

CRESCENT RACING RULES AND POLICIES

TABLE OF CONTENTS

1.0	History of Crescent Racing	1
2.0	Race Schedule for 2005-2006 Season	5
3.0	Training and Development Series.	6
4.0	Crescent Race Committee and Job Descriptions	8
5.0	Announcements by the Race Committee	16
6.0	Crescent Computer System & Handicap Calculations	17
7.0	Racer Eligibility/Qualification of Racers	19
8.0	Racer's Rules, Disqualification's, Re-runs, and Protests.	22
9.0	Racer's Responsibilities	28
10.0	Registration	30
11.0	Bib Pickup	32
12.0	Points Distribution	33
13.0	Crescent Cup	35
14.0	Start, Finish, Timing, and Calculations	37
15.0	Awards and Presentations	40
16.0	Gatekeepers and Gatekeeping	41
17.0	Sponsorship and Advertising.	47
18.0	Course Setting	48
19.0	Parallel Events	51
20.0	Race Worker Rules.	52
21.0	Processes of Various Aspects of Crescent Racing.	53
22.0	List of Action Items	54

1.0 HISTORY OF CRESCENT RACING

The Crescent Ski Council's racing program began in 1973 as part of its winter ski club rendezvous weekend. A single race was held each year, and with only the top three times for each club counting toward the team standings, participation was limited. Typically, 40 to 50 racers participated representing six or seven clubs.

In 1979, at the request of the council's clubs for an ongoing program that would provide season-long racing aimed at all club members, the Crescent Racing Series was begun. Initially, racers participated in a single series, with competitors representing their club in race divisions segmented by age and sex. Beginning in 1983, a computerized handicap system was developed that allowed the establishment of two different racing series, and provided for racers to be segmented into flights based on ability.

In 1985, Crescent Racing affiliated with the U.S. Recreational Ski Association and became the Southeastern Region of its Chrysler All-American Racing Series. In the national finals of the Chrysler Series, the team representing Crescent's racers demonstrated how far the Crescent Ski Council's racing program has come by winning the National Championship of Recreational Racing over teams representing the five other regions of the country.

In 1986, Crescent Racing was again affiliated with USRSA and represented the Southeast in the Plymouth All-American Racing Series. And once again, the team representing Crescent proved just how far they have come. In the National finals, the team placed second overall.

In 1987, the Crescent Racers were again represented at the Plymouth All-American Racing finals. Five of the six racers on the East team were from the Crescent Racing Series. Although the team did not place as well as in past years, the Crescent Racers were again represented well.

In 1988, the Crescent Racers were again represented at the Plymouth All-American Racing finals. The six member team representing the Eastern region was comprised of all Crescent racers. The team went to the finals at Breckenridge in April and took first place, proving once again that we are a force with which to be reckoned.

The 1989-1990 race season again proved to be a good year. The Crescent Racing Series was again part of USRSA. USRSA made the Southeastern Region a separate region and the Crescent racers represented the region well at Jackson Hole, Wyoming. The team took the top honors again by finishing first overall.

In the 1990-1991 race season, the team that represented Crescent in the USRSA series did well. They did not take first place but Greg Copps took first place in the individuals race for the men.

2

The 1991-1992 race season was successful and the teams who won the separate divisions were Raleigh as the North Division Regular Season winner and Columbia as the South Division Regular Season winner. Asheville was the winner of the Crescent Cup for the season.

Six Crescent racers won trips to the USRSA finals in Aspen which were run in a recreational format instead of the competitive format as in previous years.

The 1992-1993 season was concluded successfully with the adjustment of two scheduled race weekends. The team champions of the regular season were Knoxville in the Southern Division and Raleigh in the Northern Division. Catawba Valley skied nearly flawless to win the Crescent Cup Finals.

Our Crescent 6-person team represented the Southeast Region at the USRSA National Finals in Coeur D'Alene, Idaho. The format again focused on individual performance where we had the best overall showing with two first places, two second places, a third place finish, and a seventh place finish. Fantastic!!!

The 1993-1994 regular season had _____ as the Northern Division champions and _____ as the Southern Division Champions. The Hornet's Nest team won the Crescent Cup finals held at Silvercreek, WVA.

The 1994-1995 season had 4 races being cancelled due to poor snow conditions. Raleigh won the Northern Division series and ETMM won the Southern Division series with Raleigh winning the Crescent Cup trophy.

The 1995-1996 race season saw a race cancelled at Hawksnest due to too much snow. The Southern Division winner was again ETMM with the Charlotte race team winning the Northern Division series. The Crescent Cup was won by ETMM at Silvercreek, WVA.

The 1996-1997 season was the ETMM again claim the Southern Division series and the Raleigh team won the Northern Division series. The Crescent Cup was won by Hornet's Nest who dominated the finals with a perfect score of 80 points.

In 1997-1998, the Northern Division champs for the regular season were Raleigh and the Southern Division champs were again ETMM. The Crescent Cup winner was Hornet's Nest.

The 1998-1999 season was 6 of 10 races cancelled. The Knoxville team dethroned ETMM as the Southern Division champs while Asheville won the Northern Division series during the regular season. Charlotte won the Crescent Cup.

The 1999-2000 race season saw better snow conditions. Asheville won the Northern Division regular season series and ETMM won the Southern Division series. The Crescent Cup was won by ETMM.

The 2000 - 2001 race season ran smoothly with all 6 racers being held. Snow conditions were some of the best that we have had. The Northern Division winner was Asheville and the Southern Division winner was ETMM. Crescent Cup was won by the Greensboro Ski and Outing Club, a team that is on the move.

The 2001-2002 race season saw only the first race of the season not be held with the remainder 5 races. The Northern Division winner was Asheville and the Southern Division winner was Knoxville. Crescent Cup was won by ETMM.

The 2002-2003 race season was able to have all six race weekends. The Northern Division winner was Raleigh and the Southern Division winner was Palmetto. Crescent Cup was won by Catawba Valley at the finals race proving that a small team is one to be reckoned with.

The 2003-2004 race season had all six race weekends occur without any major incidents. The Northern Division winner was Greensboro with the Southern Division winner being Knoxville. The Crescent Cup Finals was once again held at Silvercreek, WVA and it was won by Asheville.

The 2004-2005 race season started well but saw the cancellation of the first Silvercreek race due to poor conditions. The season rebounded and all other 4 races were held with the first ever race being held at Timberline, WVA. The Northern Division winner was Greensboro with Palmetto being the Southern Division winner. The Crescent Cup Finals was held at Silvercreek with the overall winner being Greensboro.

Crescent Racing has gone through some minor adjustments and changes over the years. The Racing Series is composed of Division I and Division II with all teams competing against each other. The competition still remains fierce and intense leading up to the last regular season race and then on into Finals at Silvercreek.

A new addition is the Snowboard Series that allows snowboarders to compete against the regular Alpine Racers. If in the future enough snowboarders compete, then their own flight may be formed.

1.1 PURPOSE OF CRESCENT RACING

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

4

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 with a majority vote of the council's racing club representatives and Crescent Racing Committee members.

Ron Scott
Crescent Racing Director

2.0 2005-2006 CRESCENT RACING SERIES SCHEDULE

There is a Northern and Southern Division. There is a **Division 1 and Division 2.**

The Crescent season consists of **6 races.**

<u>Date</u>	<u>Race</u>	<u>Mountain_____</u>	<u>Time_____</u>
Dec. 3-10	Steamboat Race Camp		
Dec. 5-9	Killington Race Camp		
Dec. 9-11	Sugar Mtn. Race Camp		
Dec. 11	Development Race	Appalachian	8:45 a.m.
Dec. 17 & 18	#1	Appalachian	9:30 a.m.
Jan. 6, 7, & 8	#2	Silvercreek	9:30 a.m.
Jan. 14-21	Crescent Ski Council Ski Week Apen, Colo.		
Jan. 22	Development Race	Hawksnest	8:45 a.m.
Jan. 28 & 29	#3	Beech Mtn.	9:30 a.m.
Feb. 6 & 7	Cupp Run Challenge	Snowshoe	TBA
Feb. 11 & 12	#4	Hawksnest	9:00 a.m.
Feb. 25 & 26	#5	Sugar Mtn.	9:30 a.m.
Mar. 4	Dick Trundy/Sugar Cup	GS Sugar Mt.	9:00 a.m.
Mar. 10,11,& 12	Crescent Cup	Silvercreek	9:30 a.m.
Mar. 23 - 26	NASTAR Finals	Steamboat Springs Rich Mead	

3.0 TRAINING AND DEVELOPMENT SERIES

3.1 INTRODUCTION

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 DUTIES OF THE DIRECTOR OF TRAINING AND DEVELOPMENT

- 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 Crescent Registration person with the qualifying racers.

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.

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

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:

- Crescent Race Chairperson
- Associate CSC Race Chairperson
- Secretary
- Division Race Directors
- Chief of Courses
- Registration
- Handicaps Computerization
- On-Site Computerization
- Sponsorship Organizer
- Lodging Coordinator
- Scorekeepers
- Starters
- Training and Development Series Coordinator
- Race Committee

The job descriptions of the above positions is as follows:

4.1 CRESCENT RACE CHAIRPERSON:

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.

Is chairman of the race committee with the power of decision in case of a tie vote.

To make sure that the rules and directions of the CSC Racing Series are adhered to.

To see that the racing events run smoothly.

To be the official representative of the CSC Race Committee.

To advise the various committee members of their duties.

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

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

Is the CSC Racing representative for the association with USRSA and/or USSA if needed.

Leads in all meetings of the race committee and race directors.

DUTIES PRIOR, DURING, AND AFTER THE RACE:

Inspect the competition site and 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.

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 race directors. In critical cases, and above all in decisions on conducting a race, the rulings of the Race Chairman 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 Race Chairman 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 Associate CSC Race Chairperson:

The Associate CSC Race Director will assume the duties and responsibilities of the Race Chairman in his absence. The associate race director will assist the Race Director at races as needed and assist in the running of the Crescent Racing program.

The Associate CSC Race Director will be responsible for the timing equipment.

4.3 SECRETARY:

The race secretary is responsible for all secretarial work for the technical aspects of the competition and amongst others for the preparation of the draw. The secretary is responsible for the minutes of the race committee and race directors meetings held throughout the year. The 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 secretary will receive official protests and gives them to those who are concerned.

4.4 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 infractions and disqualification's at the end of the first run, and again at the end of the race.

Work closely with the CSC Race Chairman.

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.

4.5 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.

4.6 REGISTRATION:

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 Crescent Registration coordinator 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 from 8:00 PM until 10:00 PM to each club's race director or appointed race director and having them sign-in when the bibs are picked up.

12

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.

4.7 HANDICAPS COMPUTERIZATION:

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.

4.8 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 Official.

4.9 SPONSORSHIP ORGANIZER:

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.

4.10 **LODGING COORDINATOR:**

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

4.11 **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 timekeeper
- assistant timekeepers
- 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 **TRAINING AND DEVELOPMENT SERIES COORDINATOR:**

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 Crescent Registration coordinator.

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

4.14 **RACE COMMITTEE:**

DUTIES OF THE RACE COMMITTEE:

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 runout 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):
 - for short periods to allow course maintenance if this is necessary for the racers' safety. 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 safety of the racers is endangered or 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 Rule

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

4.15 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:

- race chairman
- race secretary
- race director of each division
- lodging coordinator
- other members as required.

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!

5.0 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.

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 one week prior to the meeting to the Race Chairperson or the Race 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 RACE DIRECTORS AND RACE WORKERS AT ALL MEETINGS!!! (5/04)

6.0 CRESCENT COMPUTER SYSTEM

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 John Casey. John wrote the current program for tabulating the race results on race day.

The Crescent Registration coordinator is responsible for the setting up and running of the pre-registration program for each race. After the handicap computerization 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.

To determine the number of flights on race day, the total number of racers will be divided by 10 to assure 10 racers per flight. This will give the number of flights for the race. If fewer than 10 flights resulted from the calculations, then 10 flights will be used. If more than 20 flights resulted from the calculations, then 20 flights will be used.

Racers who have never raced before can go through the Training and Development Series before racing within the regular racing series. In this, the racer will be allowed to train in gates set up like a race and then race in a development race to establish a handicap. Once the handicap has been established, the racer will be placed in the appropriate flight and division according to his handicap. Should the handicap not meet the requirements necessary to enter Division II, then the racer can attend more of the Training and Development sessions or race in Flight 22.

The purpose of the Training and Development Series is to enable not only first time racers but those who need to improve to do so under simulated race conditions. The Series will also introduce first time racers to racing under a system without the pressure involved.

The computer system has gone through several changes to arrive at the present system. For the 2005-2006 race season, the procedure used to calculate the handicaps will remain the same.

6.1 HANDICAP CALCULATIONS AND REVISIONS:

A racer's handicap is established by comparing his time to the par time of the race that he participated in for that given day. The par time is established by using the 5 lowest times in each race. The middle 3 are averaged to establish par time. The racer's handicap is that % which they are slower than par time.

To obtain the new handicap, the handicap for the race is then weighed one (1) time and then added to the old handicap which is weighed three (3) times. The sum of these is then divided by four (4) to obtain the racer's new handicap.

$$\begin{array}{rccccccc} & \text{New} & & \text{Old} & & \text{New} & \\ \text{Crescent} = & 3 & \times & \text{Crescent} & + & \text{Race} & \text{Divided By } 4 \\ \text{Handicap} & & & \text{Handicap} & & & \end{array}$$

No handicap will be entered into the computer which is more than 20% higher than the racer's established handicap. For example, if you have a Crescent handicap of 50 and on race day your handicap is 75, only 60 (50 plus 20%) will be entered into the computer for recalculation of your new Crescent handicap.

6.2 CALCULATING PAR TIME

- 1) Crescent uses the 5 lowest times in Division I to calculate par time for Division I and uses either the Division I Flight One or Two racers to paceset the Division II race course to establish par time on the Division II course.
- 2) To calculate par based on the handicaps and times of each of the five selected racers:

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

- 3) To calculate each racer's handicap:

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

Pacesetting for Division II will be by Division I Flight One or Division I Flight Two racers.

The pacesetting will be changed at the discretion of the race officials to determine the pacesetters at the races.

The pacesetters are not going to be responsible for gatekeeping during the races when they are pacesetting.

7.0 RACER ELIGIBILITY/QUALIFICATION OF RACERS

The Crescent Racing fee is \$35 per racer. (9/04)

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.**

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.

- 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 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.**
- 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.
- 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 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.
- 5) Once the relationship between NASTAR handicaps and Crescent handicaps was established, the Crescent handicaps were adjusted to reflect this relationship.
- 6) The cutoff handicap for entering the Crescent system has been adjusted to reflect the relationship between NASTAR and Crescent handicaps.
- 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.

Qualifying Handicaps Table

	Alpine	Snowboard	Telemark	Mono (adaptive)
Crescent Races				
Adult	75	85	90	98
Child (12 & under)	135	145	150	158
Senior (60 & over)				
NASTAR Races				
Adult	60	70	75	83
Child (12 & under)	120	130	135	143
Senior (60 & over)				

- 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 2005-2006 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:
- 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.
 - Any racer who raced in the 2004-2005 race season will be allowed to race in the 2005-2006 race season.
 - 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.
 - Preseason race clinics, where Crescent handicaps can be established, can be used to pre-establish a Crescent handicap with prior approval of the Crescent race chairperson. 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 Crescent Registration coordinator immediately.
- 10) Flight 21 and 22 will be held at **ALL** races for the 2005-2006 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:

- 1) Snowboarders must obtain/get a handicap at a 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 2005-2006 season.
- 4) Snowboarder racers will only be allowed to race at mountains that allow snowboarders.

8.0 RACER'S RULES

8.1 GENERAL

- 1) The racers must make themselves familiar with the appropriate CSC Rules, and must comply with the special instructions of the race committee.
- 2) Racers who do not follow the CSC Rules and Regulations correctly could be disqualified by the Race Committee.
- 3) Crescent Race channels being used by Crescent officials (race workers, gatekeepers) are to be used for official Crescent racing business only. No discussion is to be on the official race channels by either racers or race directors regarding decisions that should be made between Crescent Race officials (i.e. protests, DQ's, etc.). If a racer or racer director chooses to use the official Crescent race channels, then that racer or race director will receive a warning.
- 4) Racers must display their bibs on the outside of their ski garments at CHEST LEVEL.
- 5) Racers will not be allowed in the scorekeeping area except where the designated area for the racers is. Anyone caught in the immediate scorekeeping area could be subject to disqualification.
NO EXCEPTIONS!!!
- 6) Any racer starting a Crescent race course must have their goggles on and in place over their eyes.
- 7) Full face shields on helmets will be used as eye protection instead of the goggles.
- 8) When races are 2 day races, the racer must keep his bib for the second day race.
- 9) NO Sideslipping of the course will be allowed unless the racer is asked to do so by a CSC official. Shadowing consists of "skiing" the course without the gates. This means skiing beside the course and actually skiing on the same line as the gates are set. Viewing of the race course will be allowed 1/2 hour before the actual race(if time permits). Running of an actual race course **is not even** an option.
- 10) **Shadowing the race course for more than 2 gates will be a DQ for one run.** (5/04)
- 11) Racers must race within their own flight. If the racer cannot race in numerical order, then they will be allowed to race at the end of their flight. The racer will not be allowed to race within another flight. An exception exists in #13 below.

- 12) Crescent race workers will be allowed to give consideration to any racer who is delayed because of performing Crescent duties.
- 13) A flight is defined from the time the first racer in that flight breaks the starting wand until the time when the first racer from the next flight or any Crescent racer outside of the flight or sideslipper enters the race course. The end of the race (run) is defined by declaration of the course director or assigned designee.
- 14) If a parent or legal guardian, who is racing, has to assist their 12 year old or younger racer on the race course, the following applies: The adult is required to be at the top of the adult's race course as promptly as possible. The adult will be allowed to make their run after the flight that is currently running. The exception being, if the course was slipped after the adult's flight, they must make their run after the last flight, of that division has run. The adult must notify the Course 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 must make their run within the time allotted for that run. Their run will count toward team points when this rule is followed.
- 15) A racer must complete a valid run which consists of starting after an established countdown, both feet passing between all gates and finishing the course properly timed.
- 16) The racer must have both ankles behind the starting wand and both poles in front of the wand. He must move through the wand on or after the GO signal. The official starter has the responsibility of declaring a valid start or recalling a false start.
- 17) A racer may request a restart if he loses one or more skis in the starting gate; one or both skis must still be in the starting gate. (If you don't break the wand with both skis!)
- 18) The racer is responsible for picking up his bib from his club race director or assigned race director on race day.
- 19) **There is no out of bounds unless designated by mountain personnel.** (5/04)

*****The number of runs allowed per race day will be 2 runs except under unusual circumstances. These circumstances will be at the discretion of the race committee - based upon the number of entrants, time, snow, and weather condition.*****

SNOWBOARDERS:

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 can not 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.

Valid and False Starts

A competitor must leave the start with both feet attached to the board in all alpine events.

ADAPTIVE (MONO-BUCKET) SKIERS:

An adaptive (mono-bucket) skier should not be assisted by a gatekeeper in any way unless asked by the adaptive skier. If asked by an adaptive skier, a gatekeeper may up-right a mono skier. This assistance will not result in a disqualification of the mono skier. (4/05)

8.2 **DISQUALIFICATIONS:** The following will result in automatic disqualification:

- 1) "A competitor, who misses a gate, may hike back to the missed gate and make a correct passage around the turning gate with both skis and feet. The exception to this rule is the rule applying to passage of the last gate and the finish line. The distance down or across the race course is irrelevant, as long as the competitor does not cross the finish line. If the competitor crosses the finish line, the competitor is disqualified". (5/04)
- 2) "Straddling one ski outside the turning gate or pole with the other ski inside the gate or pole will cause a run disqualification unless the line or plane has been passed correctly during the valid run. A gate has been passed successfully when both the racers ski tips and both feet have passed across the gate line or plane correctly. Both ski tips and both feet must pass around the turning gate point where the gate is screwed into the snow. Under a racers 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". (5/04)
- 3) Receiving physical assistance during the race.

- 4) Shadowing the course (i.e. skiing nonstop adjacent to the edge of two gates in succession of the course) prior to the race is not permitted. Refer to Rule 8.1 Number 10

The following actions are subject to disqualification:

- 1) In the event both a disqualifying action and timing malfunction occur in the same run, first occurrence takes precedence.
- 2) Unsportsmanlike conduct.
- 3) If a racer is found to be acting in an unsportsmanlike conduct AND poses physical harm to bystanders, racers, and/or workers; then the racer in question will be found either acting in an unsportsmanlike conduct or not acting in an unsportsmanlike conduct by the race committee. The issue will be handled like a protest. Should the racer be found acting in an unsportsmanlike conduct, the race committee has the option based upon the severity of the unsportsmanlike conduct to ban the racer for the rest of the 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.

Going through the starting gate and not finishing the course shall be a DID NOT FINISH (DNF).

ALL QUESTIONS CONCERNING INFRACTIONS AND INTERPRETATIONS OF THESE RULES SHALL BE DEALT WITH BY THE CSC RACING COMMITTEE AND ITS DECISIONS ARE SUBJECT TO APPEAL TO THE CSC RACE COMMITTEE.

SNOWBOARDERS:

Gate Passage

A competitor is allowed to hike to avoid missing a gate, provided at least their front foot remains attached to the board and both feet are attached to the board before continuing down the course.

Right to Continue after a Gate Fault

If a competitor misses a gate and they have not gone through the next gate, then the competitor will be allowed to hike back up to get the missed gate and then may continue.

Disqualification's:

Fail to cross the gate lines without both feet attached to the board in accordance with(rule under gate passage).

Fail to complete the course on their board or to finish in accordance with(rule under crossing the finish line).

Accept outside help in any form during the competition. Outside help consists of, but is not limited to another person, course equipment and poles which make up the course.

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.
- 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) Raceworkers will be given a provisional re-run and it will count should they miss their run.

8.4 GROUND'S 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.
- 4) 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

- 1) The 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, the racer involved in the protest, and the CSC Race Chairperson must also be present to hear the protest. Only this jury designated will vote. The club race director bringing the protest will not be allowed to vote. The two (2) club race directors will be selected by the CSC Race Chairperson per his discretion. Video will be allowed if the video is conclusive. The CSC Race Chairperson will review the video and if it is conclusive, then all attending the protest meeting, who are allowed to vote, will review the video.

8.7 PROTESTS

- 1) The Race Jury shall meet immediately following the race to hear any unresolved disputes from the racers.
- 2) Protests will be heard as follows:
 - a) 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 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 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 Race Chairman.

9.0 RACER'S RESPONSIBILITIES

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.

9.1 FOR YOUR INFORMATION:

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.

8:30 - 9:00 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.

IMPORTANT!

8:30 or 9:00 AM Be sure to be at the top of the race course for the racers meeting. Any important information will be announced at this meeting.

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.

The times are posted on a scoresheet 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.

1 to 1½ hours after the race: 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

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 Crescent Registration coordinator by December 1st each year. In addition to the racer roster, waivers should be sent to the Crescent Registration coordinator 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 sign up the team between 8:00 a.m. - 11:00 p.m. EST Monday preceding each scheduled race by getting in touch with Buddy Black at (336)766-0923 which is his home number AND FAX Number or by e-mail which is buddyblack@triad.rr.com. **Buddy prefers e-mail first and then FAX.** If you email Buddy to register club racers, Buddy will reply once he receives the email.

DO NOT CALL AFTER 11:00 P.M. EST MONDAY NIGHT!!!

- 3) **Registration Deadline is Monday at 11:00 P.M. EST.** Race directors may call after Tuesday 6:00 p.m. with changes; however, the status of computer processing will dictate the ability to make changes.
- 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!!!!**
- 7) Both divisions and all flights within the division will be as equally divided as possible.
- 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 Race Chairman mandates that a change needs to occur at his/her discretion due to conditions such as inclement weather, time factors, etc.

- 9) 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.
- 10) 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.
- 11) 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 Crescent Registration coordinator.
All waiver forms have to be signed before going out on the hill. No waiver forms will be accepted at the top of the hill.

11.0 BIB PICKUP

On race day, NO registration will be held except Flight 21 and 22.

- 1) 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 from 8 p.m. to 10 p.m. If the race director can not pick up bibs, then the Registration personnel 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.
- 5) **For replacement of a racer's bib on a given raceday, it will cost \$5 to replace the racer's bib.**

12.0 POINTS DISTRIBUTION

- 1) The scoring system will have an efficiency factor incorporated into it. The efficiency factor will be based on the number of racers each club has racing for that day. Rich Mead will have more information on this.
- 2) Each club is allowed a minimum of 2 racers to be NO-SHOWS (DNS) or 10% of the total number of racers registered on race day, whichever is the greater number will be used in the scoring of the race team.
- 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 only on the completed run. That completed run will not be counted twice. The announcement to cancel the second run will not be made until after the first run is complete.
- 6) After the points have been awarded to the racers, each club's points are tallied.
- 7) **Regular season team scoring and Finals team scoring will be scored the same. Each run will be scored separately and team points will be counted for each run.**
- 8) The club obtaining the highest total score for the race is declared the winner.
- 9) Each club's 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 last regular season race.
- 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.
- 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 North and South team exist, they will be scored as follows: First place in each region 20 points, second place in each region 19 points, and etc.

34

- 12) No race results will be mailed to race directors. The results must be picked up on race day by the race director or appointed person for the club.

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

- 1) The last race of the year will be Crescent Cup and the regular season will end at the last February race weekend.
- 2) There will be one team per club with no limits on the size of the team.
- 3) 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 races). 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.
- 5) No racer pool will be used for Crescent Cup.
- 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 Finals team scoring will be scored the same. Each run will be scored separately and team points will be counted for each run**
- 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:

The **Ralph Tate Memorial Award** is presented to the male skier with the fastest two day, four run combined time during the finals 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.

The **Shelly Lassiter Memorial Award** is presented to the female skier with the fastest two day, four run combined time during the finals competition. The award consists of a new pair of skis, provided by the Asheville Ski Club. The award is given in memory of Shelly Lassiter, a member of the Asheville Ski Club.

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 consists of a 7 day, all expense (lodging, airfare, and lift tickets) paid trip to Steamboat Spring, CO for two people, 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. 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.

14.0 START, FINISH, TIMING, AND CALCULATIONS

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.

14.1 THE START

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.

SNOWBOARDERS:

Start Procedure

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 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 will be put up on the Division II course for the snowboarders.

14.2 STARTING GATE PROCEDURES

- a) Starter must have a set of the Master Seeding Lists order of racing and keep the next four or five racers informed of their starting positions.
- 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

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.

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:

Crossing the Finish Line

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.

14.4 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.

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 official 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.

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, 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 the racer's foot crosses the line.

The official scorer is responsible for all such decisions.

14.5 CALCULATION OF RESULTS

The race results shall be declared final when:

- 1) All protests by racers have been acted upon and re-runs, if awarded, are completed.
- 2) The club race director may not lodge any official protest, dispute any implementation of the race procedure or disrupt the results in any way. The club race director may, however, have the opportunity to review the final results AFTER the Race Committee has completed tabulations. If the club race director has reason to believe there has been an error, then the Race Committee will consider the club race director's observation.
- 3) The Race Committee has compiled and approved the results for the awards presentation.
- 4) Official results are those determined from those of the competitors who have not been disqualified.
- 5) 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.

15.0 AWARDS AND PRESENTATIONS

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.).

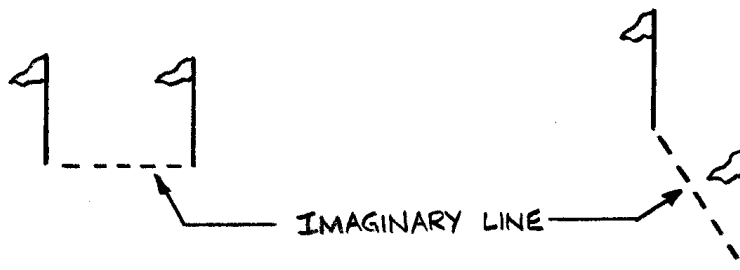
Concerning special awards, when the special award is being given to the male and/or female with the most points and there is a tie, then the winner of the tie and the recipient of the award and/or prize will be the racer who participated in the most number of races; and if there is still a tie, then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

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.



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).

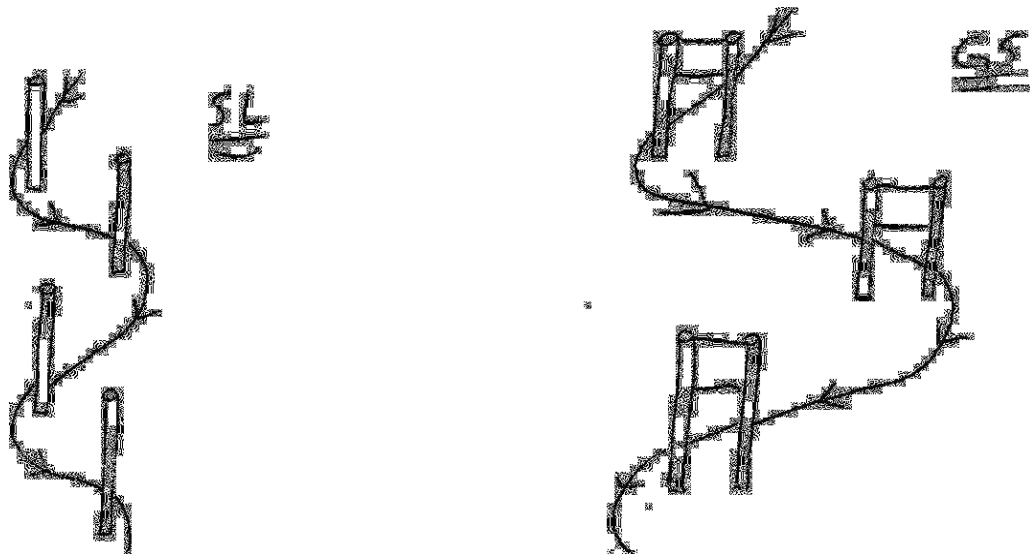
In parallel races, the passage is correct when both feet have passed outside the gate marker in the direction of the turn.

COURSE SET UP - SLALOM AND GIANT SLALOM



16.3 LEGAL AND ILLEGAL PASSAGE:

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;

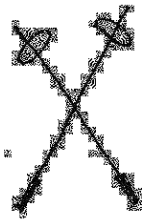
"Back!" if the competitor may expect disqualification.

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.

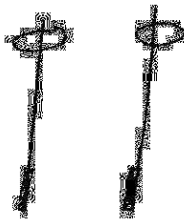
16.6 IMMEDIATE ANNOUNCEMENT OF DISQUALIFYING FAULTS

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:

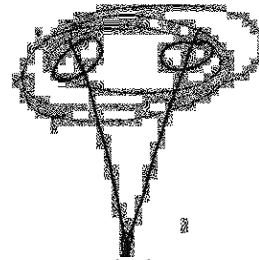
Disqualified Racer



Course Not Ready



Course Ready



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

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

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 numbered flags (when available) 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 Race Chairman can participate in the meeting.

16.10 SUPPORT OF THE GATEKEEPERS

Gatekeeping positions will be filled by the racer's during the 2005-2006 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.

An assigned gatekeeper who does not gatekeep their appointed runs (run one and run two) or abandons their post will receive a DQ for each run they do not gatekeep. (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 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.

46

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.

Parents will have to sign off the sheet for their children on gatekeeping duties.

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 Race Chairman 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

DIVISION ONE AND DIVISION TWO WILL NOT RUN THE SAME COURSE BACK TO BACK UNLESS THE CRESCENT RACE CHAIRMAN MANDATES THAT A CHANGE NEEDS TO OCCUR AT HIS/HER DISCRETION DUE TO CONDITIONS SUCH AS INCLEMENT WEATHER, TIME FACTORS, ETC.

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!!!

18.1 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.

18.2 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 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.

18.4 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.

18.5 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.

18.6 GIANT SLALOM - SETTING

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.

18.7 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.

18.8 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

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

- 1) Race Workers will be required to review their duties prior to the race season and be familiar with the race rules. The 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 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.
- 7) Race Worker 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.
 - 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)
- 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 secretary and the Handicaps Computerization person.
- 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

21.1 VOTING

Each Race Director of each club within the Crescent Racing program will be allowed one (1) vote and each Race Worker will be allowed one (1) vote. If the Race Director and the Race Worker are one in the same, then he/she will have two (2) votes.

21.2 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.

21.3 RACE SCHEDULE

The race schedule is determined by the Crescent Race Chairperson 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 years schedule will be considered when planning the schedule for the upcoming year.

21.4 CHOOSING OF RACE WORKERS

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

21.5 CRESCENT 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 unless being used by the Development Series.

22.0 LIST OF ACTION ITEMS

22.1 RULES CLARIFIED ON RACE DAY

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.

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.

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.