

A Guide to the Telemark Racer's Rules



A useful guide to preparation for and conduct during the race.

These guidelines do not supersede FIS or British Race Rules which are the binding authority.

Prepared by the Telemark Committee

Army Winter Sports Association



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The rules for Telemark ski racing in Britain are based on the Telemark International Competition Rules (TICR) published by the FIS. Different rules are put in place only when there is a very good reason and will be published as the British Telemark Rules (BTR). The reason for keeping as close to FIS rules as possible is to make it easier for racers to turn up at any venue and know what they have to do.

OK, so you're going to take part in a ski race, which basic rules do you really need to know and why? This guide shows the rules which are common to Telemark racing in all disciplines and highlights the differences, where relevant. They represent the minimum that you need to know.

EQUIPMENT

You need to ensure that your equipment conforms to the rules. These rules are there for your safety and to ensure fairness. If your helmet does not conform to specification, or you do not have ski stoppers or leashes you will not be permitted to start.

Boots. Boots must be commercially available and may only be modified to repair in a like new manner or upgraded (buckles) etc to newest generation of the same boot. Extra buckles may not be added.

Skis and Bindings. Currently there are no limitations on the size and shape of Telemark skis. It is essential that your skis and bindings are commercially available and that you **MUST** have ski stoppers or a leash. Release bindings are not mandated but are recommended if you have the option. Fat powder skis are not recommended for racing, good alpine skis with a Telemark binding are more suitable.

Helmet. You must wear a helmet designed and approved for ski racing with no ridges, peaks or vents. For racing it will need to be CEE1077 Class A or Class B with soft ears, with the FIS type approval sticker displayed; Class A is advised. Helmets **MUST NOT** be modified in any way. Neither helmet cameras nor stickers may be (or have been) affixed in any manner and there should be no camera mounts attached. (Some lower levels of races may reduce this requirement to a helmet that is designed for skiing and merely conforms to CE 1077 – it is your responsibility to ensure you have a helmet suitable for the race you are entering).

Glasses and Goggles. Sunglasses may not be worn and goggles are strongly recommended to protect your eyes from poles/gates and UV. If spectacles are required for vision they should be worn beneath adapted goggles.

Clothing. You need to ensure that your race clothing covers your body from ankles to wrists. You must also wear gloves at all times on the slope. This is to minimise the risk of abrasion injury in the event a fall. Race suits are not mandatory and you need to ensure you are adequately dressed for the conditions.

BEFORE THE RACE - COURSE INSPECTION

The course inspection is your opportunity to carefully inspect the course and identify changes in rhythm and terrain that may affect your race and line, including the jump, 360 and skate areas. Time is always tight and you must not dawdle or you run the risk of missing the start time. There will normally be time for two inspections but to achieve this you need to start your inspection when the course opens.

Bibs. During inspection you need to wear or carry your bib so that the number is visible. This is to show that you are entitled to be in the course area and ensure that you can be identified if required.

Inspection Style. During inspection you may not ski the course at speed nor shadow its characteristics from the side. You may snowplough or sideslip SLOWLY through the course. You may not do practice starts (although you can view the course from the start gate). However, the Jury decides the method of inspection and, depending on the circumstances, may forbid snowploughing or sliding the course. In such circumstances, you must inspect the course from the side. You cannot inspect on foot unless the Jury has specifically directed, so ensure you have your skis on. This is to prevent deterioration of the surface.

Practice Jump. You will normally be given time for two inspections, during which you must conduct a practice jump on the second inspection. If you do not complete the practice jump you will not be allowed to race. When practicing the jump do not race through the gates before or after but do attempt the jump at race speed to get the proper feeling. You may only practice the jump if the jump official indicates it is safe to do so and when you have landed ensure you move away from the landing and fall zones immediately. **Do not ski through the preceding or succeeding gates but ensure you practice the jump at race speed.**

360, Loom or Rap. The 360 turn, also known as a loom or rap, is usually banked for major races but the rules allow for it not to be. The Jury will announce the inspection regime but normally you may only ski the 360 once before a race. Ensure the entry and exit of the 360 are clear and attempt it at race speed so you get a feel for the forces involved.

Skate. The jury will announce the inspection regime for the skating section, depending upon the snow conditions. Normally you may walk through on your skis to understand the route. Practice skating is not allowed. It is important you get to understand the correct (and usually fastest) route, which may or may not be indicated by dye on the snow; if it is indicated then this direction **MUST** be followed. Listen out for any announcements from officials.

Once you have finished the inspection it is your responsibility to ensure you report to the start in time for your race.

AT THE START

Be at the start in good time. It gives you time to get yourself ready and prepare your equipment. Please ensure you make your preparations away from the start to give other competitors room and listen out for instructions from the start marshal.

You must be ready to start when called; as if you are late you may be sanctioned.

You may be denied a start if you have illegal equipment or if you behave in an unsportsmanlike manner in the start area.

You must wear the bib issued to you (as per the start list for the race) with the number clearly visible.

For a normal start the racers will depart when the course is 'clear' of the previous competitor. You will be called forward in bib number and guided into the start tent where the starter will indicate where you may place your poles. You may only push off with your poles and not any other infrastructure.

Slalom Start. Normally the Jury will decide on a 'slalom' start. This is to ensure the course is clear for the next competitor. The procedure is as follows:

You will be called into the gate.

You will be given a reasonable but limited time to prepare yourself in the start gate.

The starter will warn you for the start in one of the following manners:

- a. The starter will say „Ready“. This is not a question; it is information that the course is clear for you and that you will get the start order very soon. The starter will say „Go“. You must start no more than 10 seconds after this order or you will have committed a false start. Similarly, if you start before the word „Go“, you will have committed a false start.
- b. The start will be preceded by a countdown either verbally by the Starter or by „beeps“ from a clock adjacent to the start gate. The start sequence happens like this: 10 seconds before the start interval: a verbal warning “10 seconds” or one short beep from the clock. 5 seconds before the start interval: the start of a verbal countdown “5, 4, 3, 2, 1, GO” or a series of 5 short beeps followed by one longer one. You may start any time after the 5 second countdown starts until 5 seconds after the word “GO” or the longer beep. If you start before the countdown or more than 5 seconds after the word “GO” or the longer beep, you will have committed a false start.

Fixed Time Starts. If the course is a simple or long one, and there are a large number of competitors or time is tight then the Jury may decide upon a fixed start interval; typically this would be for a Classic race. The start procedure is as per b. in the Paragraph above at a time interval which will be announced but is usually 40 seconds.

ON THE COURSE - RACING

You must go through each gate with the tips of both skis and both boots. The gate line is defined as the (imaginary) line that joins the two inside poles of the gate and runs from where the poles are screwed into the snow. Should you lose a ski between gates without committing a fault then both boots and the remaining ski tip must cross the line of the gate correctly.

If you do not go through the gate correctly, you may stop, climb back, and correct the fault by crossing the gate line. Note: the gate line is the shortest imaginary line between the turning pole and the outside gate at snow level, it is not marked.

Where there is no outside gate, both feet and ski tips must have passed the turning pole of the turning gate on the same side, following the normal race line of the course, crossing the imaginary line from turning pole to turning pole.

You may ask an official (gate judge) if a fault has been committed and the official may inform you if a fault has been committed that could lead to disqualification. He will either say ‘Go’ when you have committed no fault or ‘Back’ if you have missed the gate. However it is your responsibility to ensure you pass through all gates correctly.

You cannot receive any other assistance. Irrespective of the advice received, you alone are responsible for your actions and you cannot hold the official responsible in this regard.

If you commit a fault, and do not stop immediately you are not allowed to go back. You may not ski any more gates and you must leave the course as soon as you safely can.

If you fall and come to a stop or lose equipment you must ensure you do not impede any following racer should you decide to continue. If you do not wish to continue you should remove yourself and the equipment from the race line as quickly as possible; you should then inform the nearest official of your intent to retire from the race. In a race with a fixed interval start (eg a Classic) you must retire if you fall and come to a stop.

If you lose a ski you must retire. Retrieve any equipment from the racing line and move to the side so you do not impede any following racers. The only exception to this is if you lose a ski between the last gate and the finishing line and your momentum carries you over the line.

Once you have left the course, you may not re-enter it, nor should you cross the finish line. This is on safety grounds; when officials see a racer leave the course, they may start course repair activity, or they may start the next racer. If you go back into the course, an accident may happen. If you do attempt to re-enter, you may be sanctioned.

If you commit a fault very close to the finish, it may be impossible to leave the course safely without crossing the finish line. It would be unreasonable to sanction you in such circumstances; racer safety is paramount but the Jury will decide.

The finish line is different from all other gates; you can go through it on both skis, just one ski, or with no skis at all. If you fall and lose both skis between the last gate and the finish line, without committing a fault, your momentum must carry you across the line. You are not allowed to fall, stop, get up and cross the line on foot.

You are entitled to a clear, safe course. If you want to claim a rerun because you think that you have been impeded at any time on the course (for instance by an official repairing a gate, another competitor or by equipment lying in the racing line of the course) you must stop immediately. You MUST report to the nearest official (Gate Judge) and tell him/her what happened. You will then be sent to the Finish Referee (Do NOT cross the finish line) who will contact the Jury for consideration of a re-run. If you are given a re-run, it will be what is known as a provisional start, and the Jury will decide later whether the re-run will count.

If you are given a re-run, get back to the start as soon as you can. You will be given time to prepare yourself and then be slotted into the running order at the earliest opportunity. The race will not be delayed unreasonably for you, so don't delay or you may not get the re-run. This is because it would be unfair to keep other racers waiting and because of the pressure to get the race finished in reasonable time/conditions.

If you cross the finish line (other than because you cannot stop as outlined above), you are considered to have accepted the run and you will not be granted a re-run.

Penalties, yellow flags, blue and red lines.

Telemark Style and Penalties. Each turn must be executed in the Telemark style. This is defined as being one boot length between the heel of the leading (outside) boot and the toe of the inside boot with the rear heel being clearly lifted from the ski. The transition from one turn to the next must be smooth and continuous (i.e no pausing in the alpine position). Failure to complete each turn in the Telemark position or pauses in transition will accrue a penalty of 1 second per turn. A turn is a change in direction; this may not correlate to passage of a gate.

Yellow Zones/Gate Flags. There are parts of the course where you need not ski in the Telemark style and will not incur penalties for not doing so. These are denoted with yellow flags on the gates (in place of the red or blue). Yellow zones are usually at the jump, the 360 and the skate section. Changes from free style to mandatory Telemark are usually denoted by a red line across the course (most noticeable before the first gate and the jump line). Transitions to freestyle are usually denoted by a blue line (most noticeable before the jump and prior to the 360 and skate section). The lines indicate the start of the new zone and not the time to start thinking about it!

Jump Penalties. The Jump has a single distance line in all disciplines. Competitors who do not reach the line will be penalised 3 seconds; 'reaching the line' is with either foot (in Telemark style) or the centre of both boots (Alpine style) over the line. If you do not land in Telemark style you will

be penalised a further second. Thus if you are not confident of clearing the line you are better jumping short and landing in the correct manner.

Assistance. You are not allowed any assistance whilst on the course (e.g after a fall). Should you receive any assistance you will be faulted and disqualified. The only exception to this (for Telemark) is that if you break a pole you may accept a replacement pole for the skating section without fault.

AFTER THE RUN

Protocol. After the run, the officials will collate all available information and the Referee will prepare and publish a Report (known as Protocol). The report lists those who did not start (DNS), were not permitted to start (NPS), those who did not finish (DNF) and those who committed a fault leading to disqualification (DSQ).

The contents of the Report will normally be read out over the PA and posted near the finish. You need to read the report, as if you are on the list and you do not think that you committed the fault you are entitled to protest the decision but you must do this within 15 minutes of the Report being published.

Protest. If you want to protest any fault or sanction (such as DSQ), you must contact either the Jury or the Race Secretary within 15 minutes of protocol being announced, complete a form and pay a fee that is refundable if the Jury agree with you. The Jury will look at the incident and consider all the evidence including any statement you make. They may overturn or uphold the decision on the Report.

SECOND RUN.

The GS and the SP are two run races. The course is normally reset between runs and time is normally allowed for one inspection of the 2nd run course. You may not practice the jump, ski the 360 or skate section on this inspection. The second run timings can be rushed. It is your responsibility to ensure you are ready to start on time, not the committee's, so pay attention to announcements and notices.

The second run start order is based on the finish times of the first run, with the first 30 going in reverse order (in some circumstances the Jury may reduce this to 15 if announced in advance). So if you have the 30th fastest run on the first run you will start first on the second run. The second run start order will be published at the start as a minimum, but usually at both start and finish.

Once you have finished your second run ensure you hand you bib into the finish marshal before you leave the race area.

RESULTS

The race results are a total of the two run times, so you must complete both runs to get a result.

The Championship results are either the fastest combined times across all three Championship races, or the highest total of Championship points, so you must complete all event races to have a Combined result. People who DNS, NPS, DNF or DSQ will not be classified in the final results.

A Quick Guide to the Races

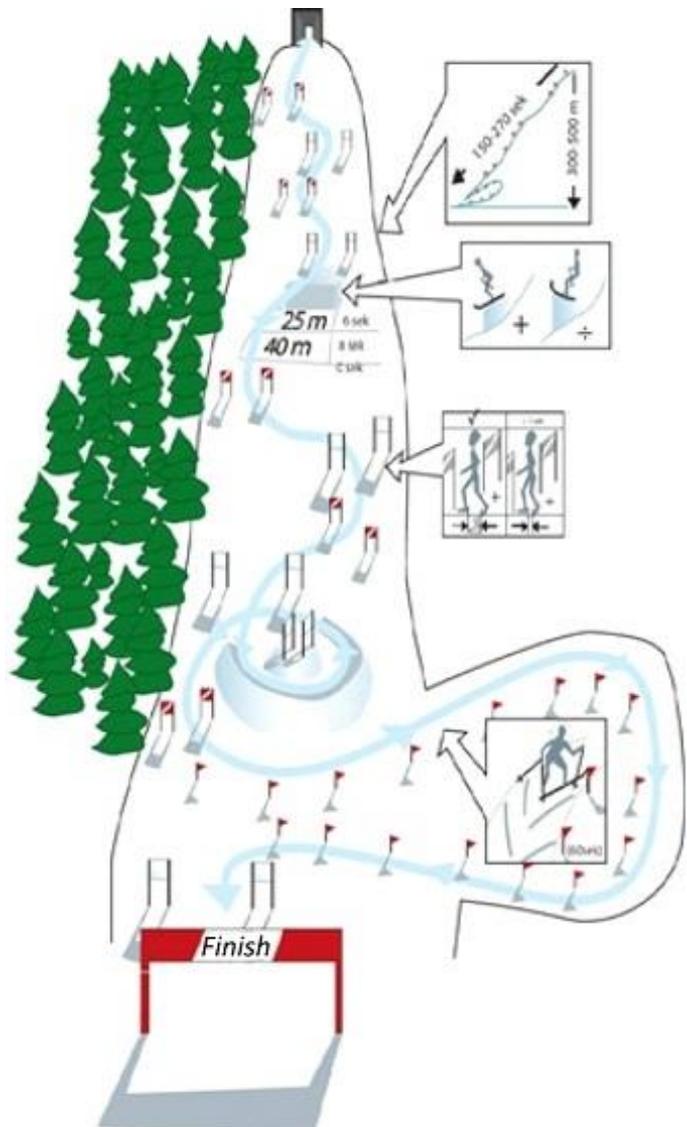
The Championship comprises three types of races:

1. **Classic.** The cornerstone of Telemark racing: a course of up to 40 gates, with a number of features unique to Telemark such as the Rap, a jump and a skating section. Top racers will complete the course in around two minutes. One run only.

2. **Sprint.** A shorter, more spectator-friendly, version of the Classic. Two runs.

3. **Giant Slalom.** A more traditional race format, with up to 40 gates and a jump. Two runs.

4. **Mountain Race.** A team or individual race, with a 'Le Mans' start. Racers use skins to make their way uphill (on and off piste) around a turning mark and then back downhill via some control gates, to finish near the start.



Race Features

Telemark turns must be made through all gates, except where there are yellow flags. Time penalties apply.

Rap. A banked 360° turn.

Skating. Flat or slightly uphill and roughly 1/3 of the race time.

Jump. 10-20m of 'air'. Time penalties are awarded for failing to clear a distance line or land in Telemark.