

U12

2022/2023



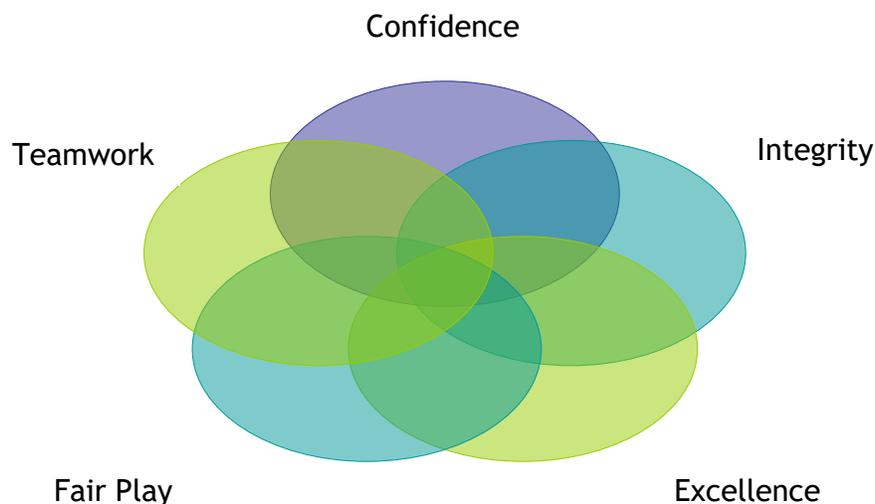
WHAT WE ARE ABOUT...

Our focus is to provide quality alpine ski racing programs that provide fun, challenge, and skill development opportunities for young skiers.

Our aim is to offer a program quality necessary to support skiers who have the desire to participate and compete from the entry level (Blazers), through to the Okanagan Ski Team.

While in pursuit of these objectives, we like to nurture a lifelong love of skiing, strive to make our programs accessible, and provide an environment in which all participants receive an opportunity to achieve their full potential both as an athletic alpine ski competitor and as an all-around expert skier.

OUR VALUES...



MESSAGE FROM THE PROGRAM DIRECTOR

Welcome to an awesome season of skiing with the Big White Ski Club! The coaches and I are looking forward to guiding our racers through a fun filled winter of skiing skill development.

Our methodology for developing skills follows a simple “**ABC**” system:

Align skill development with fun. Learning to be fast is fun!

Build self-esteem. Learning is accelerated when feeling good about yourself.

Confidence. As an athlete's guide, coaches help athletes execute their best effort by instilling confidence.

As the leader of your coaching team, I believe in a strong commitment to team building and respect among athletes, coaches, and parents. It is up to all athletes, coaches, and parents to work together to ensure everyone enjoys a positive experience.

On behalf of your coaches, we will always try to help each individual athlete achieve their full potential. Our primary focus is to improve overall skiing ability of our athletes and instill healthy lifestyle habits through positive role modeling and mentoring. We believe our overall focus should be athlete centered, guided by coaches, and supported by parents. All program considerations are for the best interest of the athletes.

Please feel free to contact me anytime.

Sincerely,



Trevor Haaheim

EXECUTIVE BOARD OF DIRECTORS

We are a member club of **BC Alpine**, which in turn is a division of our national alpine ski organization, **Alpine Canada Alpin (ACA)**. Your club is managed by a body of volunteers elected at our Annual General Meeting held in June. All parents are encouraged to attend the AGM.

President **Dave Willoughby** **dave@bigwhiteskiclub.com**

Dave is your spokesperson for the Okanagan Zone and BC Alpine. Please feel free to contact Dave for more information about the club.

Vice President Diana Veitch diana@bigwhiteskiclub.com

Alpine Chair Philippe Blondin phil@bigwhiteskiclub.com

Blazers Coordinator Kyla Kruger kyla@bigwhiteskiclub.com

Ski Cross Coordinator **VACANT** (Sharon Cashin)

Treasurer Dave Veitch treasurer@bigwhiteskiclub.com

Secretary Michelle Hilts michelle@bigwhiteskiclub.com

Communications **VACANT** (Diana Veitch)

Registrar/Membership Cynthia Thomas registrar@bigwhiteskiclub.com

Member at Large/IT Ted Ritchie ted@bigwhiteskiclub.com

BW Ski Resort Liaison Flynn Seddon fseddon@bigwhite.com

COORDINATORS AND COMMITTEES

Volunteer Coordinator Janice Lawson

Assistant Volunteer Coordinator	VACANT	
Racer Accounts	Dave Veitch	
Social Coordinator	VACANT	
Conduct Facilitator	Trevor Haaheim	
Marketing Coordinator	VACANT (Diana Veitch)	
Communications	VACANT	
Grant Applications	VACANT (Dave Veitch)	
Corporate Sponsorship	Trevor Haaheim	
Ski Swap Chair	Dave Willoughby	
Raffle Coordinator	Amir Khatami	
Ski Simulator Coordinator	Mary Sullivan	
Bookkeeper	Kim McCauig	
Club Calendar	Crystal Maric	
Team Jackets	Amir Khatami	jackets@bigwhiteskiclub.com
Assistant Blazer Coordinator	Tara Trimble	
U12 Parent Liaison	Mary Sullivan	u12@bigwhiteskiclub.com
U14 Parent Liaison	Steve Walker	u14@bigwhiteskiclub.com
U16 Parent Liaison	Rebecca Taylor	u16@bigwhiteskiclub.com
Okanagan Ski Team	Todd Cashin	
Media	Diana Veitch/Cynthia Thomas + parent liaisons	
Website	VACANT (Diana Veitch)	
Club Cabin	Dave Veitch/Tyron Thompson	
Chief of Race (NGSL Feb)	Tyrone Thompson	
Chief of Race (Zone GS Feb)	Chris Lawson	
Chief of Race (Ski Cross March)	Dave Willoughby	

BIG WHITE SKI RESORT

We are very fortunate to have a strong partnership with Big White. This partnership is critical to the successful operation of our club. Our relationship with Big White is a major asset and must be maintained by every member of the club. As BWSC members we need to:

- be respectful of mountain staff and other skiers.
- follow the skier's responsibility code.
- support the mountain in the same cooperation that they support us

A “PROFESSIONAL” SKI COACH

A “*professional*” coach is one who *creates an environment* in which:

Athletes would report that:

- they learn a lot from the coach, not just skills and strategies of the sport, but also skills that would be helpful in other aspects of their life
- the coach helps to make them feel confident

Parents of the athletes would report that:

- their child has the opportunity to develop friendships with other athletes
- their child’s skill and fitness level increases

Athletes, parents and program administrators would report that:

- the coach conducts herself/himself in a mature manner
- the coach has the interests of the athletes as the primary concern
- the coach is well organized
- the coach provides challenging training sessions
- the coach demonstrates respect for each of the athletes being coached
- the coach is able to communicate well with the athletes
- the coach provides good corrective instruction in a positive fashion
- the coach is knowledgeable about the sport and about the development of athletes
- the coach is above all, an exemplary role model

U12 RACERS AT BIG WHITE

When skiing at Big White we meet at the club cabin at **8:45 AM**.

On a typical training day we take lunch at 11:30AM but this can move around a bit depending on training and weather conditions. The U12 schedule follows a regular pattern of all weekend days and some extra holidays throughout the season. 'One Day' U12s can pick their weekend day for all regular training weekends. Note that all race weekends are open for 'One Day' kids to ski all days.

- First day on-snow Saturday Dec 3rd at Big White
- Look for midweek U12 detailed email via Sportsengine message
- Ski on rock skis (if you have some) until further notice.



TEAM VANS

When the team vans are available, transportation to and from Big White and other local mountains for races and training will be provided. U12 racers may ride in the van, but at times we may not have enough space for all racers for local training.

For overnight and/or out of town trips, transportation will be provided for racers if a van is going there and if there is room. We usually have sufficient space for most of the kids when going to races, but travel plans must be clarified with as much notice as possible. We send out announcement emails of the exact plans leading up to a race so parents will be informed as of what to do if looking for a ride on the day before the race.

Van pick up and drop off for local trainings days at Big White:

Capri Centre Mall near the A&W (Harvey Ave. and Gordon Dr.).

departure 7:15 AM

return 4:30 PM

Out of town trips departure/arrival times will be announced by email updates. For races, a day of race morning meeting time and location will be announced by email the week before the event.

Van fees

Flat rates are charges to your race account for one way or return trips to:

Big White	\$22	Silver Star	\$22
Apex	\$26	Sun Peaks	\$72 (\$36 one way)
Revelstoke	\$72 (36 one way)		

U12 RACES

Entry procedure

Please inform the U12 Head Coach if planning to attend/not attend races on the schedule.

Looking after the U12s at races

The coaches are managing the kids for everything we do on hill, from the meeting time at the lift in the morning, until we are wrapped up at the end of the ski day. At home training, kids will either go home or to the club cabin and because lunch time at races is always different we work together with the parents to make sure the kids have a break and food when it fits in.

The U12s have these races on their calendar:

Okanagan Zone Slalom	Jan. 14,15	Apex
Okanagan Zone Speed Camp/DH	Jan. 27-29	Silverstar
Okanagan Zone Giant Slalom	Feb. 25, 26	Big White
NGSL Okanagan South	Feb. 5	Big White
*NGSL Okanagan Zone Finals	Mar. 5	Apex
Western Canadian Ski Cross Finals	Mar. 10-12	Big White
*NGSL Provincial Festival	Mar. 24, 25	Sun Peaks

About the races:

Apex SL Jan 14th, 15th

- Team van will be leaving Kelowna at 7:15AM on Friday, Jan. 13th and 6:30AM on race days.
- The Friday at Apex is an optional training day.
- At least one van will do daily trips Friday, Saturday and Sunday to Apex
- Meet at the base area near the T-bar on Friday the 13th at 9:00AM
- Coaches will be purchasing all lift tickets for racers.
- Meet at the base area near the T-bar on race days at 8:00AM

Silver Star Speed Camp and Downhill January 27th, 28th, 29th

- Meet outside downstairs lunch area of the Townhall (aka Daylodge).
- Coaches will be purchasing all lift tickets for racers unless otherwise communicated by the parents.
- Mandatory to do Friday in order to do Saturday (speed progression)
- The team van will travel back and forth from Kelowna all three days.
- Friday: van leaves Kelowna 6:45AM, meet behind Townhall 8:30AM
- Saturday: van leaves Kelowna 6:45AM, meet behind Townhall 8:30AM
- Sunday: van leaves Kelowna 6:45AM, meet behind Townhall 8:30AM

Big White GS February 25th, 26th

- We most likely will not train too much on the Friday.
- The vans will be commuting back and forth from Kelowna all three days.
- Friday training: van leaves Kelowna 7:15AM, meet at cabin 8:40AM
- Saturday race: van leaves Kelowna 6:45AM, meet at cabin 8:00AM
- Sunday race: van leaves Kelowna 6:45AM, meet at cabin 8:00AM

*U12s have the opportunity to race in any NGSL race, but typically U12s only participate in NGSL races if it is being held at Big White. We are suggesting U12s try the NGSL Zone Finals on March 5th at Apex and/or the NGSL Provincial Festival at Sun Peaks. The Sun Peaks Festival is planning on running U12 specific events over the 2 days. Either way, for the NGSL Zone Finals at Apex or the NGSL Festival at Sun Peaks, we will have U12 coaches going if we have more than 5 U12s attending but will also have coaches home at Big White for racers staying home. For the other regular away races – the Apex slalom and the Silverstar Speed Camp, we will not have U12 training happening at home.

RACE ACCOUNTS

U14 requires every racer to have a race account. The system allows expenses for van travel, entry fees etc to be paid by the club and then deducted from the racers individual Race Account. **ONLY exact funds are used from the race account.** At the end of the season, unused funds are refunded.

RAFFLE TICKETS

Each racer receives raffle tickets prior to season start. Tickets are in books of ten per and sold for \$5 a ticket. Each racer pre-pays their tickets with registration so all funds collected from selling tickets are kept by the racer. Please be sure to return all books. If you do not sell all of them, the books still need to be returned.

U12 racers will receive three books (\$150)

U14 racers will receive four books (\$200)

U16 racers will receive five books (\$250)

Please return ticket stubs by March 1st. Draw is March 11th at the Ski Cross race.

NUTRITION

A good diet can't make an average athlete elite, however a poor diet can make an elite athlete average.

Keep in mind that being an athlete means that one must supply their body with the right fuel. Eating properly when in training will ensure high energy stores and will help in the achievement of training all day. If an athlete is not sure about what to eat, they should ask the coaches for suggestions.

Rule of Thumb – avoid deep-fried food, candy, and carbonated sweetened drinks when you can. Consuming these foods once in a while will not hurt you but avoid eating these types of foods on a regular basis.

An athlete should also beware of suspicious artificial ingredients such as Aspartame (found in many chewing gums and most “diet” products), Try to stay away from highly processed, ready-made foods. These products tend to have excessive saturated fat and high levels of sodium, hydrogenated oils (trans fats) and high concentrations of simple sugars.

What should a racer eat?

Try to eat a balanced diet of non-processed, natural foods. Try to be as “home-made” as possible. An athlete should especially take into consideration eating a high volume of fruits and vegetables as part of their regular diet. A proper balance of protein, carbohydrates and fat is essential for the metabolism of nutrients needed for growth and sustained energy.

- Plan your meals to include approximately 2/3 carbohydrates and 1/3 protein
- *Aim to eat lean protein and carbohydrates*
- Aim for 5 - 8 servings of fruits and veggies/day. Bananas great for recovery!
- Always consume a nourishing breakfast
- Include protein in meals, make low fat choices, choose healthy snacks

Breakfast suggestions:

- oatmeal, toast, with boiled or scrambled egg, fruit, water and juice or milk
- pancakes, lean bacon or egg, fruit, water and juice or milk
- bagel, peanut butter or cheese, fruit, water and juice or milk

Rationale:

A balanced breakfast will provide slow, sustained energy throughout the morning

Lunch suggestions:

- sandwich, soup, water, and juice or milk
- chicken breast (not breaded) on a bun with salad and water or (juice)
- Fruit salad, cottage cheese, bun, water (juice)
- Veggie burger, salad or soup, water (juice)

A moderate-sized balanced meal will restore energy and provide fuel for the afternoon. Avoid greasy foods (fries), large servings of starchy foods, and sweets or pop. – **all** of these foods will compromise your afternoon training.

Snack suggestions: *(on the hill food)*

- sports drink or water
- sports bar/cereal bar/nuts
- banana or trail mix
- fruit (fresh or dried)

A few bites at regular intervals (every couple of runs) will ensure that you maintain your energy, focus and technical execution while training. It will also help keep your core temperature up resulting in warmer fingers and toes.

Recovery food: *(after your day on the hill)*

- Water
- sport bar/nuts
- Smoothie / chocolate milk
- Fruit
- bagel

Consume a snack soon after training (within 45 minutes after activity. This is critical for good recovery and adaptation (retention of skills))

Dinner:

- Water / milk
- Pasta with meat sauce and salad
- Chicken and rice, plus salad
- Baked potato, steak, vegetables

Dinner further supports exercise recovery needs to physically rebuild and repair after a day of hard work. Ideally eat dinner at least 3 hours before bedtime.

Eat MORE...

- ⇒ Fruit and green leafy vegetables
- ⇒ Eggs, turkey, chicken and fish (not deep fried)
- ⇒ Pasta, rice, legumes, lentils & beans
- ⇒ whole grain breads

Eat LESS...

- ⇒ Potato chips and french fries
- ⇒ Highly processed foods
- ⇒ Fatty meats
- ⇒ Cookies and candy
- ⇒ Deep Fried anything
- ⇒ donuts and pastries

Hydration

Proper hydration is crucial for productive, enjoyable and safe training, both on and off snow. Proper hydration will assist with the absorption of carbohydrates, and the distribution of nutrients through the body.

Here are a few tips to provide you with some practical information on hydration...

Before the training session: *(before training in the AM)*

- Drink 400 to 500mL of fluid 2 to 3 hours before training
- Drink 200 to 300mL approximately 15 minutes before training

During the session: *(bring your water bottle on the hill!)*

- Drink 200 to 400mL every 15 to 20 minutes during activity;

After the session:

In general, you should drink several glasses of water after training.

- Add fruit juice (glucose, sugar) to the water to help maintain and boost energy levels (go for 10:1 water to juice ratio).
- Avoid coffee and hot chocolate whenever possible. These are diuretics, as such they will lead to dehydration and a negative training effect.

BWSC U12 Equipment Guidelines



Proper fit, function and condition of equipment is a critical component to success. Equipment below is listed in priority. The right ski boot and proper fit is the most important piece of equipment in order to develop ski skills.

Our local shops have excellent boot fitters and knowledge.

Footbeds

Every racer should be standing on a good footbed. Racers need better support than the flat piece of material that comes with new ski boots. For advanced help with anything to do with feet, go to Okaped. They have locations on Ambrosi St and Pandosy St. Okaped owners Andrew, Paul, and Jeff are all former ski racing parents as well.

New race skis are not ready to be skied on – they need to be prepared

Please note that new skis need to be prepared properly before they are used. The first thing that needs to be done to a new pair of race skis is to get the sidewalls “removed” (partially taken off so that edges can be sharpened at a 2 degree angle). Once sidewalls have been removed, side edges for U14 should be sharpened at a 2 degree (aka 88 degree) angle. The base side of the edge should be carefully bevelled to a 0.5 degree angle. Please be careful to not take too much off the base side as you can't replace material! A proper file guide should be used for base edge preparing.

If you are not comfortable preparing new skis, I recommend bring them to our U16 Head Coach, Wade Christie. Wade has a race tuning shop in his garage. You can contact Wade at www.whitewolfracing.com or at 250.300.3900.

1. SKI BOOTS

Four buckle front entry race boot. Considerations and terminology for boots:

- FIT
 - as snug as possible without compromising room for the toes.
 - A ski boot should be snug while wearing a thin sock and not allow excessive heel movement up and down.
 - buy for current foot size, not next year or for room to grow. You are better off buying a used pair that fits now than a new pair that is slightly too big.
- FLEX
 - Most ski boots have a flex between 60 and 120. U12s should be on 60 or 70. If they are big for their age sometimes a 90. Flex is determined by weight **as much as ski ability**. An active skier who moves a lot (bends their ankles) can use a stiffer boot than a heavier skier that doesn't bend their ankles or push on the cuff as much.
- FORWARD LEAN AND RAMP ANGLE
 - more forward ramp angle or heel lifts do not automatically put a skier's weight further forward so be cautious lifting the heel too much.
- CUFF HEIGHT AND CUFF FIT
 - The upper cuff should match the leg and come up a little past half way between the heel and knee
 - no extra room around shin, buckles should be in mid range when cuff is tight around shin. Look for a snug fitting shin to boot tongue
- LATERAL ALIGNMENT OF UPPER AND LOWER CUFF
 - Generally known as cuff alignment. 95% of skiers need the top cuff to be as upright as possible. Look for a junior ski boot that has cuff adjustability (some boots have a fixed rivet joint on both inside and outside of the ankle). Any boot fitter or the coaches can do a cuff alignment test for the kids to see if they are neutral. To perform this test the boots need to be worn without liners BUT still have the footbeds inside the shells. The skier wears the boots, with buckles done up, standing on a hard flat surface. Ankles bent so shin is same angle as the boot. While the skier is looking ahead, the tester/boot fitter looks to see if the lower leg is equally in the middle of the upper cuff. A lower leg too close to the inside of the cuff means the cuff needs to come up (on the outside adjustment)

- ORTHOTICS (FOOTBEDS)
 - very important element for racers at any age. There are full custom and semi-custom. Typically the decent models are in the \$50-\$100 range. Seems like a big investment but they are an important piece of equipment to speed learning.

2. SKIS & BINDINGS

As with boots, all aspects of skis and bindings must be well suited to the athlete. The biggest myth about race skis is height of skier determines ski length. It does not. Ski length is decided by skill level/skiing ability/leg activity level and the skier's weight.

Slalom skis are needed in U12, GS skis are optional but enhance GS training. The bindings should have the appropriate DIN range. For most U12s that means a 3 to 10 style binding.

Considerations and terminology for slalom skis and bindings:

- LENGTH
 - all manufacturers have slightly different lengths for each basic size (eg. 139cm/142cm are considered a 140cm ski)
 - Most U12 racers need 135cm to 145cm slalom skis. Lighter or heavier than average kids or considerable differences in ski ability would have SL skis sizes shorter or longer than this range
- RADIUS (SIDECUT)
 - junior slalom skis are built with a suitable metre radius for the lengths. Most U12 slalom skis are between 8m and 10m. (GS around 17m)
- SKI CONSTRUCTION
 - Junior race skis are a step up from the child models, but still use less material in the construction (usually missing an extra layer of metal just under the top sheet) than adult models. This keeps the flex of junior skis matched with lighter weights of younger racers. It also helps to keep the skis light weight.
- BINDING PLATES
 - Junior skis come with the proper plate to allow some boot height off the ski but it is just a lightweight plastic riser to keep the weight down and should not add to ski stiffness

- BINDING OVERALL HEIGHT
 - the junior plate/binding set ups are designed to stay under the rule of 50cm total height (ski edge to boot sole)

- BINDING POSITION (FORE/AFT)
 - this is not usually an issue anymore but something to consider if the skier has unusually large or small boots. Always try to have the point where the boot meets the binding toe piece over the centre of ski.

New race skis are not ready to be skied on – they need to be prepared

Please note that new skis need to be prepared properly before they are used. I know it looks like they can just hit the snow but the first thing that needs to be done to a new pair of race skis is to get the sidewalls “removed” (partially taken off so that edges can be sharpened at a 2 degree angle). Once sidewalls have been removed, side edges for U12 should be sharpened at a 2 degree (aka 88) angle. The base side of the edge should be carefully bevelled to a 0.5 degree angle. A proper file guide should used for base edge preparing.

If you are not comfortable preparing new skis yet, I highly recommend bringing them to our Wade Christie. Wade has a race tuning shop in his garage. You can contact Wade at www.whitewolfracing.com and his number is 250 300 3900

Below is a basic size chart going only by weight. A more active/athletic skier (leg movement/joint bending could go longer and vice versa)

AGE	SIZE	WEIGHT (LBS)	Slalom	GS (optional)
U12 born 2011 2012	S	<60	130cm	150cm
	S-M	60-65	135cm	150cm/155cm
	M	65-75	140cm	155cm
	M-L	75-90	140-145cm	160cm
	L	90-110	145cm	160-165cm

3. POLES

Poles are not nearly as important as a proper fitting boot or the right flex and length ski, but poles do need to be the right height. See below for sizing guidelines. There is a big trend to use the click in systems instead of traditional straps. Click in systems work okay but sometimes involve a lot of fiddling around trying to click in. A good race pole has a rubber grip with a regular buckle strap (that is done up the proper way so the strap is not folded over) and a smallish basket. They do not need to be bent for aerodynamics/tuck position.

- 90 degree arm bend when holding pole upside down under basket. Account for extra ski, binding riser plate, and boot height.
- Pole hand guards are for tall slalom gate training only. Second year U12s should consider getting some as the U12s do begin to train with full size gates. Once in U14 all slalom gates are full size and pole hand guards will be needed, but most U12 slalom races will be paneled gates or stubbies.
- Poles must have baskets



Chin guards and pole guards will NOT be used in races but will be used in training. Shin guards will be used in slalom only for racing and training

4. HELMET, GOGGLES, and GUARDS

- rules require the use of a hard-eared helmet. Soft ear is allowed for training but will not be allowed at a race.
- U12s may wear chin guards in slalom but must be removed for GS.
- Note U12 rules: all slalom races use stubbie gates or paneled gates (looks like a GS gate with two poles and a cloth panel) so chin guards and pole guards do not come into play. However, these items will be needed for training, as U12s begin to train single (tall) gates as they progress through U12 in preparation for U14. We may also race in “junior” gates.
- always take care of goggle lenses by storing them in a soft bag and never wipe the lenses, especially do not wipe the inside with tissue paper.
- Shin guards can be used in U12 for slalom. They should not be worn for free skiing or for GS. They are used in stubbie slalom gates but not for paneled slalom gates.

5. UNIFORM & CLOTHING

- speed suits can be worn for all training days, freeskiing or gate training, but **not mandatory**.
- training shorts and a vest is a great way to ad race simulation to regular training instead of bulkier full jacket and snow pants. It helps coaches to see what the legs and torso are doing technically as well when racers are wearing a vest and shorts compared to a full jacket and snow pants.
- think of dressing to be doing an outdoor winter workout. Staying warm is necessary, but you also have to be able to move.

BWSC U12 EQUIPMENT CHECKLIST

On-snow items every U12 needs:

- SKI BOOTS – 4 buckle overlap design. Be sure they fit snug!
- SLALOM SKIS – see size guide. Height no bearing on ski length
- HELMET – must be hard shell over ears
- POLES – straight shafts with straps on handles
- SHIN GUARDS – if too long cut so boot buckles are accessible
- SPEED SUIT – look for a used one if possible
- GOGGLES – keep the lens protected in a bag
- SKI GLOVES – mitts okay for cold days
- TEAM JACKET

Optional items:

- EARLY SEASON “ROCK”SKIS – slalom skis preferred
- GS SKIS
- SPEED SUIT – look for a used one if possible
- TRAINING VEST
- TRAINING SHORTS
- 2nd PAIR OF GLOVES

Off snow items:

- WAX AND TUNING KIT – see separate item list
- DRYLAND CLOTHES
- RUNNING SHOES
- WATER BOTTLE

TUNING YOUR SKIS

Prepare your skis before traveling out of town!

Prepare your skis at home before going on a trip. Wax rooms at hotels can be very small and crowded as everyone tries to do their skis at the same time. Sharpening of edges, stoning, base repairs or major binding adjustments should all be looked after at home where you will have an abundance of tools, space and time.

Finally, wax your skis with a thick layer of wax and do not scrap it off. A warm temperature wax is suitable unless otherwise notified. If we are lucky and snow temperatures correspond to our wax, all you will have to do is scrape your skis upon arrival! Please have a look at the wax kit information below.

TUNING ITEM CHECKLIST:

<input type="checkbox"/> STONE	<input type="checkbox"/> SANDPAPER
<input type="checkbox"/> FILE	<input type="checkbox"/> BODY FILE/SIDEWALL REMOVER
<input type="checkbox"/> FILE CARD	<input type="checkbox"/> CLEAN RAGS
<input type="checkbox"/> FILE GUIDE AND CLAMP	<input type="checkbox"/> BASE FILLER/PETEX

STONE

- diamond stones are better than regular stones, however other industries such as knife sharpening flat stones have proven to be excellent ski sharpening stones

FILE

- single cut 8 in. Chrome files from the ski shops are much better and last longer than ordinary files from the hardware store

FILE CARD

- used to clean your file

FILE GUIDE

- used when filing the sidewall side of the edge. 88 degree (or 2 degree) is standard
- flat file guides can be found at some local shops. Look for ½ to one degree flat file guides

SANDPAPER

- one sheet of emery cloth or 400 grit for dulling tip and tails
- one sheet of 120 grit for sharpening your plastic scraper

BODY FILE (or sidewall removal tool)

- sidewall tool is used to prepare new skis
- body files can be found at autobody suppliers/shops.
- Trevor has a sidewall removal tool and will help everyone get there sidewall taken care of

RAGS

- used to clean old wax from your iron, ski bases before waxing etc.

BASE FILLER (petex)

- ironed into a gouge, then scraped off with a plastic scraper.
- never use a metal scraper on the ski base
- very small scratches can be ignored, large ones that are through the black base material should be taken care of at a ski shop

WAXING ITEM CHECKLIST:

<input type="checkbox"/> Brush	<input type="checkbox"/> Wax
<input type="checkbox"/> Plastic Scraper	<input type="checkbox"/> Ski Straps
<input type="checkbox"/> Iron	

BRUSH

- varieties come in brass, nylon, and horsehair
- nylon is the most universal and should be the 1st brush you acquire
- most of the time a nylon brush is all that's needed

PLASTIC SCRAPER

- keep it sharp using 120 grit sandpaper and your file guide

IRON

- an old clothes iron - flat bottom without holes works great if you can find one

WAX (Swix, Toko, Holmenkol)

- standard low-fluorile. Usually two temperature ranges is enough.
- high-fluorile wax tends to dry bases out if used all the time.
- keep your wax very clean and store in a plastic bag – away from dirty edge filings

SKI STRAPS

- always use 2 straps when transporting your skis (tips and tails)
- you can also use them to hold the brakes up while tuning your skis

Put all of your tools in a toolbox or fishing tackle box that is small enough to be easy for traveling. Be sure to put your name on everything. Put a lock on the box.

Be sure to talk to **Wade Christie** about getting your skis ground and prepped when they are new. **New race skis are not ready to use until they have been properly prepared with sidewall removal, side bevel, and slight base bevel and of course wax.** Wade Christie is also the local rep for the best tuning equipment, **Sidecut Racing**. Racers from all over the Okanagan bring their skis to Wade to prep their new skis and to re-stock their file and stones. Wade is in the Upper Mission and can be reached at 250-300-3900. His website is called www.whitewolfracing.com

MORE BOOT FITTING TIPS

Boots are the most important piece of equipment. Proper size, flex, cuff alignment and overall fit are vital for skill development which in turn leads to performance gains. A four buckle front overlap boot is the best design.

Shell Size. Try on the boot shells without the liners and stand up. There should be 1 to 1½ fingers width at the heel when your toes are just touching the front of the shell. To allow room for your ankle, your hand should be able to fit between the foot and the inside of the shell on the medial side of the foot (instep area).

Flex. The boots should easily flex boot forward at room temperature, but still provides some resistance. The entire boot should not squish out to the side when flexed.

Alignment Part 1 – Upper Cuff Adjusting. Try on boot shells only with foot beds in them, buckle them up and stand on a hard surface shoulder width apart, angle your shins forward so they match the natural angle of the boot there should be the same distance to the boot shell from either side of your shin.

Alignment Part 2 – Plumb Bob Test. Try on complete boots and buckle up including power strap. Standing the same way as part 1, hold a plumb line from the front of your patella tendon. The line should fall between the toe box centre seam and 3mm to the inside of the centre seam. If the line is outside this area, try to bring in the upper cuff closer to the leg by readjusting the outside cuff screw/bolt.

Overall Fit. Now it's time to consider the overall fit of the boots. They should be very snug around the calve and lock your heel in place. They should also hold the forefoot in place. There should not be any side to side movement in the forefoot or ball of the foot. The top 2 buckles should be stretched to meet the first notch. Note that most buckles or latches can be taken off and re-attached further back to make for a tighter clasp. Despite all of these snug fitting features, the entire ankle area needs plenty of room to allow the foot to function inside a fully buckled boot. Insoles are very important too. An after-market insole is considerably better than the stock footbed that come with new boots. Choose a soft, compliant insole that offers support but still aids in energy transfer.

Pressure Points. If your toes are cramped, you can cut the seam stitching on the liner in the problem area. It will not destroy the liner or make your feet colder – in fact you will have warmer toes now by providing extra room for toe wiggling! For other areas on the foot such as the side of the forefoot, ski shops can blow out or punch out the shell to relieve pressure points.

The proper shell size, flex, alignment, and fit will make life easier and more fun... and you will be faster on the race course!

U12 GLOSSARY

Slalom (SL) races are the shortest alpine race. They are comprised of close together turns 7 to 10 metres apart. The basic rules say both ski tips and both ski boots must pass around (not run over) the base of each pole or gate. Each competitor makes one run. The course is reset on the same slope, but with position of the gates changed. The same day skiers make their second run. The fastest combined times of the two runs is the winner of the race. This race is called a traditional "2 run race" and is the format for all older age/higher level slalom races. For the younger categories we do "one run races" which see each of the two runs as separate individual races. This system allows more opportunity for a race result. One run races are the norm in U12. A U12 slalom course has about 30 to 40 turns. Slalom gates must be 7-10 metres apart except for combinations. In our zone we race paneled slalom gates for at least one slalom race per day. Paneled slalom gates are the same thing as a regular GS gate (2 poles with a panel connecting them). Paneled gates keep the focus on making a good turn instead of negotiating or hitting a single pole.

Vertical combinations are slalom gates set 4 to 6 metres apart vertically in the fall line. There are two kinds of vertical combinations: hairpins (2 gates) and flushes (3 gates). A U12 slalom course will have two hairpins and one flush.

Delay gate. The kids will always see at least one delay in slalom and most of the time but not always in GS. A delay gate is used to swing the race course from one side of the run to the other, usually to help make the course flow better or avoid undesirable terrain. The rules say there must be at least one delay gate in slalom. It is common to see a delay in GS but there does not have to be one in every course.

Giant Slalom (GS) races are similar to slalom races but the turn shape is about twice the size. A GS race still has about 20-25 turns so the length of a GS run is longer than a slalom. Turn radius or distance between gates in GS are 15-21 metres for U12. As in slalom, skiers make two runs down two different courses on the same slope in the same day, known as "two run races" but single run races are what we usually see for this age level. Each GS gate uses 2 tall gates with a cloth panel.

Stubbies are slalom gates used in training at all ages. Pole guards **are not** needed for stubbie gates but shin guards **are** needed. Stubbies are about waist high and made from a soft plastic, similar to garden hose material.

Tall gates are the standard poles made from hard plastic with a hinge at snow level. They are 180cm tall from snow level. Shin guards and chin guards are recommended for tall gate slalom but not for GS. The use of shin guards, chin guards and pole guards are not used in GS. Pole guards are used in tall gate slalom for the "cross block" pole clearing technique which is introduced to the athlete in U12 and developed further in U14.

Junior gates are the same thing as a regular tall gate except the shaft is about 30cm shorter. Even though the actual gate shaft is the same material and dimension, the gate has less flex (being shorter) but is still hinged in the same way as a full size tall gate. The result is a gate that knocks out of the way in a bit easier and for sure is less intimidating. We have found the introduction of junior gates helps U12s get the hang of negotiating regular tall slalom gates.

RACE TRIP CHECKLIST

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| <input type="checkbox"/> SKIS | <input type="checkbox"/> WAX AND/OR TUNING KIT |
| <input type="checkbox"/> SKI BOOTS | <input type="checkbox"/> HOMEWORK |
| <input type="checkbox"/> POLES | <input type="checkbox"/> TOWEL |
| <input type="checkbox"/> HELMET (hard ear type) | <input type="checkbox"/> BIG WHITE SKI PASS |
| <input type="checkbox"/> SKI JACKET | <input type="checkbox"/> DRYLAND CLOTHES |
| <input type="checkbox"/> RAIN GEAR (spring time) | <input type="checkbox"/> RUNNING SHOES |
| <input type="checkbox"/> GOGGLES | <input type="checkbox"/> GLOVES |
| <input type="checkbox"/> SKI PANTS OR SHORTS | <input type="checkbox"/> SHIN GUARDS |
| <input type="checkbox"/> SPEED SUIT | <input type="checkbox"/> HOCKEY STICK (optional) |
| <input type="checkbox"/> MOUTH GUARD | <input type="checkbox"/> HOCKEY SKATES (optional) |
| <input type="checkbox"/> WORK ETHIC | <input type="checkbox"/> POSITIVE ATTITUDE |