reviews are performed.

Separate and independent calculations are done for Giant Slalom (GS) versus Slalom (SL). Therefore, it is not uncommon to have a racer qualify for one event type and not the other. Only Varsity racers can qualify for States Championships. The process below summarizes the process.

- Similar to All Division, the best 2 of 3 races GS (or SL) are summed together. Racers are ordered in from highest to lowest score. All ties are broken as follows (in the order shown below until the tie is broken). Also refer to the separate PDF on “How to Break Ties for State Championships Qualifiers” at www.south1race.org for specific examples.
 - IF both Racers started all 3 races in an event type:
 - IF one Racer started more races than the other Racer, The racer with the greater number of starts is the higher seed (winner of the tie). In another words, a “0” score is worth more than a “blank” score.
 - If still tied, the racer with highest finish place (highest of the 3 races) in the discipline will be the higher seed. This will also cover the situation where one Racer “finished” more races than the other Racer.
 - If still tied, look to total time. The racer with the lowest total time for the 3 races will be the higher seed.
 - IF both Racers started only 2 races:
 - The winner of the common race will be the higher seed. For instance, if Racer A has finished only races 1 and 3, while Racer B finished races 2 and 3, then Racer 3 will be the higher seed.
 - If the common race is a tie, look to total time. The racer with the lowest total time in the 2 races will be the higher seed.
 - IF both Racers started only 1 race, look to total time. The racer with the lowest total time for their race will be the higher seed. Note that these Racers are not eligible for States, but still break the tie.
- Once after all the racers are ordered and it is known how many racers had at least 2 starts, a “cutoff line” is determined for each Varsity Class per event type, as follows:
 1. Determine the number of “Big Teams”. Big Teams are those with 3 or more racers who each had 2 or more starts in an event type.
 2. Multiply the number of Big Teams by 3.
 3. Determine the number of “Small Teams”. Small Teams are those with less than 3 racers who each had 2 or more starts in an event type.
 4. Sum the number of racers from small teams with 2 or more starts.
 5. Add the result of Step #2 above to the sum of Step #4 above to arrive at the “Cutoff Line”.
 6. Regardless of the location of the Cutoff Line, all teams (big or small) qualify their top 3 racers regardless of whether they are above or below the Final Cutoff Line presuming the racers “started” 2 of the 3 Varsity races for the event type.

Did you know!

The above methodology is effective beginning for the 2012 States Championships. For actual examples (picture is worth 1,000 words type of thing), see the “States Championship Qualifiers” section for 2012 (or newer) files located at the South1race.org “Season To Date” page.

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MY SCHOOL HAS ONLY 2 RACERS FOR A PARTICULAR VARSITY CLASS, DO THEY QUALIFY FOR STATES CHAMPIONSHIPS?

Yes, they qualify for States Championships whether are above or below the Final Cutoff Line as long as the racer started at least 2 of the 3 races in the event type.

If one of the racers started 2 races for GS, but started only 1 race for SL, then that racer only qualifies for the GS for States Championships.

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MY SCHOOL HAS 4 RACERS FOR A PARTICULAR VARSITY CLASS, HOW IS IT DECIDED WHICH 3 QUALIFY FOR STATES CHAMPIONSHIPS?

The coach doesn't decide who qualifies. A CNISSF process determines who qualifies. See [How are States Championships Qualifiers determined?](#) However, if one of the team's top 3 racers is unable to attend States (e.g. injury), the team may still bring their top 3 whether the racer is above or below the Final Cutoff Line (up until the afternoon before the race when the start list become final).

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MY SCHOOL HAS 4 (OR MORE) RACERS ABOVE THE FINAL CUTOFF LINE. DO THEY ALL QUALIFY FOR STATES CHAMPIONSHIPS?

Yes, congratulations!

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MY SCHOOL HAS 4 (OR MORE) RACERS ABOVE THE FINAL CUTOFF LINE AND 3 BELOW. ONE OF THE RACERS ABOVE FINAL CUTOFF LINE CAN'T ATTEND STATES CHAMPIONSHIPS. CAN ANOTHER A RACER BELOW THE FINAL CUTOFF LINE BE SUBSTITUTED?

No. The only way to take more than 3 racers is if they qualify above the Final Cutoff Line.

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HOW QUICKLY ARE THE STATES CHAMPIONSHIPS QUALIFIER LISTS PRODUCED?

As quickly as possible! The Division Coordinator will process the States Championships Qualifier list for Giant Slalom event as soon as the 3rd race is over. It will then be sent to the scorekeeper and the State-level CNISSF for review. As soon as it is returned, it will be published. The same process will occur for the Slalom event. This list is posted at www.south1race.org.

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HOW ARE STATES CHAMPIONSHIPS WINNING RACERS DETERMINED?

The combined time of the 1st and 2nd run is used to determine the race results, in order of the lowest to highest combined time. If a racer finished only 1 of the 2 runs, they will not earn a result finish time or a score for that race. Results are posted at www.cnissf.org.

Awards are as follows:

- Top 10 GS are awarded medals.
- Top 10 SL are awarded medals.
- "All States" plaques are awarded to the top 10 combined finishes for GS and SL. All ties are broken for the Top 10 even if it is between 10th and 11th place.

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HOW ARE STATES CHAMPIONSHIPS WINNING TEAMS DETERMINED?

Scores are kept for the following categories:

- Womens Ski (1st, 2nd and 3rd place banners)
- Mens Ski (1st, 2nd and 3rd place banners)
- Combined Team Ski (1st, 2nd and 3rd place banners)
- Womens Board (1st, 2nd and 3rd place banners)
- Mens Board (1st, 2nd and 3rd place banners)
- Combined Team Board (1st, 2nd and 3rd place banners)
- Combined Ski and Board (1st, 2nd and 3rd place banners)
- Top Dawg award (a sportsmanship plaque)

The top 3 (not 4) scores for each class are tallied for each race and applied to the appropriate category. Penalty points may also be deducted from the total score. Teams in South 1 Division have won and lost States Championships awards due to penalty points. It is important to avoid penalty points.

Results are posted at www.cnissf.org.

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WHAT IS THE TOP DAWG AWARD?

It is a good sportsmanship award. Race Officials and Division Coordinators are given 10 “Scooby Snacks” per day (candy with tickets wrapped around them). When good deeds are witnessed (or hears about), they award a Scooby Snack. The racer may eat the candy and give the ticket to their coach. Whichever Team submits the most tickets based upon the size of the team qualified to States Championships, wins the Top Dawg plaque for display at their school.

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