

## MACC Gate Judge Cheat Sheet

### MACC Gate Judge "Cheat Sheet"

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#### Signing Up to Work

You sign up for Gate Judge work assignments using the MACC SignUp Genius site. Before every race weekend you will get an email invitation to sign up through the SignUp Genius system.

If you did not get an invitation email, contact Bill Perlmutter at [william.perlmutter@gmail.com](mailto:william.perlmutter@gmail.com). Bill administers the SignUp Genius gate judge signup pages.

Also, the MACC web site has a link to the SignUp Genius page for the weekend at <https://www.maccracing.org/macc-jobs/index.php>

You should also follow up with Ginnie Uhley, MACC Registration to verify that MACC has your correct email address. Ginnie can be reached at [maccreg2021@gmail.com](mailto:maccreg2021@gmail.com).

#### Before Your Work Assignment

1. Show up to the top of the course 15 minutes before the race is scheduled to start.
2. At the top of the course, do the following:
  - a. Locate the "orange bib guy" and select a gate judge bib.
  - b. Verify that your bib has a couple of pencils and at least 2 gate cards. Also, turn on your radio and make sure that it is working! Make certain you can hear others and can transmit to others.
3. After you have gotten outfitted with properly provisioned bib, report to the Outside Starter to check in for your assignment. This is crucial for you getting credit for having worked.
4. Report to an open spot on the course. Space yourself out from other gate judges so that the entire course has a gate judge observing a portion of the gates.

**Note:** there may be situations where the Chief of Course (or another course official) may request that you move to another location for some reason. This may be done to ensure that gate judges are in critical locations.

#### Radio Use

Gate judges are equipped with radios so that the gate judges so that:

1. The gate judge is aware of what is going on in the race.
2. The gate judge can be given directions over the radio if necessary.
3. The gate judge can report maintenance issues (built up berms, gates out, etc.) to the Chief of Course.
4. The gate judge can make Timing and the Chief of Course aware of the need for a stoppage (hold) of the race because of maintenance issues or crashed racers.

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### Transmitting on the Radio

To be able to communicate using the radio in your bib, do the following:

1. Press and HOLD the button on the mic.
2. Say your message. Use a clear, strong voice. DO NOT "shout".
3. Release the button on the mic.

The button needs to be held the entire time you are talking or your message will be garbled.

### Requesting Maintenance

If you feel there is a maintenance issue simply transmit a message using the radio to the Chief stating the problem. The Chief of Course (or one of the course maintenance workers) will acknowledge you.

### Requesting a Course "Hold"

In the event that a maintenance issue is severe enough (gates down and you cannot replace them securely for instance) or if a racer has crashed and does not look like they will be able to get out of the way, use your radio to transmit to the Timing shack a simple message like this:

"Gate judge to Timing, racer down. Hold the course"

Once the condition has been cleared and racing can resume, YOU are responsible to inform the Timing shack that the condition is clear and it is safe to resume racing.

### Using the New MACC Gate Judge Card

For the 2021 race season the gate card was significantly changed. The card relies on DIAGRAMS for all disqualifications (DSQ). You can watch a 6 minute video about using the new gate card on YouTube at [https://youtu.be/jVlutRD\\_dSg](https://youtu.be/jVlutRD_dSg). If you are not familiar with diagramming DSQs, please take the time to watch the video!

### During the Race

1. You are the judge of whether a racer completed your section correctly or if the run should be disqualified. When in doubt, give the benefit to the racer.
2. Diagram all DSQs in your section following the advice given in the video above. You may be asked after the race to explain the DSQ for the race jury.
3. If a racer is confused and asks for help, you can respond in two ways:
  - a. "Back" if the racer has missed a gate, or
  - b. "Go On" if the racer has passed through the gate properly. (Try to be helpful. We're in this for fun!)
4. Do not touch a racer unless the racer has already been disqualified.
5. Re-position race poles that get knocked down in EXACTLY the same locations.
6. Make sure poles lean away from on-coming racers (safety).
7. Help with course repair and maintenance as needed.
8. Pole signals are used as a backup to transmitting on the radio. The gate judge closest to the event should use the radio. Other gate judges can supplement with pole signals.

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### Pole Signals

The gate judge nearest an event is responsible for calling for maintenance or course holds. Gate judges further from the event can additionally relay pole signals to the Timing shack.

1. Raised crossed poles indicate the last racer disqualified. Signal a DQ DOWN the hill to the timing shack below. If there is another racer coming, do NOT signal — it can cause confusion (however, take notes).
2. Raised parallel (upright) poles indicate a delay is needed. Signal a delay UP the hill to the starter shack.
3. Raised pole with circling motion indicates the delay is over.
4. Make sure that hand/pole signals are passed up or down by other gate judges. **The signals are useless if they are not seen in the start or finish shack.**

### After the Race

Once the last racer has gone down the course and made a valid run, the Chief of Course will direct the gate judges to meet by at the finish pen by an “orange bib guy”. Until the Chief of Course releases you, your assignment is not over. When you reach the lower “orange bib guy” the following should happen:

1. Turn your radio OFF.
2. Remove your bib and hang it by the shoulders on one of the carabiners on the bib guy.
3. Take your completed gate card(s) off of the clipboard.
4. Inform the Chief of Course of any unusual events on the course; hiking racers being overtaken, weird DSQs, anything that might be out of the ordinary.
5. Give your card(s) to the Chief of Course who will turn them in to the Timing shack so that the results can be compiled.

### Disqualification

1. Missing or straddling a gate is a DQ. (Both feet and ski tips must be on the same side of the pole.) Straddling a gate is the same as missing a gate. In both instances, the racer must go back and reenter the course at the missed gate.
2. Losing a ski during the race is a DQ, with the exception of the area between the last gate and the finish line.
3. Interfering with the next racer or being overtaken by the next racer is a DQ for the racer being overtaken. This can happen when a racer falls and cannot get back into the course in time to avoid the next racer. (The next racer gets a re-run.)
1. Although every racer should have a reasonable chance to finish this is not a guaranteed right. If a racer falls and you think there is a risk there will be interference with the next racer, DQ the racer who fell and get him or her off the course.
4. In a dual-pole gate, a racer can go between the two poles in either direction. If a racer goes through differently than others but still crosses the line, it is LEGAL.
5. A racer climbing up after missing a dual-pole gate just has to cross both feet between the poles of the gate.

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6. If a single-pole slalom gate is missed, the racer needs to climb back up and pass above and around the missed pole from either direction. When the racer does this, be nice and yell "GO ON!"

Also, there is a video that shows how to diagram these DSQs on your card. See the link above!!

### Thanks!

Being a gate judge can seem like a lowly task of not much value but that is FAR from the truth. The gate judges are the most important officials on the hill since they are the only officials that see all of the racers. The gate judges are the only ones who can say who did or did not make a clean run down the course. Without gate judges there is NO WAY we can run a fair, honest race!