



**Selection Criteria:
Bobsleigh Canada Team Selection 2010-2011**

I. Eligibility

1.1 To be eligible for participation on any BCS-sanctioned Team, athletes must attend a National Team Program (NTP) or National Development Program (NDP) Camp in 2010, and be available for the entire 2010/2011 competitive season (as attached). They will be members in good standing of recognized BCS clubs and/or provincial associations; have a valid passport, and be eligible for a FIBT license. All athletes will be required to sign a BCS Athlete Agreement prior to participating in any BCS-sanctioned event (including any and all FIBT races).

1.2 All athletes must attend all BCS meetings and functions as specified by the BCS coaching staff, and if a conflict arises, provide written documentation to the Head Coach, Bobsleigh at least 1 week prior to the commencement of the specific event.

2. Pilot / Push Athlete Combinations

2.1 Pilots will select push athletes for their teams prior to the National Team Selection Races. They may use the following push athlete criteria to help in their decisions.

1. BCS Individual Push Competition: On the Calgary Ice Push Facility, date to be set
2. Driver evaluation of 2-man Push (push athletes only): On the Calgary Ice Push Facility
3. Driver evaluation of 3-man Push (push athletes only): On the Calgary Ice Push Facility
4. Off-ice testing: 30 meters, 45 meters, vertical jump, power clean and any other testing done by the National Team Coaching Staff.
5. International (World Cup/Championships) push times and push experience/history
6. Team cohesion, attitude and work ethic (team works well together.).
7. International finish results.

2.3 Pilots may use input from the Coaching Staff as needed. There is no implied priority of these criteria. Pilots' overriding principle should be those athletes who will produce the best push and riding combinations for competition.



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3. BCS Sled/Runner Allocations

3.1 Prior to each year's National Team Selection Races the BCS Head Coach will allocate BCS sleds to male or female pilots based upon the following objective criteria:

1. The top ranked pilot based upon criteria set in paragraph 9.1 will receive first choice on sled allocation.
2. The next ranked pilot will receive second choice on sled allocation.
3. The next top ranked pilot shall pick third, and this process will continue until all sleds are allocated.
4. After sleds have been allocated to ranked pilots, any further allocation of sleds will be done on the results of the Individual push tests ie; fastest pilot will be allocated the next ranked sled.
5. When male or female pilots are equally ranked on the FIBT standards, the Head Coach will use his discretion to allocate sleds based on a pilots current athletic performance and future potential.

3.2 Sleds may be re-allocated after the 2010-11 National Team Selection Races. New pilots on the World Cup team may re-choose from these newly available sleds.

3.3 At any given time, other allocations may occur if all pilots involved and the Head Coach are in agreement. If a sled is irreparably damaged, the Head Coach will reallocate sleds guided by the criteria in IIIA. Unless it is determined a better solution will avoid or cause the least disruption to the teams and also provide the best opportunity for international success.

3.4 After the Selection Races, pilots not selected to the team will lose their sled selection. New Pilots on the team may re-choose from these newly available sleds following the criteria in IIIA.

3.5 The Head Coach may withhold equipment from a pilot if, in his judgment, that pilot has a history of poorly maintaining BCS equipment or does not yet have the requisite driving skills to preserve the equipment in a reasonable manner.

3.6 Four-man BCS sleds and pilots will follow the same allocation plan.

3.7 Runners which are property of BCS will be allocated by rank.

3.8 BCS sleds and runners may not be altered by an athlete without permission from the HPC and athletes may only allow inspection of BSC sled or runners by BCS approved personnel.



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3.9 Athletes will not share BSC technology, directly or indirectly, with anyone other than National Team athletes or BCS staff.

4. 2010-11 National Team Selection Races

4.1 National Team Trials Races will be held in Calgary from October 25-Nov 7. These races will be used to help determine the athletes for the 2010-11 National Team and National Development Team competitive programs.

4.2 Selection Races consist of two (2) races per discipline for Men, and three (3) races for the Women, with two (2) runs per race. All athletes are eligible to race in the selection races. If track conditions or the weather deteriorate and the field needs to be reduced this will be done using last season's ranking.

4.3 All Selection Races will be conducted in accordance with FIBT rules (where applicable), with any modifications to the Selection Race Rules announced at the pre-race meeting(s)/draw(s). Athletes are responsible for representing themselves at these meetings.

4.4 Points will be awarded for the final race ranking in each of the races according to the following points table:

1st	10
2nd	6
3rd	4
4th	3
5th	2
6th	1

bonus points will be awarded based on the average time of the top three places, 1/10th of a point for each 1/10th second ahead of the average time:

Example: 1st – 115.30 2nd – 117.05 3rd – 117.45
average time is 116.60 seconds

1st place finisher is 1.3 seconds ahead of the average time, receives 1.3 points

4.5 General race format will be as follows: Race draws for the races will be held following the final training runs. Athletes must have completed the minimum number of training runs to be eligible for the Selection Race Series.

1. Equipment must conform to the FIBT regulations in force - technical checks will be conducted.
2. All equipment used in Selection Races must be available to the pilots for the entire season.
3. Specific race protocols will be announced at the race draw, to reflect the known race



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conditions (times, weather).

4. Protests must be verbally made to a jury member within five minutes of the race ending, and must be submitted in writing within twenty minutes of the race conclusion, along with a \$100.00CDN protest fee.

5. 2010-11 National Team Pilot Selection

5.1 If there are pilots who have achieved a top 4 2009-10 World Cup overall ranking, or a top 4 2010 Olympic result in a discipline, then this pilot will be given a bye through the National Team Selection Races and be automatically placed on the team. This driver and his/her team will race in the National Team Selection Races

5.2 For pilot selection, the National Team Selection Races alone will NOT be the definitive method of selection. The following factors will be considered along with any other unforeseen issues which the National Head Coach deems relevant. The Head coach will use the following factors (in no particular order) when assessing the selection of pilots into the various national teams.

1. Physical ability, as outlined in Section 2
2. Future driving potential, as determined by the Head Coach and the Driving Coaches.
3. 2010-11 Selection Race results
4. Commitment to BCS World Cup and Olympic Programs
5. Attitude and work ethic
6. Previous season's Race Results

5.3 Once the World Cup Team is competing internationally, the lowest ranked pilot may be replaced by the next ranked Pilot as determined by the Head Coach if the lowest ranked pilot does not maintain the agreed upon benchmarks set by the Head Coach and pilot. This decision will be based on the relative value in experience to be gained by that pilot and the next ranked driver and their performances to date. A change in pilots will not change the fact that push athlete team status is governed by Section II.

5.4 No pilot will be entered into an international competition for the BCS with positive results from anti-doping testing.

6. 2010-11 National Team Push Athlete Selection

6.1 Push Athletes will be selected by their respective pilot prior to the National Selection Team Races. After the conclusion of the Selection Races, the Head Coach in consultation with the pilots will select the Push Athletes for the respective National teams.



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6.2 The Head Coach may remove an athlete for injury, illness, doping, or code of conduct violations. If, after combinations have been re-designated during the season, it is proposed that a Push Athlete be taken off the team, this action will be taken consistent with the BCS bylaws and criteria.

6.3 Pre-selected athletes, who are injured or have long-term sickness after selection, will have their merit for selection for the team assessed by the Head Coach based on advice provided by the BCS Doctor/ Physiotherapist.

6.4 Once deemed fit, the athlete's fitness will be reviewed at a date and venue specified by the Head Coach. The athlete will be expected to demonstrate that he or she has the ability to achieve a minimum level of 90% of the athlete's personal best in officially recorded BCS testing. The Head Coach may use his discretion to set higher targets depending on the proximity to and the level of competition (i.e. closer to or higher levels of competition may result in higher targets being set).

6.5 The Head Coach will select any and all alternate Push Athletes based on the overall needs of the team.

6.6 No Push Athlete will be entered into an International competition for BCS with positive results from anti-doping testing.

7. 2010-11 World Cup Start Positions

7.1 Pilots will start the season in rank order in each discipline as determined by their overall FIBT rank. After the first international race, pilots shall be ranked for start order in each discipline based on their current FIBT ranking in that discipline.

8. International Federation Eligibility

8.1 All athletes and teams selected must be eligible to participate in the World Cup under all FIBT rules.

9. 2010-11 National Team Selection Race Qualifying

9.1 Canadian pilots will be ranked and entered into the start order for the 2010-11 National Team Selection races in the following priority order:

1. 2009-10 World Cup results (Combined for Men's Bobsleigh)
2. 2009-10 Europa Cup results (Combined for Men's Bobsleigh)
3. 2009-10 America's Cup results (Combined for Men's Bobsleigh)



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9.2 Unranked pilots will be allowed to compete provided they are safely completing the track prior to official training, as determined by the Head Coach. The Head Coach will resolve any entry disputes. Unranked pilots will be entered in the second seed.

10. Saving Clause

10.1 The procedures above are based on IOC and FIBT rules and regulations as presently published. Any change in the selection procedures caused by a change in IOC or FIBT rules and regulations will be distributed to all athletes immediately. Fairness, equal opportunity and the desire to field the most competitive teams for international competition, in conjunction with developing teams/individuals for 2014, are the guiding principles which will determine the administration of the above selection criteria.

10.2 The National Head Coach will have absolute discretion to make all selection decisions he deems appropriate to the long term goal of fielding the best possible teams for the 2014 Olympic Games.

11. Grievances

11.1 Should at any point during the Selection Process an athlete feel that they have been unjustifiably discriminated against, or Selection Policy Protocol has been compromised in any way, a grievance regarding team selection may be submitted. It is recommended that such a situation is communicated to the BCS Chief Executive Officer as soon as possible following the incident (to a maximum of ten days), given the travel schedules and logistics of the respective teams.

11.2 The Chief Executive Officer will review the grievance and follow the approved protocol as per the BCS Grievance Policy.