The official logo of Crescent Racing, "Since 1973".

CSC RACING RULES AND POLICIES
For Season 2013-2014

This version of the Crescent Racing Rules contains the following changes:
1. Changes to the rules and procedures, which were approved during the Spring Convention of 2013.
2. Additional editing is anticipated for clarity. Interim headings and reorganization note boxes remain to help future organization of subjects within and across chapters. Illustrations remain labeled to aid editing.

CLARIFICATION APPROVED APRIL 27, 2013

Section 7.4.2
Clarified was the procedure for establishing a Crescent historical handicap for new racers. This is a rule and procedural clarification, not a rule change.

Racing Rules for the ski season of 2013-2014

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1.0. 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 facilities 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 nature rivalry that is found to exist within the Crescent Ski Council's racing program.

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. (Updated 4/25/2009 with rule 21.1)

Ron Scott
Crescent Racing Chair

2.0. EVENTS OF CRESCENT RACING
2.1. Race Schedule

DATES & TIMES of 2013-14 SEASON	EVENTS and LOCATIONS, CONTACTS
Dec. 07-14, 2013	CSC Steamboat Race Camp, 30th anniversary, Sports Am. Tours, 800.876.8551
Sun., Dec. 08, 2013, 8:45AM	CSC Development Training at Appalachian Mt.
Dec. 2013. Call Brad 802.422.6200	Killington Race Camp
Dec. 13-15, 2013	Sugar Mt. Race Camp, Kim Jochl, 828.898.4521 x224
Dec. 16-19, 2013; and Jan. 06-09, 2014	Timberline, WV, ski school multi-sessions, Ski School, 304.866.4801
Dec. 20, 2013; Fridays before each Crescent race	**Friday Pre-Race Gate training, Appalachian; Contact Ken Lumsden**
Dec. 21-22, 2013, 9:45 AM	**CSC Race #1, Appalachian Mt., NC**
Wednesday, December 25, 2013	Holiday, Christmas
Wednesday, January 01, 2014	Holiday, New Year's
Jan. 03, 2014	**Friday Pre-Race Gate training, Appalachian**
Jan. 04-05, 2014, 9:00 AM	**CSC Race #2, Sugar Mt., NC**
Jan. 06-09, 2014	Timberline, WV, ski school multi-sessions,
Jan. 11-18, 2014	CSC Ski Week, location tbd
Monday, January 20, 2014	Holiday, Martin Luther King Day
Jan. 24, 2014	**Friday Pre-Race Gate training, Appalachian**
Jan. 25-26, 2014, 9:30AM	**CSC Race #3, Cataloochee Mt., NC**
Monday, Feb.03, 2014	Cupp Run Challenge, Snowshoe, WV
Feb. 07, 2014; Contact Ken Lumsden	**Friday Pre-Race Gate training, Appalachian**
Feb. 08-09, 2014, 10:00 AM	**CSC Race #4, Beech Mt., NC**
Monday, February 17, 2014	Holiday, Presidents Day
Feb. 21, 2014; Contact Ken Lumsden	**Friday Pre-Race Gate training, Appalachian**
Feb. 22-23, 2014, 9:00 AM	**CSC Race #5, *Crescent Finals,* Sugar Mt., NC**
March 01-02, 2014	Governor's Cup Race, Timberline, WV
March, date tba, 2014, 9:00AM	Dick Trundy / Sugar Cup GS Race, Sugar Mt.
March 07-09, 2014, Both GS & SL on Sat.; GS 8:45 AM, SL start time TBA.	**CSC Race #6, Crescent Cup, SilverCreek, WV**

March , 2014	CSC Ski Week, location tbd
March 26-30, 2014	NASTAR Finals, Aspen/Snowmass, CO; Rich Mead

2.2. Geographical Club Divisions

Starting with the racing season of 2007-2008 there is a re-alignment of clubs into an Eastern and a Western Division to approximately balance the number of racers in each group.

EAST	06-07	WEST	06-07
Greensboro	35	Asheville	23
Kanawha	3	Atlanta	0
Cape Fear	0	Chattanooga	5
Catawba Valley	19	ETMM	22
Charlotte	19	Knoxville	12
Columbia	1	NAsheville	2
Charleston	0	Palmetto	18
Raleigh	23	South'n Snow Seekers	3
Winston-Salem	33	Augusta	17
TOTAL '06-'07	133	Spartanburg	22
		TOTAL '06-'07	124

3.0. TRAINING AND DEVELOPMENT SERIES

REORGANIZATION NOTE: The Racing Development Chair in
Chapter 4 is synonymous with the Director of T&D in this
Chapter 3. The duties need to be the consolidated into
the job description in Chapter 4.
Chapter 2, Events of Crescent Racing needs to include the
description of the Development Series and a brief
description of the race series.
Similarly, the Crescent Cup chapter is to be divided and
distributed to Ch. 2 Events and to an Awards chapter or
section.

3.1. Racer Qualification Requirement

Over the years, the number of racers participating in the Crescent
Racing Program has grown to a nearly unmanageable size. The greatest
amount of growth, and the biggest cause of delay in running races,
is from skiers new to the sport of ski racing. In the past, to
qualify to race in the Crescent Series, one had to merely complete a
timed run. This system allowed marginal racers to enter the program
to the detriment of those in the series and sometimes at the risk of
their own well being.

Henceforth, to race in the Crescent Series, a racer must qualify by
having a NASTAR handicap as indicated in the chart in Section 7.0,
by establishing a Crescent Handicap as indicated in the chart in
Section 7.0 in a regularly scheduled Crescent Development Race,
Flight 21 or 22, or by the rules established in the annual April
meeting.

Additionally, to help improve the racing ability of all Crescent
Racers, both Crescent Series racers and hopefuls, a Crescent Race
training facility is established at Appalachian and Hawksnest.
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, who will report
to the Crescent Race Director, will supervise both the Development
Series and the Council's use of the training facility.

3.2. The Development Series & Director Duties

1) Coordinate use of the Appalachian or Hawksnest race course on training days. An Appalachian or Hawksnest employee will set the course, hook-up the timing equipment, and serve as starter for the 8:45 AM to 3:00 PM session. The T/D Director merely ensures that the training is done properly and for the greatest level of enjoyment, including ensuring that gates remain in place and aiding the mountain personnel in resetting of the course, when appropriate. The time for the start of the race is dependent on the ski area. Every effort will be made for an 8:45 A.M. to 3:00 P.M. session. It is the responsibility of each racer to check with the race official for the correct time of the start of the race.

2) Coordinate the sale of training run coupons to the clubs and help schedule use of the facility to avoid clustering of usage on certain days.

3) Conduct development races which will serve as the means for new racers to qualify to race in the Crescent Racing Series. The first race will be held at Appalachian and the other races will be on regularly scheduled training days in December, January, or February at Appalachian or Hawksnest. Duties include race morning registration, recording times, determining each racer's handicap and notifying the Registrar with the qualifying racers.

3.2.4. Responsibilities of Racers Participating to Train
For those racers wishing to attend the training sessions, the racer needs to show their club membership card and buy a lift ticket at Appalachian or Hawksnest. Every effort will be made to provide discounted lift tickets.

3.2.5. Responsibilities of Racers Participating to Qualify
For those racers wishing to qualify for the Division I or II level, they need to pick up a bib at Appalachian or Hawksnest by 8:15 AM, purchase a lift ticket, and be at the top of the training area by 8:45 AM. The training and race will begin approximately at 8:45 AM and it is up to the ski area to determine how long the race course will stay up. It is the responsibility of each racer to stay in touch with the race officials in reference to race location and starting time.

Every effort will be made to post handicaps before the end of skiing on the day of the race. However, if this cannot be done, the race director can contact the Handicaps Computerization Committee to see if their racers qualified for the Crescent Racing Program.

4.0. CRESCENT RACE COMMITTEE RESPONSIBILITIES

> REORGANIZATION NOTE: The content of this chapter have been re-ordered from general to specific.
> Next steps may be to consolidate here in this chapter, similar information now in other chapters.
>
> The language here needs to be consistent with that of the CSC Policies & Procedures document.
> The role and voting authority of Club Race Director as practiced is not stated in the Racing Rules, but is within the CSC P&P document. Similarly, job description duties could be improved and language made consistent with the language of the CSC P&P document.

4.1. The Race Committee

4.1.1. Race Committee Positions
The Crescent Race Committee is comprised of a group of racers who give of their time both on race day and throughout the year to enable the Crescent Race Series to run smoothly. The committee is comprised of the following positions:

-CSC Racing Chair
-CSC Racing Assistant-Chair
-Racing Secretary
-Division Race Directors
-Division Chief of Courses
-Registrar
-Handicaps Computerization Coordinator
-On-Site Computerization
-Sponsorships Director
-Racing Lodging Coordinator
-Scorekeepers
-Starters
-Racing Development Chair

4.1.1. Racing Committee Composition
(4.1.1. was updated October, 27, 2012)

A. Racing Chairman, appointed by CSC President and approved by CSC Board

B. One club Race Director or designated representative, appointed by each Authorized Club

C. Required Race Worker positions, appointed by Racing Chairman:
1. Associate Racing Chairman
2. Secretary
3. Training and Development Series Coordinator

D. Operational Race Worker positions (as needed), approved by Racing Chairman
1. Division I Race Director
2. Division II Race Director
3. Division I Chief of Course
4. Division II Chief of Course
5. Registration Coordinator
6. Handicaps Computerization Coordinator
7. On-site Computerization Coordinator
8. Sponsorship Coordinator
9. Lodging Coordinator
10. Head Scorekeeper
11. Division I Scorekeeper
12. Division II Scorekeeper
13. Division I Starter
14. Division II Starter

Operational Race Worker positions are technical positions. One or more of these positions may be filled by the same person and all positions do not have to be filled at a given time.

E. Use of Term "Race Worker" or "Race Workers"

All Racing Committee members except for club Race Directors are considered to be Race Workers.

4.1.2. Race Committee Duties and Responsibilities

The race committee watches that the rules are adhered to throughout the entire race.

From a technical standpoint particularly by:
-Checking the racecourse
-Checking the snow conditions on and beside the course
-Checking the faultless and uniform preparation of the course
-Approving the use of snow compactors and chemical adjuncts
-Checking the crowd control systems

-Checking the start, the finish area and the run-out from the finish
-Naming course setters and assistant course setters if these are not named by the ski area
-Establishing the time of course setting
-Assist the mountain personnel in regard to the technical preparations and the prevailing weather conditions
-Determining the manner of course inspection
-Inspection of the course before the race
-Determining the number of forerunners for each race and setting the start order of the forerunners
-Debriefing the forerunners
-Changing the start order in consideration of course condition and in extraordinary conditions
-Changing the start intervals
-Giving instructions to and obtaining information from the course judges/gate-keepers

From an organizational standpoint particularly by:
-Ranking of the racers for the race
-Division of the competitors into groups according to handicaps as determined by the race committee
-Granting of re-runs
-Cancellation of the race:
   -if the snow cover is too meager on or beside the course, if
         the snow surface on the course is badly or unevenly
prepared
 -if danger areas are insufficiently protected
-if the first aid and medical service are inadequate or lacking
 -if the crowd control is insufficient
 -if the weather increases the danger for the competitors
-Interruption of the race (in exceptional circumstances):
   -Interruption for short periods to allow course maintenance. In cases the times and durations of interruption should, if possible, be published before the race
-Interruption of the race for unfavorable weather and snow conditions
-If the race is restarted (e.g. if conditions improve) the results remain valid, if it is possible to complete the race on the same day; otherwise the times of the competitors who have finished are annulled
-Shortening the course, if snow or weather conditions make this appear necessary
-Cancellation of the race if the proper conduct of the race can no longer be guaranteed

From a disciplinary standpoint particularly by:
-Pronouncement of disqualification's

-Decisions on infractions by team leaders, coaches, course setters,
service personnel and company representatives, if they are
accredited to the race
-Pronouncement of disciplinary measures
-Decisions on protests
-Issuance of particular directives throughout the race

Questions not Covered by Rules

In general, the Race Committee renders decisions on all questions
not clarified by the Crescent rules.

4.1.3. The Organizing Committee

The Organizing Committee will be responsible for the organization of
racing related events and the orderly preparation and conduct of
these events. This committee will consist of the:

-CSC Racing Chair
-Racing Secretary
-Division Race Directors
-Racing Lodging Coordinator, when required
-other members as required

4.2. Roles & Responsibilities

The roles and responsibilities or job descriptions of the above
Committee Member positions are as follows:

ALL CRESCENT WORKERS ON RACE DAY WILL BE WEARING OFFICIAL ARMBANDS
TO DESIGNATE THEM.
PLEASE DO NOT PREVENT THESE PEOPLE FROM DOING THEIR JOB. IT COULD
MEAN DISQUALIFICATION!

> REORGANIZATION NOTE: This notice will serve better when
> moved to a location where the primary audience is racers.

4.2.1. CSC Racing Chair

Leadership of the CSC Racing Program

Oversees the running of the Crescent Racing Series and acts as a
leader for the members of the CSC Race Committee to follow and seek
guidance from as needed.

Appoints race committee members as needed to the committee.

Advises the various committee members of their duties.

Ensures that the rules and directions of the CSC Racing Series are adhered to.

Calls for the annual meeting(s)of the CSC Race Committee and the club racing directors.

Leads all meetings of the Race Committee and club Race Directors.

Is Chair of the Race Committee with the power of decision in case of a tie vote.

Serves as the official representative of the CSC Race Committee and the CSC Racing Program.

Is the CSC Racing representative for the association with USRSA, USSA and/or other regional or national snow sports organizations as needed.

Coordinates the racing schedule for the upcoming racing season(s) with the different mountains and resorts.

Sees that the racing events run smoothly.

Duties Prior, During , and After The Race

Inspect the competition site and/or training site.

Collaborates in the administrative and technical preparations.

Checks the official entry list.

Checks on the presence of sufficient radios for all members of the race committee.

Checks over the race course with regard to preparation, marking, crowd control, as well as the layout of the start and finish area.

Assists mountain personnel in the setting of the race course.

Checks on all technical installations such as timekeeping, hand timing, communications, transport of people, etc.

Is present in or around the race course.

Keeps watch on whether the valid rules and directives are heeded in regard to advertising, etc. on clothing and race equipment.

Keeps watch on the technical and organizational conduct of the event.

Punishes breaches of the rules.

Helps with the compilation of the referee's disqualification.

Presents properly submitted protests to the Race Committee for decision. (Actually the Secretary does this, as described elsewhere.)

Presents to the Race Committee and club Race Directors any applicable proposals for changes in the competition rules on the basis of practical experience at the event in question.

Duties In General

Decides on questions which are not covered or are insufficiently covered by the CSC Rules, in so far as these have not already been decided by the CSC Race Committee and do not fall within the purview of other authorities.

Works most closely with the club Race Directors. In critical cases, and above all in decisions on conducting a race, the rulings of the Racing Chair is binding.

Has the right, in case of increased danger to the competitors or the occurrence of unforeseen incidents or dangers, to interrupt or cancel the competition. This holds true even if the majority of the Race Committee members are not in favor of such measures. Solely in case of unusual wind conditions, an interruption requires the approval of a majority of the Race Committee.

If the personal safety of the competitors appears endangered because they do not measure up to the difficulties of the course, the Racing Chair has the right and the duty to propose to the Race Committee the exclusion of such competitors from participation in the race. For such action, an unanimous decision of the Race Committee is required.

4.2.2. CSC Racing Assistant-Chair

The CSC Racing Assistant-Chair will assume the duties and responsibilities of the CSC Racing Chair in his absence. The Racing Assistant-Chair will assist the Racing Chair at races as needed and assist in the running of the Crescent Racing program.

The CSC Racing Assistant-Chair will be responsible for the timing equipment.

4.2.3. Racing Secretary

The Racing Secretary is responsible for all secretarial work for the technical aspects of the competition and amongst others for the preparation of the draw. The Racing Secretary is responsible for the minutes of the Race Committee and club Race Directors meetings held throughout the year. The Racing Secretary must ensure that all forms for start, finish, timing, calculation, and gatekeeping are well prepared, and handed over to the officials concerned in good order at the proper time. The Racing Secretary will receive official protests and gives them to those who are concerned.

4.2.3 Racing Secretary (October 27, 2012)

1. Prepare agendas and minutes of the Racing Committee meetings
2. Ensure that all forms for start, finish, timing, calculations, and gate keeping are properly prepared and given to the appropriate officials in good order at the proper time
3. Receive official protests and give them to the appropriate officials, members of the Race Protest Jury.
4. Arrange to receive complimentary lift tickets for Race Workers, and then take receipt of and distribute these lift tickets to Race Workers working that race day.
5. Authorize all lodging reimbursements to eligible Race Workers for all races where lodging is not arranged through the CSC Local Trips Coordinator.

4.2.4 Authorized Club Race Director (October 27, 2012)

1. Allowed one vote.
2. Required to attend all Racing Committee meetings.
3. Disseminates CSC Racing Rules to club race members.
4. Provides gatekeeping training to racers in advance of their race day assignments.
5. Verifies to the Registrar, that each member of the Authorized Club's racing team is a member in good standing of that club.
6. Receives race registration requests by members of the Authorized Club's racing team and transmits the registration information to the Registrar in a timely manner before each race weekend, along with liability waivers or any other necessary documentation.
7. Receives racing bibs from the Registrar on race morning and distributes them to the registered race team members of that club.

4.2.5. Division I and II Race Director

Duties and Rights

Division I Race Director is responsible for the overseeing all pre-race on-hill race preparation. Inspection of the race courses of both divisions and if needed, recommend modifications to conform to CSC standards.

Division II Race Director is responsible for overseeing the registration area if needed on race morning and then proceeding out to the race course to assist in the on-hill race preparation and inspection of the Division II race course.

Shall usually attempt to be available at the finish line to help clarify rule interpretations, re-run requests, etc. (especially at the beginning of the race).
Receiving the reports of the start and finish referee about rules infarctions and disqualification's at the end of the first run, and again at the end of the race.

Work closely with the CSC Racing Chair.

Ensure that all workers are in position and ready for the start of the race.

Determining if the race is ready to begin based on course conditions, race official availability, and ensuring that the race continues to run smoothly.

4.2.6. Division I and II Chief of Course

The race will not start until the Chief of Course has verified with the resort that the course is ready.

Responsible for having clipboards with covers, radios, and markers available for all gatekeeping positions with the appropriate sign-in sheet for the gatekeepers.

Responsible for assisting the mountain personnel in the setting of the race course.

Responsible for setting out gatekeeper position markers.

During the running of the race, ensuring the course is maintained and informing the Race Director of changes made or needed changes during the race.

Making the suggestion to the mountain personnel to change the race course if needed during the course of the race, whether a gate needs to be reset or course maintenance is needed.

Ensuring that all gatekeepers are in position both before the running of the race and during the race, informing the gatekeepers of their responsibility and obligations during the running of the race, and informing appropriate Crescent officials of any violations of the gatekeepers positions if needed.

4.2.7. Registrar

Responsible for the handling of the registration of the racers of each team. A list of racers names will be furnished by the club Race Directors and then given to the Registrar by **December 1.**

Responsible for the pre-registration of the racers on the Monday night prior to the race on Sat. and/or Sun. and the verification of their eligibility prior to the race morning.

Responsible for entering the racers into the computer program prior to the first race of the season.

Responsible for the running of the official score sheets and labels for the racer bibs prior to the race.

Responsible for the distribution of bibs on Friday evening as deemed necessary in NC and from 8 p.m. to 10 p.m. at the WVA weekends to each club's race director or appointed race director and having them sign-in when the bibs are picked up.

Bibs will be available for pick-up on Saturday up until one hour prior to the start of the race time on Saturday morning. On the NC weekends, the bibs may be picked up in the lodge up until one hour prior to the start of the race on the morning of the race.

Answers any questions pertaining to registration of racers or seeks the appropriate personnel to answer the question.

4.2.8. Handicaps Computerization Coordinator

Responsible for the entering of the official results from the prior race and the calculating of the handicaps before the next race day.

Runs official handicap calculation sheets as needed to enable the club Race Directors to inform their racers of their current handicap. If unable to get these sheets to the club Race Directors prior to the next race, will inform the club Race Directors of their racer's status if needed prior to the next race.

4.2.9. On-Site Computerization

Responsible for the computer operations on race day.

Responsible for the entering of the racer's names into the computer either prior to or on the morning of race day.

Responsible for the formulation of the scoring system used to calculate the races results on race day at the race site.

Responsible for the entering and verifying of the official race results into the computer for the racers and printing of the official results for the awards ceremony.

Responsible for forwarding the official race results of each race to the Handicaps Computerization Coordinator.

4.2.10. Sponsorships Director

Responsible for the organization and presentation of the Crescent Racing Series to a possible sponsor as a valuable asset to the sponsor.

Seeks financial assistance and prizes from various sponsors to aid in the development of the Crescent Racing Series.

Presents to the Crescent Race Committee the various sponsors available and updates the committee on the progress of the securing of a sponsor.

4.11. Starter

Scope of Responsibilities of Starter

Responsible for the set-up of the launch pads at the top of the race course and responsible for transporting the launch pads to each race.

Responsible for telling the scorekeepers and the gatekeepers that there is a racer in the course once the racer has left the start gate.

Responsible for the coordination of officials at the start and finish, including timing and calculation. Is responsible for the coordination of the starts of each racer during the running of each race if needed.

The following officials are under his/her direction:

-assistant Starter
-head Scorekeeper
-assistant Scorekeeper

Specific Responsibilities of Starter

-Must make sure that the regulations for the start are properly observed.
-Determines the late and false starts.
-Determines the violations against the rules for equipment.
-At the end of the race, reports to the referee the names of the competitors who did not start, have made a false or a late start or other infringement.
-Assures that the racers are lined up in numerical order and ready to race.
-May be responsible for the actual starting of the racers at some of the races.
-Handing out of the gatekeeping bibs (if bibs are used) to the gatekeepers at the top of the race course prior to the start of the race.

4.12. Scorekeeper

Responsible for the forwarding of the official times to the On-Site Computer operator and verification of times with the Computerization person.

-Must make sure that the rules for the organization of the finish are observed.
-Supervises the timing, running order, and crowd control.
-Must be able to communicate immediately with the start at all times.
-Responsible for recording each racer's time accurately for each run and posting the information on the outside display sheet so the racers may check their times.
-Responsible for posting and filling out the outside display sheet which racer's times may be posted on during the running of the race.

4.13. Racing Development Chair

Responsible for the organization of the training sessions when being held on the given days and the organization of the development races on those race days.

Responsible for the registration of racers on the morning of the development races and distribution of the racers bibs.
Responsible for the calculation of the par time at the development races and the calculation of the racer's handicaps and informing the racers who have achieved a handicap of 75 or better. This information then will be given to the Registrar.

Responsible for the forwarding of the official results of the development series race to the appropriate Crescent official.

4.2.14. Racing Lodging Coordinator

Responsible for setting up of the needed lodging on the race weekends and relaying the information to the club Race Directors.

5.0. COMMUNICATIONS BY RACE COMMITTEE

5.1. Race Announcements

The Race Committee must publish an announcement for the event. It must contain the following:

Date and place of each competition, together with the information on the competition sites.

Technical data on the individual competitions and conditions for participation.

Final date of entry and address for entries and telephone.

5.2. Periodic Race Meetings, Rule Changes, Attendance

An announcement must also be made concerning the date, place, and time for the annual racing meeting as well as any other necessary race meetings required during the racing season.

NO RULE CHANGES WILL BE MADE IN MID-SEASON UNLESS SOMETHING CHANGES TO LOGISTICALLY WARRANT IT TO BE CHANGED.

THE CHAIN OF COMMAND WILL BE THE DIVISION RACE DIRECTOR, THEN THE CHIEF OF COURSE, THEN THE STARTER, AND THEN THE SCOREKEEPER.

Any upcoming issues in the future proposed by a Race Director must be in writing and must be sent in two weeks prior to the meeting to the Racing Chair or the Racing Secretary.

Whenever a rule comes up and a rule change is made, then that rule that was changed is to be reviewed next year.

MEETING ATTENDANCE IS REQUIRED BY ALL CLUB RACE DIRECTORS AND RACE WORKERS AT ALL MEETINGS!!! (5/04)

6.0. CRESCENT COMPUTER SYSTEM & HANDICAPS CALCULATION

Introduction

As stated in the history, Crescent implemented the use of the computer in 1983 through the work of Jim Parsons to aid in the registration of racers for each race. Bill Bessey and John Casey worked at great lengths to make the system easier to use. Also responsible for the computer system being used on the mountain on race day is Rich Mead. John wrote the current program for tabulating the race results on race day.

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.

Currently the handicap system does not have a specific handicap as the breakpoint between divisions. The handicap will float every race weekend depending on the number of racers entering the races for that weekend.

The computer system has gone through several changes to arrive at the present system. For the current race season, the procedure used to calculate the handicaps will remain the same.

6.1. Definitions

Handicap. 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.

Historical Handicap. 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.

Par Time. 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.

Pacesetter. 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.

6.2. Handicap Formulas

6.2.1. Par Time
The par time is calculated as follows:

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

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.

6.2.2. Racer's Handicap for a given run
A racer's handicap for a given run is calculated as follows:

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

Or typed another way as a single string:
Rater'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

6.2.3. Racer's Historical or CSC Handicap
6.2.3 A racer's historical, or CSC, handicap is calculated as follows:

$$\text{New CSC Handicap} = \frac{((3 \times \text{old CSC Handicap}) + \text{New Race Handicap})}{4}$$

Or typed another way as a single string:
New CSC Handicap =((3 x old CSC Handicap) + New Race 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 ((3x25)+22.5)/4 = 24.4.

6.3. Pacesetter and Handicap Procedures

6.3.1. 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. 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 Division I, Flight 1 racers are assigned gatekeeping duties or when instructed by the CSC Race Chair. (October 27, 2012)

6.3.2. 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. (October 27, 2012)

6.3.3. Divison 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. Choices available on when pacesetters will pace set on the Division II course will be 1) before the Division II race starts, 2) In between flights, 3) In between a race flip, 4) After a regular Division II race.   Pacesetters should stay in numerical order and display their bib in accordance to CSC rules. (October 27, 2012)

6.3.4. 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 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. (October 27, 2012)

6.3.5. NASTAR Pacesetting Runs
CSC NASTAR Pacesetters may ask permission from the Division II RD or Chief of course on when they can make their NASTAR pacesetting runs on the Division II course. (October 27, 2012)

6.3.6. 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.

6.4. Handicap Rules for Infrequent Situations

6.4.1. 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.

6.4.2. 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.

6.4.3. 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.

6.5. NASTAR Handicap

6.5.1. Two Different Calculation Procedures

The Crescent Ski Council Race Program is a participant in the National Standard Race (NASTAR) program. All timed runs made by racers are handicapped using both Crescent calculation procedures and NASTAR procedures. Disqualified (DQ) and No-show (NS) runs are not reported in NASTAR results. NASTAR results are posted to the NASTAR website **www.nastar.com** and are typically available within 24-48 hours after the conclusion of a race weekend.

6.5.2. Two Different Scoring Methods

The NASTAR formulas used to calculate par time and a racer's handicap for a given run are identical to those used for Crescent. While a racer's Crescent and NASTAR handicaps may be similar they are not the same and represent two different scoring methods. There is no formula to convert a Crescent handicap to NASTAR and vice versa. Differences in scoring procedures are as follows:

6.5.3. NASTAR Pacesetting

NASTAR pacesetters are designated by the Crescent NASTAR Coordinator. In most cases NASTAR pacesetters are racers in Division I Flight 1, and their Crescent pacesetting runs are used to calculate NASTAR results. When a NASTAR pacesetter is not part of the designated Crescent pacesetter flight their NASTAR pacesetting responsibilities are coordinated with the Division I and II Race Directors.

6.5.4. NASTAR Pacesetter's Handicap

A NASTAR pacesetter's handicap is established at a NASTAR Pacesetting Trial or other NASTAR sanctioned event. Each pacesetter receives two handicap numbers: 1) a handicap when skiing in a race suit and 2) a handicap when skiing in a jacket and warm-up pants ("work clothes"). The pacesetter retains those handicaps for the duration of the race season. In Crescent, no distinction is made for the clothes worn in the race course and a pacesetter's handicap is recalculated after each completed run.

6.5.5. Number of Par Times used per run

Only one NASTAR pacesetter is used to calculate the par time for a given run. In Crescent, five pacesetter times are selected and the middle three times are averaged to compute the par time. Crescent

utilizes multiple NASTAR pacesetters and selects one pacesetter time for a given run, in order to avoid situations where a single NASTAR pacesetter fails to complete a run and would have to make a re-run or the NASTAR pacesetter runs the course inconsistent with their NASTAR handicap.

6.5.6. Handling Negative Handicaps

NASTAR does not recognize negative handicaps. Occasionally, a racer may achieve a negative handicap. When such a situation arises the NASTAR pacesetter's handicap is adjusted for that particular run to eliminate the negative handicap. This impacts the par time and the handicaps of all racers in that run. Crescent scoring permits negative handicaps. If a negative handicap results in the racer's new historical handicap also being negative, then the racer's new historical handicap is manually reset to 0.1. The Crescent par time is not adjusted.

6.5.7. NASTAR's National Statistics

NASTAR does not calculate an historical handicap similar to Crescent. As a racer accumulates NASTAR race results during the season NASTAR computes a variety of statistics for the racer, comparing the racer's results to others in their age/gender categories at the resort, state and national level. Racers can review their statistics on the NASTAR website. The website also details how these statistics are compiled.

6.5.8. NASTAR Performance Levels

NASTAR awards racers with a medal designation—platinum, gold, silver or bronze—based on their performance in pre-defined age, gender, and equipment classifications. Crescent does not make these distinctions, relying solely on the historical handicap to group racers of like ability together to compete in a divisional flight.

7.0. RACER ELIGIBILITY & QUALIFYING HANDICAPS

7.1. Racing Fees Eligibility Requirements

7.1.1. The $35 Annual Crescent Racing fee
The Annual Crescent Racing Fee is thirty-five dollars ($35) per racer. (9/04)

Club Payment of Estimated Racing Fees by December 01 (Apr. 30, 2011)
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.
Penalty:
If a team has not paid this estimated amount for its racers then they shall not be eligible for race registration until the club's estimated racing fees have been paid; however a member of a non-compliant club will be eligible for racing registration if and when the Crescent racing fee has been paid for that specific member racer prior to the "registration deadline" the Monday evening before the relevant race weekend.

7.1.2. Race Day Racer Fees
All racers will be charged a racer fee based on the resort race fee for racers. (4/06)

Racers age twelve (12) and under will be charged the same race fee whether they are on-site or off-site. A child who stays off-site will only be charged the racer fee. (4/06)

7.2. CSC Waiver Eligibility Requirement
All racers must sign a Crescent waiver form to race or qualify for a CSC race. Crescent waivers will be signed as is, if not, the racer will not be allowed to race.

7.3. Club Membership Eligibility Requirement

1) To race in a Crescent Series Race, the racer must be a member of a Crescent Ski Club in good standing. 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.

7.4. Qualifying Handicaps

7.4.1. New To Crescent Racing and Has A NASTAR Handicap

2) If a person wanting to race for the first time has previously raced elsewhere in the U.S. and has a NASTAR handicap within 2 years prior to the registration of a race, then the racer may race in the Crescent Race Series. The NASTAR handicap must comply with the handicaps noted in the chart following rule #7.

(Rule clarification added Oct. 30, 2010) NASTAR handicaps to be used to qualify new racers will be selected in the following order:
current season overall handicap if qualifying
current season single lowest handicap if qualifying
previous season overall handicap if qualifying
previous season single lowest handicap if qualifying
2 year previous season lowest handicap in last 24 months if qualifying

3) A verifiable NASTAR handicap as noted in the chart following Rule # 7 in this section will be an acceptable way to qualify for Crescent Racing and the relationship between NASTAR handicaps and Crescent handicaps has been established by the handicap committee. The race director of each club must provide the verified NASTAR handicap to register the racer. The verification must be provided prior to Monday night before the upcoming race.

4) NASTAR handicaps will be used and if the club Race Directors do not follow the rules for registering the racers and their NASTAR handicaps, then the NASTAR handicaps will be eliminated the following year. (Outdated and no longer relevant. Delete.)

5) Once the relationship between NASTAR handicaps and Crescent handicaps was established, the Crescent handicaps were adjusted to reflect this relationship. (Outdated and no longer relevant. Delete.)

6) The cutoff handicap for entering the Crescent system has been adjusted to reflect the relationship between NASTAR and Crescent handicaps. (Outdated and no longer relevant. Delete.)

7.4.2. Acquiring A Qualifying Crescent Handicap.

7) A qualified handicap is needed to qualify to participate in a Crescent sponsored race. The handicap can be obtained at a Crescent Development Race, Crescent sponsored race camp where an official Crescent handicap was determined, or an official Crescent Ski Week Race as outlined elsewhere in this Section. A qualifying, or qualified, handicap shall be used for only two purposes:
 to establish eligibility for a racer's first-time participation in Flights 1-20 of a Crescent Series Race or other Crescent sponsored race, and to determine placement in Flight 1-20 of the racer's first Crescent Series Race.

Establishing a Starting Crescent Historical Handicap for new racers:

Upon completion of a new racer's first valid, timed run performed in Flights 1-20 of regular Crescent Series Races or Crescent Cup, the first run handicap will be used as the racer's STARTING Crescent historical handicap for that day and all valid runs performed thereafter on that day will be used in calculating the racer's Crescent historical handicap. For example, a racer qualifies with a 50 handicap and their first run on Saturday is a 75 handicap. The 75 handicap will replace the "before Saturday" handicap of 50 and a second, valid timed run on that day will be included in the historical handicap calculation. Once a new racer has completed one day of racing with at least one valid timed run, their Crescent historical handicap will be calculated the same as all other racers as described in Section 6.2.3 entitled "Racers Historical or CSC Handicap".
(Adopted April 27, 2013)

Qualifying Handicaps Table, illustration ___.

	Alpine	Snowboard	Telemark	Mono (adaptive)
Crescent Races				
Adult	85	95	100	108
Child (12 & under) Senior (60 & over)	145	155	160	168
NASTAR Races				
Adult	60	70	75	83
Child (12 & under) Senior (60 & over)	120	130	135	143

(The above table was revised 10/24/09, to mirror one time 10 point increase in all active racers' existing handicaps for the 2009-2010 season to generally restore alignment of racers' handicaps with NASTAR handicap values.)

8) There are no age limits to race with Crescent. Neither is there any sex categories. Both male and female racers of all ages compete against each other in the various flights.

   9) To race in the current season of the Crescent Race Series, a racer must meet one of the following requirements or have a NASTAR handicap as described in the above chart. The qualifications are:
   a) Anyone with a handicap in any race during the last 2 years may participate in Crescent racing. These races include Crescent, Development, or Flight 21 or 22.
   b) Any racer who raced in the prior race season (i.e. 2006-2007) will be allowed to race in the current race season (i.e. 2007-2008)
   c) Children 12 years or younger will be allowed to race with a handicap as described in the above chart above. A parent or court-appointed legal guardian of the child in the race program is not required to participate in the racing program but must be present at the race course.
   d) Preseason race clinics, where Crescent handicaps can be established, can be used to pre-establish a Crescent handicap with prior approval of the Crescent Racing Chair. The deadline for entering the newly established handicaps into the Crescent computer is the same day as the race or the next day. These results should be sent to the Registrar immediately.

10)   Flight 21 and 22 will be held at **ALL** races for the current race season on both days.

11)   The running order for Flight 21 racers will be that they run the Division One race course at the end of each Division One run. The running order for Flight 22 racers will be that they run the Division Two race course at the end of each Division Two run.

12)   Flight 21 and 22 racers, who try to qualify for Crescent, will not be charged the Crescent race fee of $35/racer until they qualify and start racing for their team.

13)   The qualifying handicap for a given race day is described in the chart above.

Snowboarders Acquiring a Qualifying Handicap

1) Snowboarders must obtain/get a handicap at a preseason race clinic, Flight 21, Flight 22, Development race, or have a NASTAR handicap before racing in a CSC race.

2) The snowboarder must have an additional handicap separate from the alpine ski handicap.

3) The cut-off handicap for a snowboarder to qualify for a Crescent race is described in the above chart for the current season.

Snowboarder racers will only be allowed to race at mountains that allow snowboarders.

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. 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 8.8. 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.

8.1.4. 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.

8.1.5. Use of Radio Channels

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

8.1.6. The Race Day

Racer meeting All racers need to be at the top of the hill 20 minutes prior to each day's race. (4/07) 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.

"Side slipping" Is defined as a special skiing technique used to prepare a race course for a race. Instructions on how to side slip and who should side slip before during and after a race can be communicated verbally by the division Chief of Course and/or division Race Director to the division Starter, CSC Racing Chair, CSC Assistant Racing Chair or resort staff. Only qualified racers instructed by these division officials are able to side slip a race course. For definitions of unauthorized side slipping, see the side slipping DQ rule 8.2.2. Course maintenance when required, can be authorized by the division Chief of Course and/or division Race Director to the division Starter, CSC Racing Chair, CSC Assistant Racing Chair or resort staff at any time during a race to qualified CSC racers only. It will remain the prerogative of resort staff to maintain their set course at any time and with or without communication to CSC Officials.

"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.

<u>Missed start</u> 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 12) and a parent or legal guardian assisting a child racer when properly conforming to rule 13) below.

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.

<u>Racing parent missed start</u> 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, 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 within the time allotted for 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.

<u>Parent/guardian help</u> 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.

A "<u>Valid</u>" 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.

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 22) and 23). 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.

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.

Out of bounds There is no out of bounds unless designated by mountain personnel. (5/04)

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.

Breaking the start wand and not finishing the course shall be a Disqualification (DQ).

8.1.7. 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.

8.1.8. Rules Specific to Snowboarder and Adaptive Racers

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

Valid and False Starts
A competitor must leave the start with both feet attached to the snowboard.

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):

1) <u>Shadowing</u>: 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.

2) <u>Unauthorized snowplowing or side slipping</u> in a set, or almost set, race course will result in a DQ for one run. Only CSC race officials are authorized to instruct qualified racers to snowplow, maintain or side slip before, during or after a race.

3) <u>Incorrect passage:</u> 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 rule 9) for details regarding snowboarders and adaptive racers.

4) <u>Race course boundary</u> 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).

5) <u>Straddling a gate:</u> 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 <u>Incorrect Passage</u> for details.

6) <u>Loss of ski or skis:</u> 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 9) below.

7) <u>Physical assistance</u> 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) <u>Unsportsmanlike conduct</u> 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.

9) Rules specific to snowboarders and adaptive racers:

<u>Incorrect passage:</u> 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

1) 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.

> REORGANIZATION NOTE: Not noted in 8.3 but later at 8.5.1. is that racers who believe that they have been hindered or interfered with are asked (in addition to the rule of not skiing any further through the gates) to ski off the course and alert the next available group of gatekeepers of the interference, then to proceed directly to the start for a "provisional rerun", pending any final decision regarding the interference.

2) Official's decisions are final. If a racer feels that an error has been made, they must have their racing director file a formal protest at the end of the race day.

3) False Start - 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.

4) Reasons mentioned under "Grounds for Interference".

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

8.4. Grounds for Interference

1) Blocking of the course by an official, a spectator, an animal, or other hindrance.

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

3) Objects in the course such as a lost ski pole or the ski of a previous racer.

   Activities of the first aid service which hinder the racer.

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

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.

   7)   Malfunction of the timekeeping system.

8.5. Validity of A Re-Run

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.

2) If the competitor was already disqualified before the incident entitling him to a re-run, the re-run is not valid.
3) The provisionally or definitively approved re-run remains valid if it proves slower than the first (hindered) run.

4) If the claim for the re-run is shown to be unjustified, the competitor is disqualified.

8.6. 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. [The phrase "and the racer involved in the protest", is a suggested clarification to this rule.]

8.7. Protests

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

2) Protests will be heard as follows:

All malfunctions and discrepancies under protest shall be reported to a member of the Race Jury as soon as possible and be recorded immediately.

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

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

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

    d) 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.

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

9.0. RACER'S RESPONSIBILITIES

<u>Introduction</u>

Whether the racer is a new racer or an old hat at gate running, the racer has certain 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.

<u>9.1. The Start Of A Typical Race Day</u>

A typical race day should consist of the following schedule:

4:30 - 6:00 AM You should have left for the mountains already unless you're already there. This time will vary depending on where you live. Check with your race director as to what is an appropriate time to leave if you are unsure.

7:30 - 8:00 AM Arrive at the ski area and go DIRECTLY to the ski lodge and pick up your race bib. PLEASE try to get to the mountain as soon as possible so your race director or designated race director can get out on the mountain.

8:00 - 8:40 AM Go take some warm-up runs - remembering to loosen up and stretch. Look over the race course as it is being set up. You can't miss it - it's the place on the slope with the funny looking poles going zigzag down the hill. Be sure you are at the right course on days where both divisions race on the same day at the same place! Remember where the tough turns are so you'll be prepared for them during the race.

9.2. Mandatory Attendance at Racers Meeting

IMPORTANT!
8:40 or 9:10 AM ALL RACERS MUST BE AT THE TOP OF THE RACE COURSE FOR THE RACERS MEETING – NO EXCEPTIONS!! Any important information will be announced at this meeting.

9.3. Race Time

9:00 or 9:30 AM Be ready – It's RACE TIME!!
You race in sequence with your bib number. Be sure to ask your Race Director what the beginning bib number is when you pick up your bib (sometimes the bib numbers start at #1 and sometimes at #400). Always remember to watch the race while you ski so you'll know when to report to the top of the race course. Try to be there about 50 bib #'s ahead of time in order to assure getting your chance to race. If you miss your bib # call, you won't be allowed to race until the last racer in your flight has raced. If you miss your flight, then you will not be allowed to race. Second runs are always in reverse order, so if you have a late bib #, be ready to return immediately back to the top of the course.

9.4. Race Times and Awards

The times are posted on a score sheet at the bottom of the race course when weather permits. PLEASE try to keep the NOISE to a MINIMUM as the scorekeepers must hear the times over the loudspeaker.

The awards will be held at 4:00 on Saturdays weather permitting or as soon as possible after 4:00. On Sundays, the awards will be held one to one and half hours after the race is over and the scoring has been completely confirmed. (4/07)

The awards presentation is held at the ski lodge where flight and team winners are announced.

ALL TIMES ARE SUBJECT TO CHANGE DEPENDING ON WHERE THE RACE IS BEING HELD. CHECK WITH YOUR RACE DIRECTOR FOR THE CORRECT TIME.

10.0. REGISTRATION

10.1. 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:

1) 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 sex, racer's age and racer's club affiliation. Additional racers may be added by each Monday night preceding each scheduled race.

2.) 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 communicating with the Registrar by phone and/or by email. Crescent waivers for new racers are also to be submitted to the Registrar. While the Registrar prefers email, please telephone if 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 not 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. (04/25/09)

3.) Acceptance of any changes to registrations or additional registrations submitted after the registration deadline is at the sole discretion of the Registrar. (04/25/09)

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

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

6) 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.** (Changed Oct. 22, 2011; submitted by Cindy Pendley.)

10.2. Flight Making by Registrar

7) 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 highest handicap flight in Division II is excluded from gatekeeping.

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.

Pacesetters are not assigned gatekeeping duties in races where both divisions race at the same time. Assigning pacesetters gatekeeping is kept to a minimum when divisions are run sequentially, one at a time.

(Added October 22, 2011, submitted by Cindy Pendley.)

8) 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.

9) 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.

11.0. BIB PICKUP

1) 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.

2) 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 hour prior to the start of the race. After that one hour, the bibs of racers who have signed waivers will be at the top of each race course with the starter.

3) Deletions may be made during bib pickup but the racer who is deleted will still be considered a NS. No additions may be made.

If the registrar is asked for a replacement bib, the racer may or may not be charged five dollars (**$5) to replace the racer's bib, at the discretion of the Registrar**. (Updated Oct. 22, 2011; submitted by Cindy Pendley.)

12.0. POINTS DISTRIBUTION

1) The scoring system has an efficiency factor incorporated into it. The efficiency factor will be based on the number of racers each club has racing for that day. The calculation is also known as the team size factor calculation and is used 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. (Clarification change Apr. 28, 2012)

Team size	Factor
1-2	0.60
3-5	0.80
6-9	0.90
10-30	1.00
31-40	1.02
41-50	1.05
51-UP	1.10

2) 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
One (1) to Twenty-four (24) -   two no-shows
Twenty-five (25) to Thirty-four (34) - three no-shows
Thirty-five (35) to Forty-four (44) - four no-shows
   Note that the calculations will only consider whole numbers of No-Show racers, i.e. there is no fractional computation. (Revised October 22, 2011)

3) 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) 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.

5) If one run of a race is canceled, for any reason, scoring for that day will be based on the completed run counting as both runs. 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. (Corrected April 28, 2012)

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

7) 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. (Oct. 2011)(Deleted April 28, 2012 as redundant with Chapter 13 Crescent Cup, Section 7 of the exact same wording)

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

9) 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. (Corrected Oct. 22, 2011; submitted by Cindy Pendley)**

10) ~~If at the end of the regular season, two teams or more are tied in points, then the tie will be broken by adding up the total of the average points of each team for each race. The team with the highest average of all the races will be the winner of the tie and the regular season winner.~~ (Replaced and dlarified 4/2012)

10) 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. (Clarified 4/2012)

Race	Team A	Team B
Race 1, Sat, run 1	7.30	5.79
Race 1, Sat, run 2	7.04	7.29
Race 1, Sun, run 1	6.43	6.80
Race 1, Sun, run 2	5.35	7.07
Race 2, Sat, run 1	6.79	5.00
Race 2, Sat, run 2	6.16	4.92
Race 2, Sun, run 1	6.05	5.69

Race 2, Sun, run 2	6.68	5.46
Race 3, Sat, run 1	6.29	5.94
Race 3, Sat, run 2	5.19	5.88
Race 3, Sun, run 1	5.75	4.61
Race 3, Sun, run 2	5.25	5.06
Race 4, Sat, run 1	6.35	6.92
Race 4, Sat, run 2	6.60	7.62
Race 4, Sun, run 1	6.16	6.00
Race 4, Sun, run 2	6.11	5.46
Race 5, Sat, run 1	7.44	6.09
Race 5, Sat, run 2	7.67	6.27
Race 5, Sun, run 1	6.89	6.82
Race 5, Sun, run 2	6.78	7.09
TOTAL	128.28	121.78

11) 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 a**n 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. (Updated Oct. 22, 2011; submitted by Cindy Pendley.)

12) 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.

13.0. CRESCENT CUP

13.1. Racing at the Crescent Cup

REORGANIZATION: Section 13.1 about Crescent Cup might best be relocated within a chapter or section concerned with Events.

1) Racing Schedule
The last race of the year will be Crescent Cup and the regular season will end at the last February race weekend.

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

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.

~~4) Crescent Cup will consist of two days of races with two runs being held each day. The first day will be a slalom course with a GS course being used the second day. (Note that elsewhere there is a rule change allowing both SL and GS to be run on a single day.)~~

4) **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. (Corrected April 2012)

5) No racer pool will be used for Crescent Cup.

6) 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 <u>for the Crescent Cup race</u>, 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 <u>at the end of the regular season</u>.

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

(Team tiebreaker calculation section was added April 2012)

13.2 Crescent Cup Awards, Trophies, Recognition

> REORGANIZATION: Section 13.2 might best be combined with the chapter about Awards.

6) A Crescent Cup team champ will be presented a trophy by Crescent at the Crescent Cup race.

7) 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 for the whole weekend. All racer's points will count in Crescent Cup with the efficiency factor being used to score the races. Scores for both days will determine the overall winner.

8) 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. (Oct. 22, 2011)

9) 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 two days of Crescent Cup.

10) 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 three special awards are presented at the Crescent Cup finals competition:

11) 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. (Oct. 22, 2011)

12) 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. (Oct. 22, 2011)

13) *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 finals 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.⸺*(Updated Oct. 22, 2011 having been discussed and approved in prior years.)*

14) **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.

14.0. START, FINISH, TIMING, CALCULATIONS AND CHALLENGES

14.1. 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.

Pacesetting for Division II will be by Division I Flight One or Flight Two racers. (Relocate with pacesetting information.)

14.2 The Start

14.2.1 No Interference or Advantage

No official or attendant who could possibly give an advantage to or disturb the racer may be behind the racer. All outside help is forbidden. By order of the starter, the racer must plant his poles in front of the start line, or where indicated. The starter must not touch the racer at the start. Pushing off from the start posts or other aids is forbidden and the racer may start only with the help of his ski poles.

14.2.2. Snowboarders

No Interference or Advantage
No official or attendant who could possibly give an advantage to or disturb the starting competitor may be behind him. All outside help is forbidden. By order of the starter, the competitor must take his place behind the wand. The starter must not touch the competitor at the start.

Pushing Off Is Allowed
Pushing off from the start posts or other similar aids is allowed. If posts are not available, the snowboarder may use two ski poles to start the race.

Starting Posts On Division II
Starting posts will be put up on the Division II course for the snowboarders.

14.2.3 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.

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"

14.3 The Finish and Finish Area

14.3.1. 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.

14.3.2. 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 a ski after clearing the last gate, they may continue through the finish line. A time is taken when any part of the competitor's body or equipment, attached to the competitor, stops the timing equipment. (5/04)

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.

14.3.3. 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 in the timing shack as opposed to that posted on a display board should the times differ.

The Timer shall have a Master Seeding List (order of racing) for the recording of the official times.

The **unofficial** time is either announced over a P.A. system and written on the display sheet or copied onto the display sheet from the official scorer's sheet. (Corrected Oct. 22, 2011; submitted by Cindy Pendley.)

With electric timing, the time is taken when a racer crosses the line between the finish posts with any part of his body or equipment attached to his body, and so breaks the contact.

The time can therefore be taken for a fall at the finish before both of the racer's feet have crossed the line between the finish posts.

For this time to be valid, the racer must immediately cross the line between the posts with both feet. With hand timing, the time is taken when any part of the racer's body breaks the timing line.

The official scorer is responsible for all such decisions.

14.3.4 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. (Section 14.5 changed Oct. 20, 2007) (Note: relevance is regarding opportunity to consider racer times and challenge if necessary in a timely manner.)

15.0.   AWARDS AND PRESENTATIONS

> REORGANIZATION NOTES: Section 13.2 Crescent Cup
> Awards might best be combined with this chapter.

15.1. Award Ceremony

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 first at the race awards.

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.

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

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.**

15.2. Most Improved Awards

15.2.1. 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.

15.2.2. 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.

15.2.3. Two Tiebreakers

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. (Initiated 10/24/09, revised April 30, 2011)

16.0. GATEKEEPERS AND GATEKEEPING

To make each race a success, the workers must assure that their job is done. 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 trained by the Chief of Course and other Crescent officials. The gatekeepers can also refer to the rule book for additional information.

16.1. 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 16.1: Imaginary Line defining each gate.
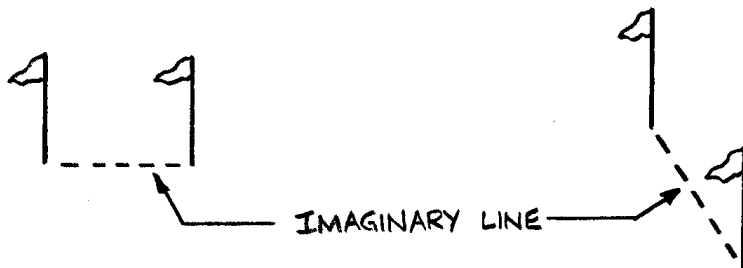
16.2. Correct Passage

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.
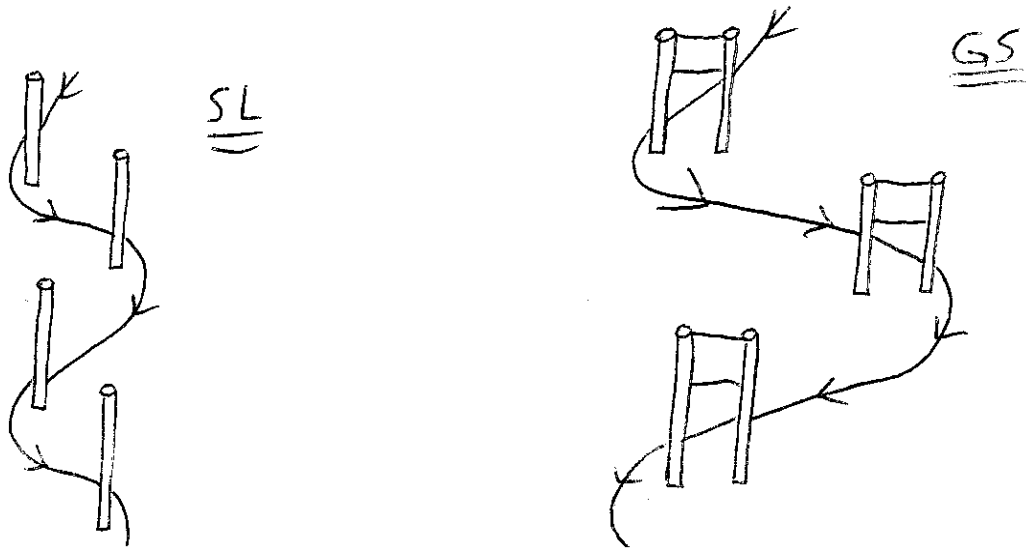
COURSE SET UP – SLALOM AND GIANT SLALOM
Illustration 16.2 of Slalom and Giant Slalom Gates
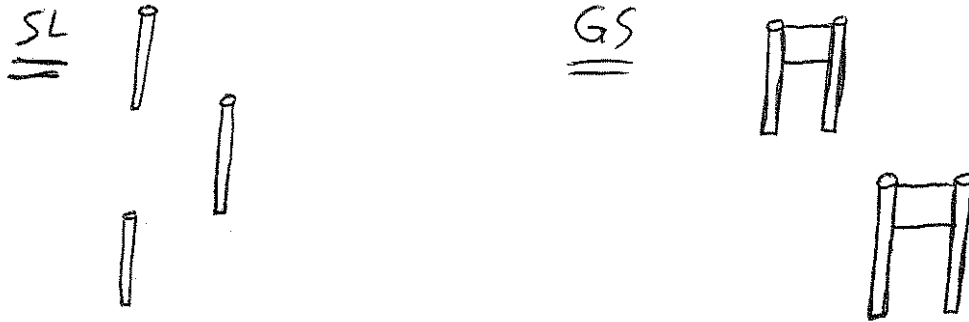
16.3. Legal and Illegal Passage

Illustration 16.3 of CORRECT, LEGAL PASSAGE:

16.4. 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 and self sacrifice. 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.

16.5. 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 gatekeepers 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.

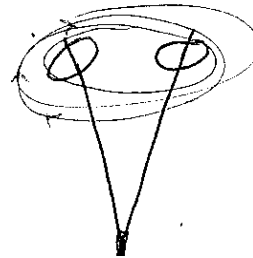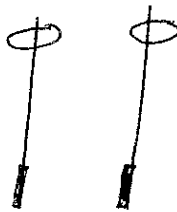## 16.6. Immediate Announcement of Disqualifying Faults

The gatekeeper should immediately signal 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:

Illustration 16.6 of Gatekeeper Signals using ski poles

Disqualified Racer   Course Not Ready
   Course Ready
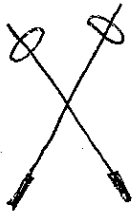
Rem

ember 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.

16.7. 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.

16.8. 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. Each flight assigned gatekeeping position is responsible for manning that position.

16.9. 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.

16.10. Support of the Gatekeepers

Gatekeeping positions will be filled by the racer's during the current race season.

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 gatekeep 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 gatekeep 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. (5/04)

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 Directors 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 (Apr.2010)*, 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.

17.0. SPONSORSHIP AND ADVERTISING

1) 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.

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

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.

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

The logo sheets are to be PRINTED AS IS with NO CHANGES to be made to the layout of the logos.

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

Each club's newsletters, with the sponsorship credits published in the December, January, February, March, and April newsletters, needs to be sent to Ron Scott NO LATER than April 25th of each year.

18.0. COURSE SETTING

18.1. Limitations and Prohibitions of Course Setting

Different Course Settings for Division I and Division II

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.

No Changing The Course During A Flight

THERE WILL BE NO CHANGING OF THE RACE COURSE DURING THE RUNNING OF A FLIGHT; ONLY BETWEEN FLIGHTS WILL ANY CHANGES BE MADE IN THE RACE COURSE!!!

18.2. Duties of the Course Setter

In order to set the course appropriately, respecting the terrain, the snow cover and the caliber of the participating competitors, the course setter conducts a pre-inspection of the race terrain.

The course setter is responsible for setting of the race course. The basic ruling principle is that the safety of the racers takes precedence over all other interests. The Race Committee will make every effort to take all appropriate measures for the benefit of racer safety.

The course setter bears the sole responsibility for the set course, while the course should reflect the concepts of the course setter.

18.3. Slalom Course Setting

18.3.1. Slalom – Characteristics

SATURDAY'S RACE WILL BE A SLALOM COURSE FOR BOTH DIVISIONS.

The ideal slalom course, taking into consideration the drop and the gradient, must include a series of turns designed to allow the racers to combine maximum speed with neat execution and precision turns.

The slalom should permit the rapid completion of all turns. The course should not require acrobatics incompatible with normal ski technique. It should be a technically clever composition of figures suited to the terrain, linked by single and multiple gates, allowing a fluent run, but testing the widest variety of ski technique, including changes of direction with very different radii. Gates should never be set only down the vertical fall-line of the slope, but so that some full turns are required, interspersed with traverses.

18.3.2. Slalom Course Setting

In setting a slalom the following principles should be observed:

Avoidance of monotonous series of standardized combinations of gates.

Gates, which impose on competitors too sudden sharp braking, should be avoided, as they spoil the fluency of the run without increasing the difficulties a modern slalom should have.

It is advisable before difficult combinations of gates to set at least one gate which allows the competitor to ski through the difficult combination under control.

It is not advisable to set difficult figures either right at the beginning or end of the course. The last gates should be rather fast, so that the competitor passes the finish at a good speed.

The last gate should not be too near the finish, to avoid the danger to competitors and timekeepers; it should direct competitors to the middle of the finish line. If the width of the slope necessitates it, the last gate can be common to both courses, provided the prescribed alternation of gate colors is maintained.

The finish must meet the standards mentioned before in the rules.

Setting the course can be started at the top or bottom. The course setter can decide with which color to begin, taking into account the visibility.

There should be a reserve amount of poles available on race day and at the race course.

18.3.3. Slalom Course – Checking

The Race Committee and area workers must check that the course is
ready for racing once the course is set, paying special attention
that:
   -The poles are firmly in the snow.
   -The gates are in the right color order.
   -The poles are high enough above the snow.
    -If two courses are side by side, they are far enough from each
other to avoid misleading the competitors.
     -The fencing of each course is far enough from the slalom
      poles.
   -Obstacles at the edge of the course are either removed or
        neutralized.
   -The last gate before the finish directs the competitors to
the middle of the finish.
   -The reserve poles are correctly placed not to mislead the
        competitors.
   -Start and finish are in accordance with previous rules.

18.3.4. Slalom Course Inspection

The Race Committee decides the method of inspection. Competitors
must wear their start numbers easily visible on the outside and at
chest level.

They may not ski down the prepared course or through the gates.

They are not permitted to enter the course on foot without skis.

NO SNOWPLOWING, SIDESLIPPING, OR SHADOWING OF THE COURSE UNLESS
INSTRUCTED TO DO SO BY RACE COURSE OFFICIAL, WHETHER CSC OR MOUNTAIN
OFFICIALS.

18.4. GIANT SLALOM COURSE SETTING

18.4.1. Characteristics of Giant Slalom
SUNDAY'S RACE WILL BE A GIANT SLALOM COURSE FOR BOTH DIVISIONS WITH
THE DIVISION II COURSE BEING MORE MODIFIED.

The gates must be set so that the competitors can distinguish them
clearly and quickly even at high speed. The two flags of a gate
should be set at right angles to the racing line.

Setting the course can be started from the top or bottom. The course
setter can decide with which color to begin, taking into account the
visibility.

18.4.2. Giant Slalom – Setting

The skillful use of the ground when setting a giant slalom is, in most cases, even more important than for a slalom, since figures play a less important role owing to the width of the gates and the greater distances between them. It is therefore better to set mainly single gates, while exploiting the ground to the utmost.

A giant slalom should present a variety of long, medium and small turns. The competitor should be free to choose his own line between the gates, which must not be set down the vertical line of the slope. The full width of the hill should be used whenever possible.

The finish should be prepared as in the slalom.

There should be enough reserve poles available.

18.4.3. Giant Slalom Course – Checking
(See Slalom Course Checking.)

18.4.4. Giant Slalom Course – Inspection

The competitors are allowed to study the course after its final setting, either by climbing on skis or by slowly skiing down alongside the course. Skiing through a gate, or practicing turns parallel with those required by gates on the course, will lead to disqualification. Competitors must wear their start numbers easily visible on the outside and chest level.

19.0.   PARALLEL EVENTS

REORGANIZATION NOTES: It is proposed that the entire chapter concerning Parallel Events be deleted. No such racing has been conducted by the council in decades. It is not common to alpine racing and has been practiced mainly by professional racers in events

19.1. Definition

The parallel is a race where two competitors race simultaneously side by side down two courses. The setting of the courses, the configuration of the ground and the preparation of the snow are to be as identical as possible.

19.2. Choice and Preparation of the Course

Choose a slope wide enough to permit two courses. The terrain variations should be the same across the surface of the slope. The course layouts must have the same profile and the same difficulties.

19.3. Course Layout

Each course is designated by a series of gates, poles or curve markers.

The same course setter establishes the courses and makes sure they are identical and parallel. He must ensure that the course flow is smooth and that there is variety in the course and that the course causes rhythm changes. In no case should this event resemble a long straight run from top to bottom.

Shortly before the finish line, after the last gate marker, the separation between the two tracks must be well designed so that they direct each competitor towards the finish line. The course setter must place the last gate in such a manner that the racers are guided towards the center of each finish line.

19.4. Distance Between the Two Courses

The distance should be as equal as possible between the start gates, the gates, and the finish gates.

19.5. Finish

The finish areas must be symmetrical. The line of the finish should be parallel with the lines of the starts.

Each finish line is marked by two poles when possible if the slope width permits.

For safety, two finish approaches and exits should be set up.

20.0. RACE WORKER RULES

REORGANIZATION NOTES: This chapter is to be divided and its contents relocated to other chapters.
20.1 General Duties of All RWs is to be relocated to Race Committee Duties & Responsibilities chapter
20.2 Lodging Expenses for RWs is to be relocated either to a separate section concerned with finances and/or to the Race Committee Duties & Responsibilities chapter.
20.3 Documenting Protest Decisions is to be relocated to the section concerned with protests and in another form inserted as a responsibility of the Racing Secretary and club Race Director.
20.4 Verifying Signature of Finalized Results is to be relocated to a section in a way that accurately reflects the flow of this information on race day.

20.1. General Duties of All Race Workers

1) Race Workers will be required to review their duties prior to the race season and be familiar with the race rules. The club Race Directors of each division should review the "Time and Duty" list with all Race Workers.

2) Race Workers will be expected to fill out the Commitment to Work form no later than the Fall Conference meeting and turn it in to the Racing Secretary. If the Race Worker is unable to make a race weekend, they must inform their respectable race director.

3) Race Workers must register by Sunday before the race and let their appropriate race director know if they are going to be at the race.

4) Race Workers must wear their armbands while functioning as a Crescent Race Worker.

5) Race Workers should make sure that all trash has been picked up and removed from the race area.

6) Race Workers should sweep the race hill and the race course and make sure that all the banners have been rolled up.

20.2. Lodging Expenses of Race Workers

7.A) For each regular season lodging reimbursement request, CSC Race Workers are required to submit to the Racing Secretary the relevant

receipt(s) and a completed form in the format provided by the Racing Secretary. CSC Race Workers are required to deliver their signed reimbursement requests and receipts within two weeks after that race weekend, or no reimbursement will be provided. For the Crescent Finals, i.e. the last race of the season before the Crescent Cup, signed reimbursement requests and receipts are due seven days before the start of the Crescent Cup. (Oct. 27, 2012)

7.B) Race Workers' lodging expenses for North Carolina weekends will not be reimbursed for more than the cost of the Race Worker's out of pocket lodging expenses. A lodging expense is determined by the cost of the lodging unit divided by the total number of people staying in a unit. The maximum lodging reimbursement for a Race Worker, on a North Carolina weekend, will not exceed $50 per night.(4/05)
a. "A Race Worker will be reimbursed up to $50 per night during a NC weekend if the Race Workers is a known homeowner (second home) or lodges in a commercial lodging property in the Boone/Blowing Rock/Banner Elk area and provides a receipt of their lodging cost for that weekend". (5/04)
  b. "A Race Worker will be reimbursed, on the WVA weekends, based on the occupancy of two per bedroom and one person on the couch when staying in condos." (5/04)

20.3. Documenting Protest Decisions

8) Any decisions made regarding protests and questions to the rules will be documented on a standardized form. The form will be available at each race. Names of those who participated in the meeting will be documented on the form. This form will be given to both the Racing Secretary and the Handicaps Computerization person.

20.4. Verifying Signatures of Finalized Results

9) Those who verify the racing results will need to sign the form verifying that they have finalized the race results. This form will be placed with the results sheets and given to the Handicaps Computerization person. Those who verified the scoring results must be available for any questions after the race is over.

21.0. PROCESSES OF VARIOUS ASPECTS OF CRESCENT RACING

REORGANIZATION NOTES: This chapter is to be divided and its contents relocated to other chapters.

21.1 Voting and Quorum is to be relocated in a section concerning the Periodic Race Meetings in Section 5.2.
22.2 Race Schedule Determination is to be relocated either to where the current race schedule is inserted, or in the section concerned with the duties of the Racing Chair.
22.3 Appointment of RWs is similarly to be reflected in both the duties of the Racing Chair and the club Race Director.
21.4. Crescent Racing Equipment will either become a separate technology and equipment chapter, or a separate finances and equipment chapter.

21.1. Voting and Quorum

Each club Race Director and each member (i.e. Race Worker) of the Crescent Racing Committee will be allowed one and only one vote, and is deemed to be an "eligible Voter". Following the principle of "one person one vote", each eligible Voter will be allowed one and only one vote, not matter if the number of specific positions that person holds is one or more than one. For example, an eligible Voter may be both a club Race Director and a Race Worker, but will have one and only one (1) vote. Likewise a Racing Committee member may hold one, two or more Race Worker positions and will still be allowed one and only one vote. However an eligible Voter will be allowed his/her one vote plus each and every proxy vote transferred to her/him by one or more Racing Committee members and/or club Race Directors. (4/25/2009)

QUORUM

A quorum is established when more than half of the total number of eligible votes are present and accounted for either in person or via proxy vote.

21.2. Race Schedule Determination

The race schedule is determined by the CSC Racing Chair after talking to the mountains involved in prior years and consulting with the Long Distance Trip Chair on the status of the Crescent Ski Week(s) and

dates of the Crescent Ski Week(s). The previous year's schedule will be considered when planning the schedule for the upcoming year.

21.3. Appointment of Race Workers

Race Workers are chosen from racers and individuals who are currently members of a CSC club. The Racing Chair appoints race committee members as needed to the committee. A Division Race Director may submit to the CSC Racing Chair names for consideration for positions under that Division Race Director.

21.4. Crescent Racing Equipment

Official Crescent Racing equipment is to be used by Crescent officials or their designated workers only. Crescent radios are to only be used by Crescent officials. The starting channels for the races will be Channel B or Two and it can be adjusted as needed. All Race Workers will need to do a radio check every day and they need to make sure that the radios get back to the appropriate Crescent Race Worker who is in charge of the radios. The timing equipment is to be kept by David Lippucci <the Assisting Racing Chair> unless being used by the Development Series.

22.0. RULES CLARIFIED ON RACE DAY

> REORGANIZATION NOTE: This chapter is to be divided and its contents relocated to other chapters.

22.1. Rules In Favor of the Racer

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.

22.2. False 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.

22.3. Undocumented run 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.

23.0. NOTES ABOUT PREVIOUS RULE CHANGES

Clarification approved April 27, 2013

Section 7.4.2
Clarified was the procedure for establishing a Crescent historical handicap for new racers. This is a rule and procedural clarification, not a rule change.

CHANGES APPROVED OCTOBER 27, 2012

4.1.1. Racing Committee Composition
- Inclusion of the club Race Director, as has been the actual practice.
- To match the language used in the Policies & Procedures document at the Council level

4.2.3 Racing Secretary
The revised rule updated responsibilities to reflect actual practices.

4.2.4 Authorized Club Race Director or other authorized representative
The new rule outlined most of the fundamental duties of this role, as is also done for each member of the Racing Committee.

6.3 PACESETTER AND HANDICAP PROCEDURES, 6.3.1 to 6.3.5
- which flights will be pace setters.
- a change in the responsibility deciding the quantity of Division II pacesetting runs from the Division II RD to the CSC Race Chair and Handicaps Computerization Coordinator.
- when pacesetters can run on the Division II course.
- when NASTAR pacesetters can run on the Division II course.

20.0 Race Workers Rules, 20.2 Lodging Expenses of Race Workers
7.A. Completed forms for lodging reimbursement with receipts are generally due two weeks after each race weekend.

CHANGES APPROVED APRIL, 2012
Chapter 12.0 Points Distribution, Section 12.1 Clarification regarding the "efficiency factor" used, for the overall race, not just a single racer's race.

Chapter 12.0 Points Distribution, Section 12.5 Correction is about the actual calculation method used if only one of two runs occur for an event on a race day.

Chapter 12.0 Points Distribution, Section 7 is deleted as redundant with section 13.8 "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. (Oct. 22, 2011)

Section 12.10 concerning when 2 or more teams are tied at the end of the regular season, is clarified.

Section 13.1 Racing at the Crescent Cup, Paragraph 4 is updated regarding the number and general types of runs.

Section 13.1 Racing at the Crescent Cup, Paragraph 6 is added to clarify the first tiebreaker of team points and to provide a second tiebreaker method in the event a tie still exists.

Changes approved April 30, 2011
Section 15.2 Most improved Handicap: trophy awards only.
Section 15.2 tiebreakers for most improved handicap trophy award
Section 7.0 **Club payment of estimated racing fees due Dec. 01** else racers ineligible for registration unless individual's fee has been paid
Section 12.2 No-show penalty calculation: 1-24 team racers 2 NS allowed, 25-34 racers 3 NS allowed, 35-44 racers 4 NS allowed, etc.

Changes approved October 22, 2011
Chapter 6.0 Crescent Computer System and Handicaps Calculation
Removed from intro the redundant paragraphs 4, 5 and 6 Sections 6.1
6.1 Handicap Definitions, 6.2 Handicap Formulas; Corrections and updates
6.3 Pacesetter and Handicap Procedures. A new section re: actual practice.
Section 10.2 Correction of Registrar's email address
Section 10.7 Flight construction and allocation between racing divisions.
Section 10.9 Redundancy removed
Section 10.11 All waiver forms have to be signed before bibs are issued.
Section 11.0 Removed redundant statement found in Section 10.6.
Section 11.3. $5 for a replacement bib is amended to "may be charged"
Section 12.7, 12.10, 13.8, 13.11, 13.12
Replaced the term "Finals" with "Crescent Cup"
Section 12.9 Corrected "last regular season race" to "Crescent Cup awards"
Section 12.11 "North and South" updated with "East and West"
Section 13.14 The Tom Broughton Memorial Trophy

Section 14.4 Corrected by changing the word "official" to "unofficial"

CHANGES NEW TO THE 2010-2011 SEASON

Initiated April 2010, approved Oct. 30, 2010; reviewed April 30, 2011.

Section 7.2 Qualifying Handicaps: use of NASTAR handicaps.
Section 7.7 Qualifying Handicaps: NASTAR handicaps to be used only to establish eligibility and initial flight placement.
Sections 8.1 and 8.2 were completely rewritten for clarity. Content changes were made to Section 8.2.6 "Loss of Ski or Skis".
Section 15.2, a single overall most improved racer award

Approved October 30, 2010, reviewed April 24, 2010

Sections 1.1 and 21.0 about voting.
Section 7.7 Handicap Adjustment, Qualifying Handicaps Table
Section 8.1.6 that all Crescent racers are to wear helmets
Sections 10.2 and 10.3 about registration deadline.
Section 15.2 Most Improved Handicap: both Male and Female
Section 16.8 Gatekeeper boxes as position markers rather than flags.
Section 16.10 Club penalty for unfilled gatekeeper position.