The official logo of Crescent Racing, "Since 1973"

CSC RACING COMPETITION GUIDE AND POLICIES

Revised December, 2023

Table of Contents

Section 1: Crescent Ski Council Race Series Organization, Policies

Section 2: Competition Guide

Section 1: Crescent Ski Council Race Series Organization, Policies

1. <u>Definitions</u>

<u>**Handicap**</u> - A number that expresses as a percentage how much slower a racer skis through a race course compared to the par time, or zero handicap, for that course. For example, a 20 handicap means the racer is 20% slower than the par time.

<u>**Historical Handicap**</u> - A weighted average handicap based on a racer's past performance. A racer's historical handicap is used to rank and group racers into flights of similar ability. A racer's historical handicap may also be referred to as their Crescent or CSC handicap.

<u>**Par Time**</u> - The calculated time a racer would ski through a course to achieve a zero handicap. The par time is calculated using the time(s) of one or more pacesetters.

<u>**Pacesetter**</u> - A racer whose time is used to calculate the par time, or zero handicap for a specific course. A pacesetter is an experienced racer with a consistent historical handicap. A pacesetter is typically one of the fastest racers present at the race and whose performance is consistent with his past performance.

<u>**Race Worker(s)**</u> - All Racing Committee members except for club Race Directors are considered to be Race Workers.

1. Crescent Racing Purpose, Events of CSC Racing

2.1 PURPOSE OF CRESCENT RACING

The purpose of the Crescent Racing program is to provide the opportunity for members of the council's ski clubs to participate in a season-long series of ski races as representatives of their club's racing team. The computerized handicap system, which is updated after each race, allows individuals to compare each race's result with his or her past performances and facilitates segmenting racers into ability groups for equitable competition.

An additional service of the Crescent Racing program is to provide 6 races each race season as weather permits and to also arrange and sponsor race camps with an annual week in Steamboat Springs, Colorado that will provide a race camp as well as a "Learn to Ski" program.

With the organized program Crescent racing has, racers from all clubs can get together to share and enjoy the fun, friends, and good natured rivalry.

The rules of Crescent Racing are adapted from those of the International Ski Federation. Changes to any race rules can be made only by a majority vote of the CSC club Race Directors and the Crescent Racing Committee members, also known as Race Workers.

Ron Scott
Crescent Racing Chair

2.2 RACE SCHEDULE

Please see the Racing part of the Crescent Ski Council website for the latest information about the Race schedule. Go to
http://www.crescentskicouncil.org/racing/index.html .

1. Member Club Divisions

1.

1.1. GEOGRAPHICAL CLUB DIVISIONS

EAST   WEST

1. Training and Development

1.1. TRAINING FACILITY AND DEVELOPMENT SERIES

To help improve the racing ability of all Crescent Racers, a Crescent Race training facility is established at Appalachian. Official race training days are scheduled to coincide with open dates in the Crescent Racing Series, and member clubs may independently schedule race training days at other times, such as nights and midweek days. Substantial discounts will be available to Crescent members for both lift tickets and race course usage.

The Crescent Director of Training and Development supervises both the Development Series and the Council's use of the training facility.

1. Sponsorship and Advertising

1.1.   Crescent may enter into contracts with a commercial firm or organization concerning sponsorship, equipment, and use of advertisements.

1.2.   Sponsorship will be sought for the Crescent Racing Series by the Sponsorship committee member who will report his progress to the Crescent Racing Chair on the available sponsors.

1.3.   Sheets with the sponsor logos will be handed out each year.

1.4.   The logo sheets are to be <u>DISTRIBUTED AS IS</u> with <u>NO CHANGES</u> to be made to the layout of the logos.

1.5.   If a club fails to put the Sponsorship credits in their newsletters or website, then the racers of that club will be ineligible for prizes during the following race season.

1.6.   Any club wishing to display a sponsor's logo in any form (whether on clothing or signs) must obtain prior approval from the Crescent Racing Committee.

1.7.   Confirmation of each club's published sponsor sheets in the November, December, January, February, March, and April, must be forwarded to the CSC Racing Chair before April 25 each year.

6.0 Probationary Rule Changes

(Rules approved at Race Director Meetings are in effect immediately but must be reviewed and approved again at the following race director meeting – rules approved at the last RD meeting are listed here)

Rule changes need to be in place for the race season before the second confirmation vote.

The race committee has the power to decide if a race has 1 or 2 divisions based on the racer registration.

Change the MIR calculation for the 2022-2023 race season to use Kerri's suggested full weekend result instead of the current per day result in the MIR calculations and to award 1 MIR point to racers with 2 DQs or 1 NS and 1 DQ.

Create a rookie of the year award for a first season crescent racer based on the improvement from first qualified handicap to end of season handicap.

Eliminate the size factor completely and for a team to have more than one member on the roster for the current season to be eligible for the team awards.

Increase the qualifying handicap cutoff in every category by 15 points.

7.0   Awards

The awards and presentation of the team winners, as well as individual flight winners, will take place after the official results have been compiled. The team point totals for the day will be announced and the overall team leading the competition will also be announced at each of the race awards and presentations program at the end of the race day.

Team standings will be announced last at the race awards. The awards presentation time and location will attempt to be communicated in advance of each race weekend – awards are held typically in the ski lodge at least 1.5 hours after racing has concluded. Award time and location are subject to change – verify this information with your Club Race Director or the Course Race Director on race day.

Prizes may consist of mementos which may be accompanied by other miscellaneous prizes. Prizes in cash are not permitted. The number of prizes to be given will be decided by the CSC Sponsorship Director.

The allocation of prizes by drawing lots or by another competition is not allowed unless only one such prize may exist as would be the case of ski area donated prizes (skis, etc.).

Concerning special awards, when the special award is being given to the male and/or female with the most points and there is a tie, then the winner of the tie and the recipient of the award and/or prize will be the racer who participated in the most number of races; and if there is still a tie, then the winner of the tie will be awarded to the racer with the highest place average finish during the racing season.

7.1   MOST IMPROVED AWARDS

7.1.1   Awards

TROPHY PRIZES AT CRESCENT CUP FOR "MOST IMPROVED HANDICAP DURING THE RACE SEASON", TO ONE MALE RACER AND TO ONE FEMALE RACER. The purpose is to encourage new racers, and to place a premium on participation as well as absolute quantitative improvement. This is a one time, end of the season *trophy-only* award to *one male racer and to one female racer*, awarded at the Crescent Cup.

7.1.2   Method of Calculation

Points are calculated on the basis of each race day. For each racer on the weekend's roster, their ending handicap for that day is subtracted from that day's starting handicap. For example, starting handicap on Saturday is 20 and ending Saturday handicap is 18, the 20.0 - 18.0 = 2.0 point improvement.

The roster is sorted in ascending order based on the handicap difference (improvement). Racers who did not race that day (one day only or double NS) are removed from the list. Only racers who broke the start wand and were in the course for at least one run are counted. (This includes single and double DQ's and racers with no more than one NS).

Count the resulting total number of racers and rank them. The racer with the greatest improvement receives points equal to the number of racers in the list and the racer with the least improvement (often a negative number) receives one point. For example, if there are 150 racers in the course that day the most improved racer receives 150 points, the next Most improved 149, next 148, etc. The day's points are totaled with the racer's points earned for all other days they raced.

Most Improved Racer differs from individual racer points in the following ways: 1) Most improved points are not related to how a racer finishes in their flight, and 2) a racer may improve their handicap while still not placing high in their flight and earning high individual points. Conversely, a racer may consistently win without significantly changing their handicap, for example, a top ranked Flight 1 racer. Because Most Improved Racer points are calculated on the difference in their starting and ending handicap and not a percentage the award will tend to favor improving racers in Division II.

7.1.3 <u>Two Tiebreakers</u>

First tiebreaker shall be the most number of race days in which the racer competed, a race being defined as a SL or a GS race day. If a SL race and a GS race are both run the same day then that shall be deemed to be two race days for this calculation.

Second tiebreaker shall be the greatest improved numerical difference between the racer's starting handicap at the beginning of the year and the racer's handicap at the end of the racing season.

Section 2: Competition Guide

1.0 Racer Eligibility & Qualifying Handicaps

1.

1.1.   RACING FEES ELIGIBILITY REQUIREMENTS
1.1.1. The $35 Annual Crescent Racing Fee
The Annual Crescent Racing Fee is thirty-five dollars ($35) per racer.

Each racing team is required each season to submit payment of the estimated annual Crescent Racing fee by December 01, to be paid in full for approximately the same number of racers who had raced the previous season.

Crescent racing teams shall not be eligible for race registration until the club's estimated racing fees have been paid.

1.

1.1.

1.1.1. Race Day Racer Fees
All racers will be charged a racer fee based on the resort race fee for racers. A child age twelve (12) or under who stays off-site will only be charged the racer fee component of the off-site racer fee.

1.

1.1.   CSC WAIVER ELIGIBILITY REQUIREMENT
1.1.1.   All racers must sign a Crescent waiver form to race or qualify for a CSC race. Crescent waivers will be completely filled out without changes, and signed by each racer or their legal guardian and submitted to the Registrar (including flight 21/22 qualifiers). Bibs are not issued to new racers and they are not permitted to ski in a CSC race course until waivers are received by the Registrar.

1.2.   CLUB MEMBERSHIP ELIGIBILITY REQUIREMENT
1.2.1.   To race in a Crescent Series Race, the racer must be a member of an authorized club of the Crescent Ski Club. This racer must have been a member for at least 24 hours prior to the race.

If a team registers a non-club member for a race, then the team will be assessed a $50 penalty/racer and a point/racer will be taken off the team's average for the day.

If a racer wants to change to another race team during the season, the racer must give notification to the current race director before they can go to the new race team.

1.

1.1.   RACER ELIGIBILITY FOR FLIGHTS 1-20
Crescent racing is open to all types of skiers and snowboarders of all ages, including Tele mark skiers, adaptive skiers, and blind skiers.
1.4.1   To race in flights 1-20 of the current season of the Crescent Race Series, a racer must meet one of the pre-requisites below:
1.4.1.1 CSC racer who previously earned a qualifying handicap and got a handicap in any CSC race during the last two seasons: Crescent flights 1-22 and Development races.
1.4.1.2 CSC racer who raced in flight 1-20 the prior season without getting a handicap.
1.4.1.3 Any new racer who has established a Crescent or NASTAR handicap equal to or less than the limits in the Qualifying Handicaps Table shown below (club Race Director is to provide NASTAR ID and handicap of new racer to Registrar by registration deadlines)

1.4.2   Children age 12 and under must be accompanied by a parent or legal guardian at the race course in addition to requirements in 1.4.1.

1.4.3   Racers who compete in more than one discipline (alpine skiing and snowboarding, for example) need to maintain a current handicap for each discipline.

Qualifying Handicaps Table

1.

1.1.   <u>ESTABLISHING A HANDICAP</u>

1.5.1   Preseason race clinics (typically at Steamboat, Sugar, and Appalachian, where CSC pacesetters are present) can be used to establish a CSC handicap with prior approval of the CSC Racing chair. Results of these races must be forwarded to the Registrar and Scoring Chair within 24 hours.

1.5.2   Flight 21 and 22 are qualifying flights at every CSC race – racers can register in advance or on race day through their club race director. Flight 21 runs after the other Division 1 flights each run. Flight 22 runs after other Division 2 flights each run. Racers do not pay a fee to race in flights 21 or 22.

1.5.3   NASTAR races provide racers with NASTAR handicaps – the Qualifying Handicaps Table lists upper qualifying NASTAR handicaps for the CSC racing series. If multiple NASTAR handicaps are available, the one to use for CSC qualification is selected in the following order:

1.5.3.1 Current season overall handicap if qualifying

1.5.3.2 Current season single lowest handicap if qualifying

1.5.3.3 Previous season overall handicap if qualifying

1.5.3.4 Previous season single lowest handicap if qualifying

1.5.3.5 2 year previous season lowest handicap in last 24 months if qualifying

1.5.4   Re-establishment of a CSC handicap: In the event of unusual or changed personal circumstances such as surgery, a racer with a current CSC handicap can request that it be dropped so the racer can requalify in flight 21 or 22. The race director must make this request to Registrar during race registration.

2.0 <u>Racer's Responsibilities</u>

All racers have responsibilities, which include the following:

1) Registering to race with the club race director at the beginning of the race season.
2) Informing the club race director of any previous racing experience or if they have recently earned a NASTAR medal and showing proof of the NASTAR handicap with official NASTAR results from the NASTAR race.
3) Signing up through the club race director for the races in which they wish to participate.
4) Paying the required fee to race.
5) Arriving at the mountain on time on race morning and picking up their racer's bib.
6) Arriving at the starting gate on time.

2.1 <u>MANDATORY ATTENDANCE AT RACER'S MEETING</u>

IMPORTANT! 20 MINUTES BEFORE THE RACE ALL RACERS MUST BE AT THE TOP OF THE RACE COURSE FOR THE RACER MEETING – NO EXCEPTIONS!! Any important information will be announced at this meeting.

3.0 Crescent Computer System & Handicaps Calculation

The Registrar is responsible for the setting up and running of the pre-registration program for each race. After the Handicaps Computerization Coordinator and on-site computerization person receives the official results for each race, the information is then entered into the computer so the results can be sent to each race director for the next race. This enables each race director to determine where his racers will be racing during the next race.

The handicap break point for divisions and flights is determined by the Registrar for each race and is dependent on handicaps of racers registering for the race. Divisions will be divided equally.

3.1 HANDICAP FORMULAS

3.1.1. Par Time

The par time is calculated as follows:

Par Time = $\dfrac{\text{Pacesetter's time in race}}{1 + (\text{Historical Handicap}/100)}$

Or typed another way as a single string:

Par Time = Pacesetter's time in race/ (1+ (Historical Handicap/100))

For example, if a pacesetter with an historical handicap of 5 completes a run in 30 seconds, the par time is 30/1.05 = 28.57 seconds.

3.1.2. Racer's Handicap for a given run

A racer's handicap for a given run is calculated as follows:

Racer's Handicap = $\dfrac{(\text{Racer's time - Par time}) \times 100}{\text{Par time}}$

Or typed another way as a single string:

Racer's Handicap = ((Racer's time – Par time)/Par time) x 100

For example, if a racer completes a run in 35 seconds and the par time is 28.57, the racer's handicap for that run is ((35– 28.57)/28.57)x100 = 22.5

A racer's historical handicap or CSC handicap is calculated as follows:

New CSC Handicap = ((3 x old CSC Handicap) + new CSC Handicap)/4 for example, if a racer with a 25 handicap completes a run with a 22.5 handicap, his new historical handicap will be: ((3 x 25) + 22.5)/4 = 24.4

3.1.3. Racer's Historical or CSC Handicap

A new racer's qualifying handicap (see rule 1.4 Qualifying Handicaps) will be the racer's starting Crescent handicap. The racer's Crescent historical handicap for each valid, timed run made in Flights 1-20 will be computed as described above and in a manner identical to veteran racers.

3.2. PACESETTER AND HANDICAP PROCEDURES

3.2.1. Which flights will be Pacesetters

Pacesetting is a CSC racer responsibility, similar to gatekeeping. Racers designated as pacesetters are expected to perform this duty responsibly, without malice and must adhere to all CSC racer rules. The racers in the pacesetting flight will not be utilized as gatekeepers if divisions are running simultaneously. Pacesetters must obey race day directives from the CSC Race Chair. The CSC registrar will designate the racers in a specific flight as "PACESETTERS". These racers will serve as pacesetters for all runs and both days of racing, slalom and GS, and for both Division I and II. Pacesetters will be in Division I, Flight 1. Division I, Flight 2 racers will be designated as pacesetters when instructed by the CSC Race Chair.

3.2.2. Division I Runs

Pacesetters will make their Division I runs in accordance with the established running order and procedures for that race. The racers timed runs will count both as their individual runs and as pacesetter runs from which par times on Division I are calculated.

3.2.3. Division II Runs

Pacesetters will make timed runs on the Division II course in order to establish par times for Division II. Pacesetters are expected to complete their Division II runs in a manner that does not interrupt their running order on Division I when at all possible. Pacesetters should make their runs on Division II as a group and coordinate their runs with the Division II Race Director. Accommodations should be made to expedite pacesetter return to the Division I course. Timing on when pacesetters will pace set on the Division II course will be at the discretion of the Division II Race Director. Pacesetters should stay in numerical order and display their bib in accordance to CSC rules.

3.2.4. Number of Pacesetting Runs

At the discretion of the Handicaps Computerization Coordinator, or secondarily the CSC Chairman, pacesetters may make only one run on the Division II course which will serve as the pacesetting run and par times. If a decision is made to use only one pacesetting run on Division II, the CSC Handicaps Computerization Coordinator will use the same time twice for par calculations. Pacesetters are expected to remain available and in touch with the CSC Race Chair and Handicaps Computerization Coordinator until that determination is made.

The determination may be made at any time during a race and is dependent on factors such as conditions of the course, weather, and time available to complete a race.

3.2.5. Use of Pacesetter Times

Upon completion of a race, pacesetter times for both Division I and II are provided to the On-site Computerization Chair for use in calculating par times and handicaps. The times for five pacesetters for each Division are selected for use in the calculations. A pacesetter must have completed both runs consistent with their historical handicap to be selected. The five pacesetters selected for Division I may be different from the pacesetters selected for Division II. From the five selected pacesetters the par times of the middle three pacesetters are averaged to calculate each run's par time. The average par time is used to calculate the handicap of each individual racer, including the times of all the pacesetters.

3.3   HANDICAP RULES FOR INFREQUENT SITUATIONS

3.3.1. Handicap Rule of "Twenty Percent"

After each run a new historical handicap is calculated for each racer including the pacesetters. If a racer's handicap for a particular run exceeds 120% of their historical handicap, then a handicap equal to 120% of their historical handicap is used to calculate the new historical handicap. The "20% rule", or "governor" as it is sometimes called, is designed to prevent wide fluctuations in a racer's handicap when the racer encounters problems in the race course and encourages the racer to complete their run when possible.

For example, a racer has an historical handicap of 50 and skis a 75 handicap on a given run. The 75 handicap is 50% greater so a handicap of 60 (50 x 1.2) is substituted to make the new historical handicap calculation. The new historical handicap is ((3x50)+60)/4 = 52.5.

3.3.2. If Disqualified or a No-Show

The new historical handicap for a racer who is disqualified (DQ) or is a no show (NS) for that run remains unchanged from the historical handicap prior to that run.

3.3.3. If a Negative Value for a Handicap

In the event that a racer's historical handicap is calculated to be a negative number, the racer's historical handicap will be manually reset to 0.1.

4.0 Points Distribution

4.1   TEAM SIZE FACTOR

The scoring system uses a team size factor to adjust the average points per team to account for the difference in team sizes competing. The current size factors are as shown in the table below. The team size is based on the number of racers in the course for that run. Racers in qualified flights who are a no-show (NS) and Flight 21/22 racers are not included in the team size number.

Team Size   Factor

4.2   NO-SHOWS

Each club is allowed without penalty a minimum of 2 racers to be NO-SHOWS (DNS) or 10% of the total number of racers registered on for that specific race day, whichever is the greater number.

The result of this calculation is expressed in the following table:

TOTAL REGISTERED RACERS - - NO-SHOWS ALLOWED WITHOUT PENALTY

Note that the calculations will only consider whole numbers of No-Show racers, i.e. there is no fractional computation.

4.3   POINTS EARNED FOR EACH RUN

Each run in both Division I and II will be counted separately for points. A racer can score a total of 20 points in their flight for the race day if they finish first (1st) on both runs.

4.4   POINTS PER RUN

Ten points will be awarded to all flights for first place, nine points for second place, eight points for third, and so on with one point being awarded for tenth place.

4.5   BREAKING TIES

If two or more competitors finish with the same total points, the tie will be broken by the fastest combined times.

4.6   POINTS AWARDED WHEN RACER INCORRECTLY SCORED AS NO SHOW

Racer being given a NS when they actually raced will be allowed to earn points but the points that can be given will be the lowest number of points within their flight. The place will be the last place in that flight and the points associated with that place.

4.7   POINTS AWARDED FOR RACER WITHOUT A TIME

A racer not having a run time documented will also be given points but the points that can be given will be the lowest number of points within their flight. The place will be the last place in that flight and the points associated with that place.

4.8   SCORING FOR DAY WHEN ONE RUN CANCELED

If one run of a race is canceled, for any reason, scoring for that day will be based on the one completed run. The announcement to cancel the second run will be made at the discretion of the Crescent Racing Chair either before or after the completion of the first run. Racers who do not complete the one timed run for that day and DQ their run will receive a one day/ one run credit toward Crescent Cup eligibility. The credit applies only to Crescent Cup eligibility and the racer's DQ will be scored identically to a DQ in a regular two (2) run race day with regards to the racer's handicap, and individual and team points.Racers who are a No Show (NS) for the one run will receive no credit toward Crescent Cup eligibility. [Please note that a related rule is 8.1.2 Number of Runs per Race Day.]

4.9   HOW TEAM POINTS ARE CALCULATED

After the points have been awarded to the racers, each club's points are tallied.

4.10   TEAM POINTS SCORED FOR EACH RUN SEPARATELY

Regular season team scoring and Crescent Cup team scoring will be scored the same. Each run will be scored separately and team points will be counted for each run.

4.11   TEAM WINNER DETERMINATION

The club obtaining the highest total score for the race is declared the winner.

4.12   SEASON TEAM POINT CALCULATION

Each clubs points will be added up during the year for a grand total at the end of the racing season. The club with the most points for the race season will be the regular season champion and the trophy will be presented at the Crescent Cup awards.

4.13   SEASON TEAM POINT TIE-BREAKER

If at the end of the regular season, two or more teams are tied in points, then the tie will be broken by adding up the team point averages of each run of all the regular season races for each team that is tied. The team with the highest total will be the winner of the tie. The following table is an example of the tiebreaker calculation. Team A has a higher total point average and would be declared the winner.

4.14   TEAM POINTS ASSIGNMENT

The points a team will have for the season standings will be based upon place of finish. If there are split weekends, 20 points will be awarded to first place and then one (1) point less for every place thereafter. If there are combined weekends and an East and West team exist, they will be scored as follows: First place in each region 20 points, second place in each region 19 points, and etc.

4.15   DISRIBUTION OF RACE RESULTS, ASSIGNMENT OF PENALTY POINTS

No race results will be mailed to club Race Directors. The results must be picked up on race day by the club Race Director or appointed person for the club. The race results will also be posted on the CSC Racing Web page.

The Race Committee will determine whether penalty points will be assessed on race day. The guidelines used for this determination include the following two reasons:

a)   A racer's inability to get to the mountain due to road conditions, and

b)   Inclement weather at the mountain on race day, such as rain, bitter cold.

5.0 <u>Registration</u>

5.1   REGISTRATION BY CLUB RACE DIRECTORS

Each club's Racing Director registers racers prior to each race, thereby making it possible to position each racer in his/her ability group and control the number of racers per flight and/or the number of flights per race. Specific rules pertaining to registration are as follows:

5.1.1   <u>Season Roster Submission</u>

Each club is required to submit a racer roster to the Registrar by December 1st each year. In addition to the racer roster, original waivers should be sent to the Registrar by December 1 or at the earliest possible date after December 1. This roster of each club's racers needs to include the name of the racer, the racer's gender, racer's age and racer's club affiliation. Additional racers may be added by each Monday night preceding each scheduled race.

5.1.2   <u>Race Roster Submission</u>

Each Racing Director is required to register the team any time prior to the registration deadline of 9:00 P.M. EST of the Monday preceding each scheduled race by updating their club's Google Sheet roster. Alternatively, Racing Directors of small teams may submit registration via email, text, or phone. Crescent waivers for new racers are also to be submitted to the Registrar. <u>While the Registrar prefers email</u>, <u>please telephone if</u> you do not have access to email. When you email the Registrar to register club racers, expect a reply confirming receipt of your email.

The current Registrar's mobile phone is 864-901-9861 and the email address is skiingpendleys@bellsouth.net.

Each Racing Director whose team is <u>not</u> going to race is asked to notify the registrar before the registration deadline, so as to prevent unnecessary delays of the registration process.

DO NOT CALL EVENINGS AFTER 11:00 P.M. EST, PLEASE.

5.1.3   <u>Roster Changes after Deadline</u>

Acceptance of any changes to registrations or additional registrations submitted after the registration deadline is at the sole discretion of the Registrar.

5.1.4   <u>Roster Team Size Limit</u>

A club may enter any number of eligible skiers in a race except for races that may have specific limits.

5.1.5   <u>Specification of Racer Participation Days</u>

During a two day race weekend, the racing director must specify for which day the racer will participate: Saturday, Sunday, or both days.

5.1.6   <u>Race Day Registration</u>

THERE WILL BE NO CRESCENT REGISTRATION ON THE MORNING OF THE RACE EXCEPT FOR FLIGHT 21 AND 22!!!!

When signing up racers to qualify, Flight 21 will be used for Division One and Flight 22 will be used for Division Two. The race director will need to designate in which flight the racer will be trying to qualify.

Flight 21 and Flight 22 sign-ups will be accepted on the morning of a race. The racer must sign the appropriate waiver forms obtained from the Registrar. **All waiver forms have to be signed before bibs are issued.**

5.2   FLIGHT MAKING BY REGISTRAR

Both divisions and all flights within the division will be as equally divided as possible. Additional flight making criteria includes:

The number of people in each flight is as equal as reasonably possible.

At least 8 people are in each gatekeeping flight. Often gatekeeping flights are

selected based on which day a flight will have 8 non-race workers present.
There are no more than 10 racers signed-up in a flight for a given day, although often more than 10 racers may be put in a flight if the Saturday Only racers and Sunday Only racers balance-out.
The number of flights is balanced between divisions.
Two people with the same handicap (to one decimal point) will never be put in different flights.
If an odd number of flights of qualified racers exists, then Division I gets the extra flight of qualified racers to balance against flight 22 in Division II to balance the number of racers on each course.

5.3.   BIB PICKUP

5.3.1   Designated Team Reps for Bib Pickup

Club's Racing Directors or designated racing directors will be the only ones allowed to sign for and pick up the racers bibs. Anyone interfering with the process could be disqualified for the race.

5.3.2   Bib Distribution
Bib distribution will be on Friday nights as deemed necessary for the NC weekends and from 8 p.m. to 10 p.m. at the WVA weekends. If the race director cannot pick up bibs, then the Registrar needs to know ahead of time who the "designated race director" will be picking up the bibs. Bibs may be picked up one to two hours prior to the start of the race. After that time, the bibs of racers who have signed waivers will be at the top of each race course with the starter.

5.3.3   Racer Deletions
Deletions may be made during bib pickup but the racer who is deleted will still be considered a NS. No additions may be made except to flight 21/22.

6.0   Start, Finish, Timing, Calculations, and Challenges

6.1   BEFORE THE START
The race will not start until the Chief of Course has verified that the course is ready. As needed, forerunners will be used by the CSC Race Committee to aid in the timing of the race course.

6.2   THE START
6.2.1 No Interference or Advantage
No official or attendant who could possibly give an advantage to, or disturb, the racer may be behind the racer. The starter must not touch the competitor at the start, and all outside help is forbidden. By order of the starter, the competitor moves into the start position behind the wand. Ski poles must be placed in front of the wand. Only snowboarders are allowed to push off from start posts or other similar aids. Start posts will be put up on the Division II course for snowboarders.

6.2.2 Starting Gate Procedures

a)   Starter must have a set of the Master Seeding Lists order of racing and keep the next four or five racers informed of their starting positions. The flight running order is randomly picked for each race weekend. Racers race in numerical ascending order for the first run and descending order for the second run.
b)   Have the next racer in line and ready as soon as the racer in the start gate leaves the start gate.
c)   Tell the Timer the name and bib number of the racer in the gate.
d)   Racer may move his feet.
e)   Starter calls: "Racer ready, Racer set, Go" or "Racer ready, Three, Two, One, Go"

6.3 THE FINISH AND FINISH AREA

6.3.1. Finish Area Set-up

The finish area must be plainly visible to the racer approaching the finish. It must be wide, with a gently sloped smooth outrun when feasible. It should be especially prepared and smoothly packed to make stopping easy.

In setting the course with gates, particular attention shall be paid to directing the racers across the finish on a natural line adapted to the terrain.

Snow walls, straw or hay, foam rubber or other appropriate safety measures shall be used to prevent any possibility of a collision with the finish structures.

6.3.2. Determination of Finish

Skiers Determination of Finish - The finish line must be crossed:

-either on both skis

-or on one ski after passing the last gate

-or, if a competitor loses both skis after clearing the last gate, they may continue through the finish line.

Snowboarders Determination of Finish - The finish line must be crossed with at least one foot attached to the board. The incidence of the one foot coming out must have occurred at the last gate or before the finish line.

6.3.3. Timing of Finish

Timing of the racers shall be performed, either manually or electronically, as determined by the Race Committee in conference with the Ski Area Representatives. If stopwatches are used, the racer's time will be considered the average of the recorded times based on using two stopwatches.

A racer's official time will be that which has been recorded by the Division Scorekeeper on the Master Seeding List (order of racing). Unofficial times may be announced over a P.A. system or written on a display board..

The finish time for the racer is the instant that the plane between the two posts of the finish line is first broken by any part of the racer's body or attached equipment.

The Division Scorekeeper is responsible for all such decisions.

6.3.4 Calculation of Results and Challenges

All racer time results are considered 100% finalized when the results have been reviewed by the official Crescent Scorekeepers and all protests if any have been resolved and:

1) Re-runs, if awarded, are completed.

2) Racer time challenge - Challenges can be made to the official scoring for racer times only up to noon the following day of the race. The challenge can only be submitted the CSC Race Director or CSC Scoring Coordinator. All challenges to official scoring must be verifiable and accompanied with documentation. Any errors in the transferring of data will be corrected if the request is made by noon the following day of the race. After noon the following day of the race, if no challenges are presented to the Crescent Scoring Coordinator or Crescent Race Director, the racer time results are 100% official and final and cannot be changed.

3) The Race Committee have compiled and approved the results for the awards presentation.

4) The official results will be entered into the on-site computer and the results tabulated from the running of the computer program which is programmed by the Official Scorer.

5) Every effort will be made to furnish unofficial raw times to the racers at the conclusion of each flight.

7.0 Gatekeepers and Gatekeeping

One of the most important jobs on race day is that of the gatekeepers. They assure that the course is maintained at all times and that the racer has completed the race course correctly. To assure that the gatekeepers understand what is expected of them, they will be refreshed by the Chief of Course and other Crescent officials. The gatekeepers can also refer to the rule book or YouTube video https://www.youtube.com/watch?v=VTCIdV-j_ZE for more information.

7.1 RESPONSIBILITY

To determine that each racer has passed legally through the course, especially those gates for which the gatekeeper is responsible for watching. Legally is defined as both feet crossing the gate line which is an imaginary line connecting the bases of the innermost poles of each gate.
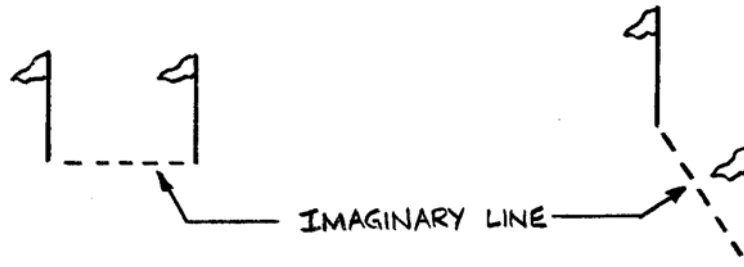

Illustration 7.1: Imaginary Line defining each gate

7.2 CORRECT PASSAGE

The gate line in giant slalom, where a gate consists of two pairs of poles holding banners between them, is the imaginary shortest line from pole to pole.

The gate line in slalom is the imaginary shortest line between turning pole to outside pole.

In the event that a competitor removes a pole from its vertical position before the competitor's feet have passed the gate line, the feet must pass the original gate line (marking in the snow).

In parallel races, the passage is correct when both feet have passed outside the gate marker in the direction of the turn.

COURSE SET UP – SLALOM AND GIANT SLALOM

Illustration 7.2 of Slalom and Giant Slalom Gates
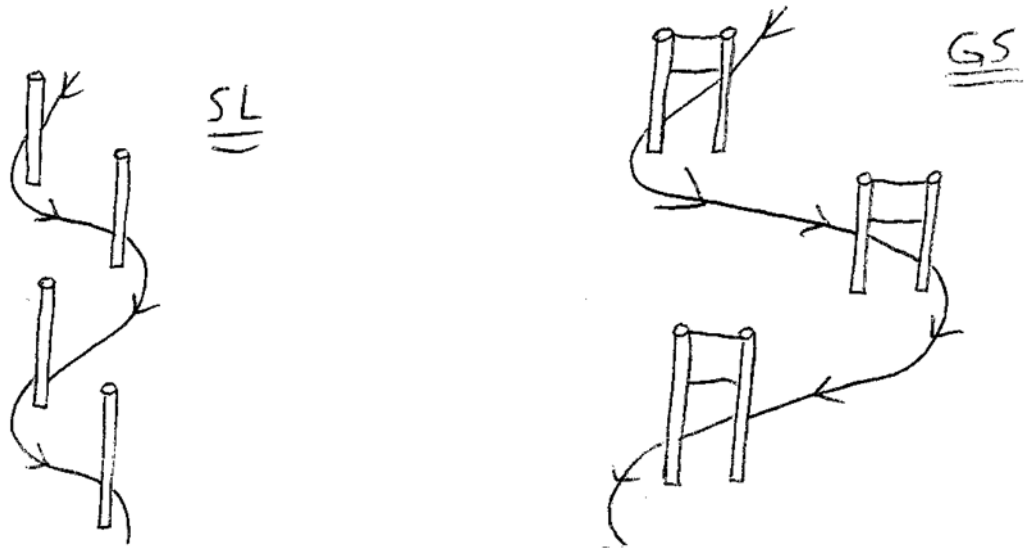
7.3 LEGAL AND ILLEGAL PASSAGE

Illustration 7.3 of CORRECT, LEGAL PASSAGE

7.4   IMPORTANCE OF THE TASK OF THE GATEKEEPER

The gatekeeper should be thoroughly acquainted with the competition rules since he has a task of major importance. The gatekeeper should always be aware of what is going on during the race and on the race course.

The decision should be clear and nonpartisan.

The gatekeeper should declare a fault only when he is clearly convinced that a fault has been committed. In case of a protest, he must be able to explain clearly and definitively how the fault was committed.

If the gatekeeper is in doubt whether a fault has occurred, he must make the most careful investigation. He can even demand that the race be briefly interrupted, so that he may check the tracks on the snow or other markings.

A gatekeeper will be responsible for the supervision of one or more gates.

The gatekeeper will be responsible for seeing that the gate poles are promptly reset and in good vertical position.

The gatekeeper will also replace broken gates and keep the race course clear of rocks, bare spots, and other objects that need to be removed.

The gatekeeper must also be available for the Jury meetings that may occur immediately after the race.

The responsibility of the gatekeeper begins as soon as the racer has passed the last gate of the preceding gatekeeper and ends when the racer has passed through the last gate under his supervision.

7.5   GIVING INFORMATION TO A COMPETITOR

On the one hand a competitor himself, in the case of an error or a fall, can turn to the gatekeeper and question him. On the other hand the gatekeeper, where possible, must inform a competitor if he has committed a fault that would lead to disqualification.

In either case with a clear, decisive voice, the gatekeeper answers the competitor's question or informs him with one of the following words:

"Go!" if the competitor should expect no disqualification, since the gatekeeper has ruled the gate passage as correct;

"Back!" if the competitor may expect disqualification.

It is the gatekeeper's responsibility to let the racer know if a gate has been missed. Please respond quickly, accurately and loudly. Racers must listen for you as other responses from people on the side of the course are not official. Remember if there is a doubt, rule in favor of the racer.

7.6   IMMEDIATE ANNOUNCEMENT OF DISQUALIFYING FAULTS

The gatekeeper should immediately signal and radio a disqualifying fault by using the ski poles or when the visibility is bad, by a sound signal. The using of the ski poles is as follows:

Disqualified Racer   Course Not Ready   Course Ready
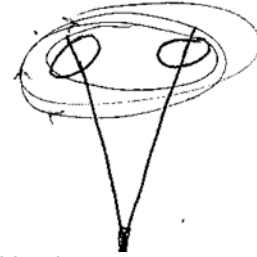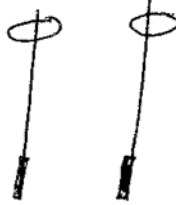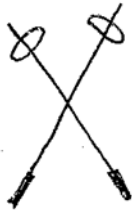

Illustration 7.6 of Gatekeeper Signals using ski poles

Remember to hold your hands high over your head when giving the signals. Also if one gatekeeper is giving the signal, all gatekeepers should "pass it on" by signaling likewise.

If any question should arise during a race, please request that someone find an official and get a proper ruling. Do not leave the gatekeeping position.

7.7   OTHER DUTIES OF THE GATEKEEPER

The gatekeeper must make sure that all other racers and spectators maintain sufficient distance from the race course, so that the racer will not be hindered in any way during his run.

If a competitor is hindered during his run, he must immediately leave the race course and report this to the nearest gatekeeper. The gatekeeper must request the competitor in question to report immediately to the nearest official of Crescent or top of their race course.

7.8   LOCATION OF THE GATEKEEPER

The gatekeeper must choose an isolated location so that he will not hinder the racer. He must be placed that he can properly observe the terrain or gates and course sections which he is to oversee, near enough to be able to take prompt action, but distant enough not to hinder the competitor. For the competitor, the gate poles and gates must be well visible at all times.

The gatekeepers' positions are to be well marked by gatekeeper boxes positioned off to the side of the race course.

7.9   NUMBER OF GATEKEEPERS

The Race Committee is responsible for having a sufficient number of gatekeepers available. They may have them assembled, if necessary, for final instructions in the presence of the Chief of Course or other Crescent official. If needed, the Crescent Racing Chair can participate in the meeting.

7.10   SUPPORT OF THE GATEKEEPERS

Gatekeepers for the race weekends will be the First flight and the Second to the last flight for Saturday, and the Second flight and the last flight for Sunday.

On Saturday, the second to the last flight will begin gatekeeping at the beginning of the race until the first flight has had their first run. Then the first flight will relieve the second to the last flight. The first flight will gate keep until the second to the last flight has made both of their runs. Once the second to the last flight has made both of their runs, then the second to the last flight will relieve the first flight.

On Sunday, the last flight will begin gatekeeping at the beginning of the race until the second flight has had their first run. Then the second flight will relieve the last flight. The second flight will gate keep until the last flight has made both of their runs.

Once the last flight has made both of their runs, then the last flight will relieve the second flight.

Any assigned gatekeepers who do not perform gatekeeping their appointed runs (run one and run two) or abandons their post will receive a DQ for each run they do not perform gatekeeping.

The gatekeeping sheet, which will be at each gatekeeping position, must be signed by the gatekeeper for each of their two assignments. If the gatekeeper does not sign the gatekeeping sheet for both of their runs, they will receive a DQ for each run not signed for.

In the event a racer is a no-show for the race day, it is that club's Race Director's responsibility to find a substitute gatekeeper. If a substitute gatekeeper does not fill the assigned position, the club will have one point, for each race run deducted from their total placement points for that day.

The substitute gatekeeper should sign the original gatekeepers name and then sign their name.

If the gatekeeping position is left vacant, all gatekeepers for that flight assigned to that position will be given a DQ for that run.

Gatekeepers will write on their gatekeeping sheet the bib number of any racer who DQ's.

A clipboard with a cover over it will be provided for the gatekeepers with a sign-in sheet and a marker for the gatekeepers will be provided for the gatekeepers by the Chief of Course.

8.0 Racer's Rules, Disqualifications, Reruns, and Protests

8.1 GENERAL RULES AND REGULATIONS

8.1.1 Introduction

All CSC racers are required to make themselves familiar with all CSC Racing Rules as published at the CSC web site. CSC Race Workers are trained to help all racers comply with the racing rules. All racers must comply with any specific instructions prescribed by CSC Race Workers. The following rules and regulations have been put in place to protect the racer, race workers and the integrity of the CSC Race Series.

Racers are to direct their questions concerning infractions and interpretations regarding these rules to their club Race Directors. Club Race Directors must direct their questions to the CSC Racing Chair or designee.

8.1.2 Number of Runs per Race Day

Under normal circumstances, the CSC race series will offer two runs per race day. Examples of unusual circumstances: a small number of registered racers, time constraints, poor snow and weather conditions.   The Race Committee may specify more or less than two official runs per race day. Such adjustments are to be communicated to CSC Race Workers then club Race Directors (RD's) or assignees.

8.1.3 Different Courses for Division One and Division Two

Division One and Division Two will not run the same course back to back unless the Crescent Racing Chair mandates that a change needs to occur at his/her discretion due to conditions such as inclement weather, time factors, etc.

8.1.4 Potential Disqualification

Racers who do not follow the CSC Rules and Regulations may be disqualified as a result of their observed actions. Observations are reported to the CSC Racing Chair, who usually consults with other members of the Race Committee before making a decision. A club Race Director may protest a situation or disqualification by promptly filing a formal protest, per racing rules sections 8.6 and 9.2.   If a racer ignores rule infraction warnings from CSC Race Workers, a disqualification action can be taken by the CSC Racing Chair under the Unsportsmanlike rule 8.2.8.

8.1.5 Prerequisites of Bib, Goggles, Helmet

Bibs: The racer is responsible for picking up their bib from their club Race Director or assigned race director on or before race day. Racers must wear their CSC numbered bib on their chest outside of ski garments. Racers shall not wear a bib on a leg or arm.   For two day CSC races, registered racers must keep and use their bib for the second race day. If a racer loses their bib and requires a replacement bib they must contact the Race Registrar who will issue the replacement bib. A penalty fee may be assessed by the Registrar for the replacement.

Snow Sports Goggles: All racers, including racers in flight 21 and 22, starting a CSC race course are required to have "snow sports" goggles on and in place over their eyes.   If a racer refuses to comply, the racer will not be allowed to start.

Snow Sports Helmet: All racers, including racers in flight 21 and 22, starting a CSC race course are required to wear a "snow sports" helmet on their head. If a racer refuses to comply, the racer will not be allowed to start.

8.1.6 Use of Radio Channels

CSC Radio usage: CSC race radio channels are for CSC Race Workers and Gatekeepers use only.

8.1.7 The Race Day

8.1.7.1 Course Inspection

During inspection, racers must wear their start numbers so as to be clearly visible, on the outside of their clothing and at chest level.

For the safety of those setting the course, racers are not automatically allowed to study the course while it is being set, but require permission from the Chief of Course before going beyond the start area, or skiing inside course boundary markers or fences.

Racers are allowed to study the course after it has been set, either by climbing on skis or by slowly and carefully skiing down alongside the course.

Racers are asked to minimize any skiing directly across a race course to the other side, unless required to do so because of conditions such as too limited space alongside the course. Recently "salted" courses are not to be skied on at all.

8.1.7.2 Racer meeting

All racers need to be at the top of the hill 20 minutes prior to each day's race. At that time a Racers Meeting is held in order to provide race day instructions to racers and assigned locations to those performing gate-keeping duties.

8.1.7.3 Side slipping

"Side slipping" the surface of a course is a primary way to prepare and maintain a race course, as well as restore the slope after a race. Instructions on how to sideslip are part of the racer education to be provided by club Race Directors.

A racer or group of racers is only authorized to sideslip a course when directed to do so at that approximate time by the Chief of Course for that course, or the respective Race Director or Starter. The CSC Racing Chair and Assistant Racing Chair or resort staff may also authorize a racer or group of racers to sideslip the course. For definitions of side slipping actions that may result in a disqualification, see the side slipping DQ rule 8.2.2.

8.1.7.4 Flight

"Flight" is defined in two ways, one based on registration and the other on the actual launch of the flight of racers on race day.

The first definition of "flight" is the set of racers registered for a race and grouped together per their handicaps by the Registrar, sequenced in the order of their handicaps.

The second definition of "flight" is the set of racers launched on race day by the Division Starter in the order of their assigned numerical bib numbers for the first run. Reverse bib order is required on the second run.   This definition of "flight" is the time frame that starts when the first racer in a flight breaks the start wand, and then culminates when the last racer in the current flight breaks the start wand. Interpretation/exceptions can be made by the Division Starter depending on race day circumstances.

8.1.7.5 Missed start

Racers will only be allowed to race within their own flight in numerical order unless authorized to do so otherwise by a CSC Race Worker. A racer misses their flight if the first racer in the next flight breaks the start wand. If a racer misses their flight, the run shall count as a No Show (NS). If a racer misses their numerical order within a flight, they may race at the end of their flight. Exceptions are rules 8.1.6.6 and a parent or legal guardian assisting a child racer when properly conforming to rule 8.1.6.7 below. A racer who does not get to the start before the end of their flight may ask for a provisional run.

Crescent Race Workers will be allowed to give consideration to any racer that is delayed performing official CSC duties to run out of normal flight order.

8.1.7.6 Racing parent missed start

If a parent or legal guardian who is also racing the same day as the child and has to assist the 12 year old or younger racer on their run, or assisting a child in daycare, the adult racer must conform to the following rules: The adult must notify the Division Race Director of the adult's course prior to the race that the adult is assisting a child and may miss their run. The adult is required to be at the top of the adult's race course as promptly as possible after assisting the child. The adult will be allowed to make their run after the flight that is currently running. The adult must make their run before the end of that run. The adult must wait to run at the end of an additional flight if by chance they have the benefit of a newly slipped course.

8.1.7.7 Parent/guardian help

While a qualified racer aged 6 years or less is in the race course, a parent or guardian may be allowed to ski down beside the race course, but may not cross into the race course unless

the course boundaries or conditions dictate otherwise.   This rule is in effect to enable the encouragement of a qualified racer 6 years of age or younger.

8.1.7.8 Valid race run time

A "Valid" race run time will consist of breaking the start wand after an established countdown, have both feet and both ski tips, snowboard or adaptive apparatus pass between all gates correctly, and breaking the finish eye/line properly timed.

8.1.7.9 Start

Alpine racers must have both ankles behind the starting wand and both poles in front of the wand in or near the start pads. See Start Assistance for special rules considering snowboarders and adaptive racers in 8.1.8.1 and 8.1.8.6. An alpine racer must move through the wand on or after a "racer ready?" from the starter, acknowledgement and countdown under their own power without assistance. The Division Starter has the responsibility of declaring a valid start or recalling a false start.   See specific rules that apply to snowboarders and adaptive racers below.

8.1.7.10   Re-start

An alpine racer may request a re-start "only" if they lose one or both skis in the starting gate "and" one or both skis remain in the starting gate, even though the racer may have opened the start wand or time started.

8.1.7.11 Out of bounds

There is no out of bounds unless designated by mountain personnel.

8.1.7.12   Scorekeeper area

Racers are not allowed in any scorekeeping area unless specified by a CSC Race Worker. Specific race day instructions will be communicated by CSC Race workers regarding when, where and if racers can see their time. Resorts may communicate run times via speaker, timing equipment or score sheet in a safe place away from the finish area.

In the event both a disqualifying action and timing malfunction occur in the same run, the first occurrence takes precedence.

8.1.8 End of the Race Day

The end of the race day is defined by declaration of the course Race Director or assigned designee when they have consulted with the division Scorekeeper, division Starter and division Chief of Course confirming that all runs are valid and that there are no remaining re-runs or provisional runs.

8.1.9 Rules Specific to Snowboarder and Adaptive Racers

8.1.9.1 Snowboarder racers Start assistance

A snowboarder is allowed to push out of the start and break the wand on or after a "racer ready?" statement from the starter, acknowledgement and countdown under their own power by:
- Sliding or hopping out without assistance.
- Utilizing one or two "bystanders" shoulders or arms to push out. Utilizing ski poles to push out like an alpine racer then dropping the poles prior to the first gate.
- Utilizing vertical fixed wood or plastic structure provided by the resort to push out.

8.1.9.2 Retention devices and leashes

Only snowboards with retention leashes may be used in competition and training.
Competitors without safety straps are not allowed to start.

8.1.9.3 Bindings

Bindings must be fixed diagonally on the long axis of the board. Boots cannot overlap each other.

8.1.9.4 Other Equipment

Competitors are not allowed to use any kind of device to additionally support their balance or reduce or accelerate their speed after the first gate.

8.1.9.5 Valid and False Starts

A competitor must leave the start with both feet attached to the snowboard.

8.1.9.6 Adaptive racers Start assistance

Adaptive racers must have both ankles or their chassis/suspension, behind the starting wand and one or both poles/outrigger skis in front of the wand in or near the start pads.

An adaptive racer must move through the wand on or after a "racer ready?" statement from the starter, acknowledgement and countdown under their own power without assistance. The Division Starter has the responsibility of declaring a valid start or recalling a false start.

An adaptive racer should not be assisted by a gatekeeper in any way unless asked by the adaptive racer. If asked by an adaptive racer, a gatekeeper may upright an adaptive racer. This assistance will not result in a disqualification.

8.2 DISQUALIFICATION

Disqualification is defined as an act or instance that will exclude a run time for a racer. The following may result in a disqualification (DQ):

8.2.1 Shadowing

Skiing/boarding in a mimicking, non-stop parallel fashion to a set race course for two or more gates in succession before, during or after a race and will result in a DQ for that run.

8.2.2 Unauthorized Snowplowing or Side slipping

Unauthorized snowplowing or side slipping <"for two or more consecutive gates" or "for one or more gates"> in a set, or almost set, race course will result in a DQ for one run. Only CSC race officials are authorized to direct capable racers to snowplow, maintain or side slip before, during or after a race.

8.2.3 Incorrect passage

Not passing a turning gate or gate plane correctly. A gate has been passed correctly when both the racers ski tips and both feet have passed across the gate line or plane. In addition, both ski tips and both feet must pass around the turning gate point where the gate is screwed into the snow. A competitor, who misses a gate may hike back to the missed gate and make a correct passage around the turning gate/ through the gate plane with both skis and feet. See paragraph 8.2.9 for details regarding snowboarders and adaptive racers.

8.2.4 Race course boundary

The distance down or across the race course is irrelevant, as long as the competitor does not cross the finish line. If the competitor does cross the finish line and does not pass all gates correctly, the racer is disqualified for that run. Breaking the start wand and not finishing the course shall be a Disqualification (DQ).

8.2.5 Straddling a gate

Straddling one ski outside the turning gate or pole with the other ski inside the gate or pole will cause a run disqualification. A gate has been passed correctly when both the racers ski tips and both feet have passed across the gate line or plane. In addition, both ski tips and both feet must pass around the turning gate point where the gate is screwed into the snow. Under a racer's own discretion or by a gatekeeper's direction, a racer can climb back up to pass the gate line or plane correctly if a gate has been straddled. See Incorrect Passage for details.

8.2.6 Loss of ski or skis

If an alpine racer losses one or more skis for any reason after breaking the starting wand with both skis attached, the racer is disqualified for that run and may not continue in the race course and must exit the course in a safe, orderly fashion.   An alpine racer cannot continue to race a course with only one ski attached and will be deemed Disqualified. See rule number 14.3 for the exception rule regarding loss of equipment after passing the last gate of a race course. See special rules for snowboard and adaptive racers in 8.2.9 below.

8.2.7 Physical assistance during a race

Receiving physical touch help from someone to assist a racer going through the start wand and at any time during a timed run may result in a DQ penalty for that run. For adaptive racers, see snowboarder and adaptive racer rules and regulation exceptions.

8.2.8 Unsportsmanlike conduct

Unsportsmanlike conduct includes but is not necessarily limited to the following:

- Any racer that potentially causes physical harm to bystanders, racers, CSC or mountain officials by throwing any type of object in a threatening manner.
- Abusive language, language threatening to cause physical harm, racially hateful language, etc.
- Disrespectful language aimed at CSC Race Workers and officials. Uncooperative, rude, arrogant behavior.
- Selling lift tickets.
- Going through additional gates and/or the finish line after loss of a ski or board.
- Other situations that conflict with not treating opponents and officials with courtesy, fairness and respect.

Should a racer be found acting in unsportsmanlike conduct, the CSC Race Jury has the option, based upon the severity of the unsportsmanlike conduct, to institute a penalty anywhere from a verbal reprimand, a DQ for one run, to banning a racer for the rest of the race season. Should the decision be made to ban the racer for the rest of the race season and the offense occurs during the last race of the year, then the racer will not be allowed to race for the next season.

8.2.9 Rules specific to snowboarders and adaptive racers

Incorrect passage: Is defined as not correctly passing a turning gate or gate plane correctly.   A gate has been passed correctly when both feet attached to a snowboard or for an adaptive racer the mono ski and adaptive chassis have passed across the gate line or plane. Both feet attached to a snowboard or for an adaptive racer the mono ski and adaptive chassis must pass around the turning gate point where the gate is screwed into the snow. A competitor, who misses a gate, may hike back to the missed gate and make a correct passage around the turning gate/ through the gate plane provided that for snowboarders, their front foot remains attached to the board for hiking and that both feet are attached to the board before continuing down the course. For adaptive racers, the Chair or apparatus and ski tip or tips must make a correct passage around the turning gate/gate plane.

If a snowboarder disengages both boots from the snowboard for any reason after breaking the wand, the racer is disqualified for that run and may not continue in the race course and must exit the course in a safe, orderly fashion.

For adaptive racers, if the apparatus disengages from the binding or bindings, the racer is disqualified for that run and may not continue in the race course and must exit the course in a safe, orderly fashion.

8.3.   RE-RUNS, PREREQUISITES

8.3.1 Hindered racer

A racer who is hindered while racing by the error of an official, by a spectator, by an animal, or by other causes can apply to any member of the Jury for a re-run immediately after the occurrence of the interference. This claim can also be made by the club race director of the hindered competitor. The competitor must leave the course immediately after the interference and may not ski further through the gates.

8.3.2 Official's decisions are final

If a racer feels that an error has been made, they must have their Club Race Director file a formal protest at the end of the race day.

8.3.3 False Start

A false start can occur: when the start wand has been bumped, starting the clock, before the racer has been instructed to start; or when stopwatches are used, when the racer breaks the plan of the start before the starter says "go". It is the Starter's obligation to call back the racer before he passes through the second gate (after the starting gate). Only one false start is allowed per racer.

8.3.4 Grounds for Interference

8.3.4.1 Blocking of the course by an official, a spectator, and animal, or other hindrance

8.3.4.2 Blocking of the course by a fallen racer, who could not clear the track soon enough

8.3.4.3 Objects in the course such as a lost ski pole or the ski of a previous racer

8.3.4.4 Activities of the first aid service which hinder the racer

8.3.4.5 Absence of a gate knocked down by a previous racer, and not promptly replaced.

8.3.4.6 Other similar incidents, which, beyond the will and control of the racer, cause significant loss of speed or skiing a race line not officially approved and thereby materially affect the racer's time

8.3.4.7 Malfunction of the timing system

8.3.5 Race Workers
Race Workers will be given a provisional run and it will count should they miss their run.

8.4. VALIDITY OF A RE-RUN
8.4.1 In case the referee or other Jury member is unable to question immediately the appropriate officials or to judge the justification for the re-run, he may, to avoid delay for the competitor, grant provisional re-run. This re-run will be valid only if it is confirmed by the Jury.

8.4.2 If the competitor was already disqualified before the incident entitling him to a re-run, the re-run is not valid.

8.4.3 The provisionally or definitively approved re-run remains valid if it proves slower than the first (hindered) run.

8.5 RACE PROTEST JURY
The Race Protest Jury will consist of the Race Workers, or their assigned designee, assigned to the course (division) the protest is filed. The Race Director from the other division along with the race director of the involved race course, two (2) club Race Directors from chosen clubs, any gatekeepers involved, the club race director who filed the protest (not allowed to vote), the racer involved in the protest (not allowed to vote), and the CSC Racing Chair must also be present to hear the protest.

Only this jury designated will vote. The club Race Director bringing the protest [and the racer involved in the protest,] will not be allowed to vote. The two (2) club Race Directors will be selected by the CSC Racing Chair per his discretion. Video will be allowed if the video is conclusive. The CSC Racing Chair will review the video and if it is conclusive, then all attending the protest meeting, who are allowed to vote, will review the video.

9.0 Protests

9.1 RACE PROTEST JURY

The Race Protest Jury shall meet immediately following the race to hear any unresolved disputes from the racers.

9.2 PROTESTS

Protests will be heard as follows:

9.2.1 How and When to Report

All malfunctions and discrepancies under protest shall be reported to a CSC race worker and their Club Race Director as soon as possible and be recorded immediately.

9.2.2 Provisional Run

If a racer protests during a run, a re-run may be permitted; the Race Protest Jury shall at its discretion:

1.
   1.a)

   Recognize the protest and accept only the second run OR
   Disallow the protest and accept only the first run.

9.2.3 Who to Report Protests To

All protests must be reported as soon as possible after the racer completes his run to his club's race director or designated assistant.

9.2.4 Racer Eligibility, Unsportsmanlike Conduct, Dishonest Procedure Protests

All protests ruled valid by the Race Protest Jury involving racer eligibility, unsportsmanlike conduct, or dishonest procedure will result in disqualification of the individual racer involved.

9.2.5 Location of Protest Hearing

All protests will be held at the bottom of the race course of the involved protests unless designated otherwise by the Racing Chair.

9.2.6 Innocent Until Proven Guilty

If a racer has met their obligations for the race and, due to circumstances out of their control, (whether by their Race Director or an Official), then the rules will be in favor of the racer.

10.0 Crescent Cup

10.1 Racing at the Crescent Cup

10.1.1 Racing Schedule
The regular season will end with the completion of the last race before Crescent Cup of the current season.

10.1.2 No Limits on Team Participation
There will be one team per club with no limits on the size of the team.

10.1.3 Racer Eligibility for Crescent Cup
For an individual racer to participate in the Crescent Cup, the racer must have raced in two complete Crescent races (A complete Crescent race is one day of racing usually consisting of two race runs). The racer must have also finished one of the two runs, on each day, with an established Crescent handicap other than a Development Race handicap for the current year.

10.1.4 Race Format
Conditions permitting, the Crescent Cup will consist of two runs of Slalom and two runs of Giant Slalom. If one run of a Slalom or Giant Slalom race is cancelled, scoring will be calculated as stated under rule 12.0 paragraph 5.

10.1.5 Team Tiebreaker Calculations
If at the end of the Crescent Cup races, two or more teams are tied in points, then the tie will be broken by adding up the team point averages of each run for the Crescent Cup race, for each team that is tied. The team with the highest total will be the winner of the tie. The following table is an example of the tiebreaker calculation. Team B has a higher total point average and would be declared the winner. In the event that a tie still exists the tie shall be broken by adding up the team point averages of each run of all the regular season races for each team that is tied. The second tiebreaker calculation is identical to the initial tiebreaker calculation to be used in the event of a tie between two or more teams at the end of the regular season.

Crescent Cup Race	Team A	Team B
Slalom, run 1	6.09	6.73
Slalom, run 2	6.27	6.09
GS, run 1	6.82	7.27
GS, run 2	7.09	6.36
TOTAL	26.27	26.45

10.2 CRESCENT CUP AWARDS, TROPHIES, RECOGNITION

10.2.1 Team Trophy
A Crescent Cup team champ will be presented a trophy by Crescent at the Crescent Cup race.

10.2.2 Team Scoring
Crescent Cup will be scored with each run being scored as a race with all four (4) runs counting towards the total points for each racer. All racers' points will count in Crescent Cup with the team size factor being used to score the races.

10.2.3 Team Scoring – Each Run
Regular season team scoring and Crescent Cup team scoring will be scored the same. Each run will be scored separately and team points will be counted for each run.

10.2.4 Individual Flight Winners
Individual flight winners will be determined at Crescent Cup. The racer with the highest point total will be the winner of each flight. To be the individual flight winner, it is not required that the racer complete all four runs during the Crescent Cup.

10.2.5 Steve Smith
Steve Smith will be allowed to race for his team at Crescent Cup and be allowed to score points for his team in Crescent Cup competition.

In addition to flight winners and team awards, the following four special awards are presented at the Crescent Cup finals competition:

10.2.6 Ralph Tate Memorial Award

The Ralph Tate Memorial Award is presented to the male skier with the fastest two day (or two races on one day), four run combined time during the Crescent Cup competition. The award consists of an engraved trophy. The trophy is given in memory of Ralph E. Tate, a member of the Charlotte Ski Bees and one of the founding members of the Crescent Ski Council.

10.2.7 Shelly Lassiter Memorial Award

The Shelly Lassiter Memorial Award is presented to the female skier with the fastest two day (or two races on one day), four run combined time during the Crescent Cup competition. The award consists of a traveling trophy which will have the winner's name engraved on the trophy. Ski Country of Asheville will provide the trophy. Should the same female win the award three years in a row, she will receive that trophy and a new trophy will be started. The award is given in memory of Shelly Lassiter, a member of the Asheville Ski Club.

10.2.8 Tom Broughton Memorial Awards

If and when available through an appropriate sponsor to Crescent Racing, the Tom Broughton Memorial Awards are presented to the male and female racers with the highest individual point totals accumulated during the current racing season, including the Crescent Cup competition. The highest point male and highest point female each receive a separate award. Each award may or may not consist of a 5 day, all expense (lodging, airfare, and lift tickets) paid trip to Steamboat Spring, Colorado, when provided by Steamboat Ski Resort. The awards are given in memory of Tom Broughton, a Charlotte Ski Bee and a Crescent Trip Director during the 1980's.

10.2.9 Tom Broughton Memorial Trophy

The Tom Broughton Memorial Trophy will be awarded to the CSC racer, male or female, who scores the most team points during the regular season and Crescent Cup. In the event of a tie between two or more male/female racers, the award recipient will be decided by the racer who participated in the most number of races during the season. If a tie still exists, the award recipient will be decided by the racer who has the highest average place finish during the racing season. The trophy is given in memory of Tom Broughton, a Charlotte Ski Bee and a Crescent Trip Director during the 1980's.