



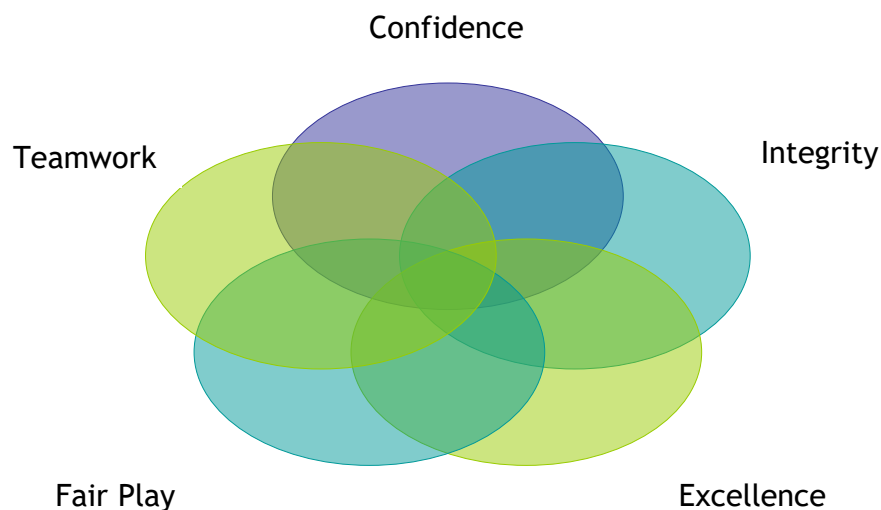
## WHAT WE ARE ABOUT...

**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 FIS level.

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

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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 skill development.

Our methodology for developing ski racing talent follows a simple “**ABC**” system:

**A**lign skill development with fun. Learning how to be fast should be fun!

**B**uild self-esteem. Learning is accelerated when feeling good about yourself.

**C**onfidence. The coach is a racer's guide. The goal of the coach is to help the racers execute their best effort in training and in competition. Coaches who instill confidence in their racers will help them to know they **CAN** do it!

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

On behalf of all the coaches we will always try to help each individual racer 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, directed by coaching, and supported by parents. All program considerations are in the best interest of the athletes.

Parents, please feel free to contact me anytime.

Sincerely,



Trevor Haaheim

## COACHING TEAM

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Trevor Haaheim

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Luke McMillan

## EXECUTIVE BOARD OF DIRECTORS

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We are a member club of **BC Alpine**, which in turn is a division of our national alpine ski organization, **Alpine Canada Alpin**. Our 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](mailto:dave@bigwhiteskiclub.com)

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

**Alpine Chair**     **Stuart Yanow**     [stuart@bigwhiteskiclub.com](mailto:stuart@bigwhiteskiclub.com)

Stuart is our liaison between the coaching staff and Executive. Matters concerning the coaches of U12, U14, and U16 should be directed to Stuart. The Alpine Chair is also our contact person with **Big White Ski Resort**.

**Vice President**     Diana Veitch     [diana@bigwhiteskiclub.com](mailto:diana@bigwhiteskiclub.com)

**Blazers Chair**     Sonya Jezik     [sonya@bigwhiteskiclub.com](mailto:sonya@bigwhiteskiclub.com)

**Ski Cross Chair**     Sharon Cashin     [sharon@bigwhiteskiclub.com](mailto:sharon@bigwhiteskiclub.com)

**Treasurer**     Dave Veitch     [treasurer@bigwhiteskiclub.com](mailto:treasurer@bigwhiteskiclub.com)

**Secretary**     Ted Ritchie     [ted@bigwhiteskiclub.com](mailto:ted@bigwhiteskiclub.com)

**Registrar (Blazers)**     Sonya Jezik     [sonya@bigwhiteskiclub.com](mailto:sonya@bigwhiteskiclub.com)

**Registrar (U12+)**     Vacant

**BW Ski Resort**     Flynn Seddon     [fseddon@bigwhite.com](mailto:fseddon@bigwhite.com)

## COORDINATORS AND COMMITTEES

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Membership Coordinator	Vacant	
Volunteer Coordinator	Janice Lawson	<a href="mailto:volunteer@bigwhiteskiclub.com">volunteer@bigwhiteskiclub.com</a>
Assistant Volunteer Coord	Vacant	
Racer Accounts	Dave Veitch	<a href="mailto:treasurer@bigwhiteskiclub.com">treasurer@bigwhiteskiclub.com</a>
Social Coordinator	Shane Styles	<a href="mailto:shane@bigwhiteskiclub.com">shane@bigwhiteskiclub.com</a>
Conduct Facilitator	Janet Slaney	
Marketing Coordinator	Diana Veitch	<a href="mailto:diana@bigwhiteskiclub.com">diana@bigwhiteskiclub.com</a>
Grant Applications	Dave Veitch	
Corporate Sponsorship	Trevor Haaheim	
National Sports Trust Fund	Kim McCuaig	
Ski Swap	Dave Willoughby	
Raffle	Dave Veitch	
U10A Parent Liaison	Amir Khatami	<a href="mailto:U10A@bigwhiteskiclub.com">U10A@bigwhiteskiclub.com</a>
U12 Parent Liaison	Christine Gariepy	<a href="mailto:U12@bigwhiteskiclub.com">U12@bigwhiteskiclub.com</a>
U14 Parent Liaison	Eric Hveding	<a href="mailto:U14@bigwhiteskiclub.com">U14@bigwhiteskiclub.com</a>
U16 Parent Liaison	Todd Cashin	<a href="mailto:U16@bigwhiteskiclub.com">U16@bigwhiteskiclub.com</a>
Team Jackets	Amir Khatami	<a href="mailto:jackets@bigwhiteskiclub.com">jackets@bigwhiteskiclub.com</a>
Chief of Race (Western SX)	TBD	
Chief of Race (NGSL Zone Finals)	TBD	
Club Cabin	Dave Veitch/Shane Styles/Tyron Thompson	
Big White Ski Resort	Flynn Seddon	
Okanagan Ski Team	Catherine Martin	
Media	Diana Veitch/parent liaisons	

## SPECIAL UPDATE FOR 2020/2021

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Key things to note for U14 parents:

- First day on-snow Saturday Nov 28<sup>th</sup> at Big White
- U14s who have been part of dryland cohort since June can ride in van but masks mandatory
- Face coverings/masks on all the time skiing – buffs are okay
- Cabin off limits to all racers unless they came to mountain in the van
- Every ski day we will have different meeting times and locations, look for midweek detailed email via Sportsengine message
- Fridays will become regular “extra” training day starting Dec. 4<sup>th</sup>
- 19 kids in U14! 3 coaches and always training in 3 separate groups
- Ski on rock skis until further notice.
- Single day zone race series in south zone only (us, Apex, Baldy)
- Apex SL Jan 24<sup>th</sup>
- Baldy GS Feb 21<sup>st</sup>
- Western Ski Cross Feb 26-28<sup>th</sup>
- U14 Prov March 12-14<sup>th</sup> (completely tentative but this is the location and dates if we have a provincials)
- Zone Finals Apex single day Mar 21<sup>st</sup>
- Western Ski Cross Finals Big White Mar 26-28<sup>th</sup>

- Call or text Trevor anytime if you have questions. Email is fine but depending on the day, could be slow response (I look at emails 9 to 5 Monday to Friday). Always feel free to reach out to discuss anything, anytime

## U14 RACERS AT BIG WHITE

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When skiing at Big White we meet at the club cabin at 8:30 AM.

**Note due to Covid-19 meeting times and locations will be staggered between 8:30AM and 9:30AM at various locations between the club cabin, village area, or on the hill somewhere.**

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 U14 schedule follows a regular pattern of all weekend days and some extra holidays throughout the season. U14s may choose to train on Thursdays.





## TEAM VANS

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### **The van is still available during Covid-19 pandemic but masks mandatory.**

When the team vans are available, transportation to and from Big White and other local mountains for races and training will be provided. U14 racers may ride in the van, but at times we may not have enough space for all racers for local training. It is the responsibility of the racers to reserve a seat on the van by notifying Trevor before a training day. Priority for a van seat goes in order of who reserved the seat first. The best way is to text Trevor at 250-863-5884

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:**

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

Regular training day van times to Big White:

**departure 7:15 AM**

**return 4:20-4:30 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 charged to your race account for one way or return trips to:

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

Other destinations are charged per km.

## OKANAGAN ZONE RACES

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### Entry procedure

Please inform Trevor if planning to attend or not attend a race.

### U14 travel to zone races

**There will be no overnight stays required for the 2020/2021 races that are scheduled. All are either local or one day events at nearby resorts.**

U14 racers are the responsibility of their parents outside of the on-snow part of a training or race event. However, the club does try to block several rooms at hotels for the convenience of families being close together at the races. A daily schedule is announced for the race days that may include evening meetings and video analysis.

The U14s have these camps and races on their calendar:

<b>Zone Slalom Race</b>	<b>Jan. 24</b>	<b>Apex</b>
<b>Zone GS Race</b>	<b>Feb. 21</b>	<b>Mt Baldy</b>
<b>Western Ski Cross</b>	<b>Feb. 26, 27, 28</b>	<b>Fernie</b>
<b>U14 Provincials</b>	<b>Mar. 12, 13, 14</b>	<b>Revelstoke</b>
<b>Okanagan Zone Finals</b>	<b>Mar. 21</b>	<b>Apex</b>
<b>Western Ski Cross Finals</b>	<b>Mar. 26, 27, 28</b>	<b>Big White</b>

About our away zone races:

For the Okanagan zone races, the field size will be small as only our club, Apex, and Mt Baldy will be attending. U14s have zone races on different weekends than U12s. The idea is to maximize race runs, hopefully 5 or 6 races per day. The plan is to travel the morning of the race – even for the Mt Baldy zone race. Total numbers for these races are about 40-45 which is less than half of a regular zone race.

## U14 CHAMPIONSHIP EVENTS

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### **U14 Provincial Championships – Revelstoke, March 12<sup>th</sup> – 14<sup>th</sup>**

**The plan is for Revelstoke to host this 3-day event, but it completely depends on where we are at with the Covid-19 Pandemic. If the race happens, Revelstoke is the location.**

U14s do not need to qualify to race at the Provincials. Any U14 who will not be able to attend the Provincials should inform Trevor at least two weeks before the race. New for this season is random seeding order for the Provincials.

This year's Provincials have three races in three days. There is a GS day, a Slalom day, and a Dual (aka Parallel Slalom). All slalom runs will be tall gates.

### **Whistler Cup, Apr. 15<sup>th</sup>-18<sup>th</sup>**

**I doubt the Whistler Cup will happen unless there is a worldwide vaccine made available in early 2021. If the Whistler Cup does take place, this is the usual info about the event.**

There is no provincial or zone quota for the Whistler Cup in U14. The Whistler Cup organizing committee has invited 3 girls and 3 boys from every BC Alpine ski club to attend their event. For our team, we will decide our six racers by using results from the zone races and Provincials.

## RACE ACCOUNTS

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U14 requires every racer to have a race account. This year the payments are collected through registration, so no more cheques required. 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, any unused funds are refunded.

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## RAFFLE TICKETS

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Each racer will receive 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, they 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)

**Ticket stubs must be returned** by March 1<sup>st</sup>, 2021. The draw is in March.

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## CONCUSSION BASELINE TESTING

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**This year Dr. Rhine has offered to look after everyone on the team free of charge. He will look after anyone who suspects they have a head/brain injury on a case by case basis. To be clear, there is no group concussion testing to attend this season.**

The following is a message about our concussion management. It is mandatory for all U14 racers to participate in this vital program. If one of our racers has a head injury, we have the best team to assess and manage their recovery.

*Dear Parents,*

*Concussions in recent times have been at the forefront of media attention following several high-profile players suffering from this injury. Concussions have always been around; they just have not been given the attention they deserve.*

*In simplest terms, a concussion is a common form of brain injury, which can be caused by a direct or indirect hit to the head or body. This may then result in a variety of symptoms which temporarily interfere with the way your brain works, and can affect memory, judgment, reflexes, speech, balance, coordination, and sleep patterns, just to name a few. Loss of consciousness is not required to be diagnosed with a concussion.*

*The baseline testing assesses key areas of brain function including memory, speed of information processing, and reaction time, which will be used in the event of a concussion to better treat this injury. The program is like the concussion programs used with high school, college, and professional athletic organizations including the NHL and NFL. The test is simple, and many athletes enjoy the challenge of taking the test. Essentially, the test is a pre-season physical of the brain. It, however, is NOT an IQ test.*

*Cost for the program will be an association rate of **\$65/per racer.***

**There is no cost for any concussion testing or management this season**

Our concussion management program is done by Dr. David Rhine and his team. Dr. Rhine and his team will then run each racer through a series of balance and other tests.

## NUTRITION

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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 results. 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 occasionally will not be of great harm 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 to 8 servings of fruits and veggies / day. Bananas are king for recovery!
- ⇒ Always consume a nourishing breakfast
- ⇒ Include protein in meals, make low fat choices, choose healthy snacks and fruits

### **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 low-fat cheese, fruit, water and juice or milk

### **Rationale:**

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



*“A good diet can’t make an average athlete elite; however, a poor diet can make an elite athlete average...”*

**Lunch suggestions:** *(plan ahead)*

- ⇒ 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)
- ⇒ Fruit and vegetables

**Rationale:**

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

**Snack suggestions:** *(on the hill food)*

- ⇒ sports drink or water
- ⇒ sports bar/ cereal bar, Powerbar etc...
- ⇒ banana
- ⇒ unsweetened juice
- ⇒ fruit

**Rationale:**

A few bites at regular intervals (every couple of runs) will ensure that you maintain your energy, focus and technical execution.

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

- ⇒ Water
- ⇒ sport bar
- ⇒ Smoothie / chocolate milk
- ⇒ Fruit (bananas are king for recovery!)
- ⇒ bagel

**Rationale (recovery food):**

Provides available fuel to help restore energy at a time when your body is most receptive to dietary fuel; consume this snack asap (within 15 – 45 minutes after activity...this is critical to 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

**Rationale (dinner):**

Dinner further supports your exercise recovery needs to physically rebuild and repair after a day of hard work.

**Eat MORE...**

- ⇒ fruits
- ⇒ fresh foods
- ⇒ turkey, chicken and fish
- ⇒ eggs
- ⇒ vegetables; green leaf veggies
- ⇒ broiled & grilled meats & vegetables
- ⇒ salads, pasta, rice, legumes, lentils & beans
- ⇒ whole grain breads

**Eat LESS...**

- ⇒ Chips and French fries
- ⇒ Highly processed foods
- ⇒ Fatty meats
- ⇒ Cookies and candy
- ⇒ Fried meats & vegetables
- ⇒ Margarine and mayonnaise
- ⇒ donuts and pastries

## Hydration

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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.



# Equipment

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Proper fit, function and condition of equipment is a critical component to success.

## 1. BOOTS

- 4 buckle front entry race boot

Considerations and terminology for race boots:

- fit
- flex
- forward lean & ramp angle
- cuff height
- alignment
- orthotics (footbeds)



## 2. SKIS & BINDINGS

As with boots, all aspects of skis and bindings must be well suited to the athlete

- Slalom type required; GS skis optional but enhance GS training
- Appropriate DIN range on bindings

Considerations and terminology for race skis and bindings:

- length
- radius (sidecut)
- construction
- plate (construction and height)
- binding height
- binding position (fore/aft)



## 3. POLES

- straight poles with pole guards (guards for slalom gate training)
- GS poles optional (straight or bent for GS is up to the athlete)
- Sternum height. 90-degree arm bend when holding pole upside down under basket. Account for extra ski, binding riser plate, and boot height.

- MUST** have baskets
- 7075 alloy is best (race poles stronger than some regular poles that bend easily)
- Composite poles are great, but cost more



#### 4. HELMETS & GOGGLES

- rules require the use of a hard-eared helmet
- U14s are encouraged to wear a chin guards in SL but must be removed for GS
- GOGGLES: always take care of your goggle lenses by storing them in a soft bag and never wipe the lenses, especially the inside with tissue paper.*
- do not forget to wear your mouth guard at all times while skiing!

#### 5. UNIFORM & CLOTHING

- speed suits should be worn for all gate training days, but not mandatory
- training shorts and a vest is a great way to ad race simulation to regular training

## TUNING YOUR SKIS

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### Prepare your skis before traveling out of town!

Prepare your skis at home before going on a trip. Wax rooms at hotels can be 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 scrape 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 their 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
- 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 1<sup>st</sup> brush you acquire
- most of the time a nylon brush is all that is 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 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 your tools in a toolbox that is small enough to be easy for traveling. Be sure to put your name on everything. Put a lock on the box.

# BOOT FITTING TIPS

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Boots are our 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 is time to consider the overall fit of the boots. They should be very snug around the calve, lock your heel in place and 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 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 especially 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 racecourse!

## RACE TRIP CHECKLIST

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- SKIS
- SKI BOOTS
- POLES
- HELMET (hard ear type)
- SKI JACKET
- RAIN GEAR (spring time)
- GOGGLES
- SKI PANTS OR SHORTS
- SPEED SUIT
- MOUTH GUARD
- WORK ETHIC
- BUFF and COVID MASK
- WAX AND/OR TUNING KIT
- HOMEWORK
- TOWEL
- BW SKI PASS
- DRYLAND CLOTHES
- RUNNING SHOES
- GLOVES
- SHIN GUARDS
- HOCKEY STICK (optional)
- HOCKEY SKATES (optional)
- POSITIVE ATTITUDE