

Quechee Team, U14/U16 Race and Technical Notes – as of January 2023

Rules Review

If you miss a gate, in slalom, it is OK to hike. GS, you stop, you cannot continue and should go to the side of the course and come down after the next racer and avoid the finish - DNF.

Ski falls off in start – you get to restart.

Ski falls off during your run and before two gates to finish, you cannot continue – you will be marked on the results as a DNF. Just move off the course as quickly as possible and then slip down side to find teammates/coaches at the bottom.

Ski falls off last two gates, don't stop, just cross finish and someone will bring you your ski.

Hook arm on gate, pole and or glove falls off? Don't stop, continue to the finish.

Make sure you have **your** bib on.

Know where your skis are, don't put on someone elses.

Put your name on the back of your helmet. Use tape if you wish, or sharpie. This is a great way to be sure the coaches remember your name first.

Slipping – do it the way allowed for that race – this may vary with snow surface. OK (and encouraged) to go through start and finish during inspection.

How fast can you slip? basically you don't want anyone looking from near or far to think you are “skiing” the course during slipping. Err on side of no question but you were slipping. Slipping means sideways. Snowplowing through the course can only be done when it is too flat to side slip.

Correct gear – must have 17 meter GS skis, SL skis for slalom, pole guards, face guard for SL helmet, correct helmet.

Make sure your bindings are set correctly. If you are not sure, ask your coach.

No waxing at venue during race.

No unsportsmanlike behavior. If you fall or blow out, hold emotions in. No banging a pole into the ground or cussin'. Remember, everyone is watching. Just learn from your mistake and plan to do better next time. Ski racing holds many disappointments – we all have our stories.

In U14 races, each run counts separately, so if you fall in one, know you've got another that same day.

Our Race Procedure

- Day before:
 - Tune skis –
 - Scrape to get base flat to allow file to reach edges – this is the hardest part of ski tuning. Learn how to do it.
 - Flat file, side file, stone edges. Remember, no burrs, and razor sharp.
 - Sand (150 grit) base
 - Wax for next day's temperature
 - Scrape excess wax off bases and edges, buff base.
 - Use ski strap and put skis near door.
 - Know which is your "race" edge. Mark your skis appropriately. Keep "race" edge on outside till race runs when you'll switch it to the inside.
 - Make sure your boots and gloves are warm and dry.
 - Make sure all guards and other gear is packed night before. You don't want to do anything in the morning but get up and feed yourself.
 - Get good night's sleep. Remember, you've done this before, and your ski team friends will be there. Being anxious or worried is normal, so just learn to channel it to making your ski runs be the way you want them to be.
- Race Day:
 - Have good breakfast, **bring extra breakfast for end of the car ride there**. You don't want to be hungry at all during the day.
 - "Walk the dog" before you put your suit on.
 - Lift ticket should be inside your suit incase you need to get on lift without your coat in cases like you get a rerun.
 - Suit goes over boot tops.
 - No cotton under suit. You should have a thermal top at least under your suit.
 - Be on time for meeting your group for inspection. Don't be the person holding up your team.
 - Slip and warm up on non "race" edges.
 - **Listen to coaches during inspection, but also look at course the way you know works for you. Not all coach's advice is right for you. Are you going to "send it" or are you going to be sure to finish? There are different lines on the course for each tactic – choose yours and study course for your plan.**
 - Find out what time your group (men or women) starts, do the math for how many minutes after the start you'll run (for example, you hear there is a 30 second start interval, you are bib 30, means you'll start 15 minutes after the last forerunner goes). Get to start at least 15 minutes before your run.
 - When you get to the start, take your skis off, place them away from where anyone can ski into them, or spray them. Know which skis are yours. If the start area is steep, make a platform for your skis by kicking out a shelf.
 - Walk around with your poles. Unbuckle your boots. Swing your feet. Be sure your feet are warm.
 - Know how to get your snow pants off. Plan this in advance.

- Make sure your clothes get into bundle for coach/parent to bring down. Zip phone into pocket or leave it with parent at finish.
- Have coach help put skis on and check binding DIN and release.
- Buckle boots down to race tightness – then unbuckle second (instep) buckle till just before you get in the start.
- Hike up above start, do hop turns/edge sets to get feel for race edges, snow conditions and boot tightness. Flex boots and ankles. Stretch. Are you ready to go?
- Focus on your run – don't get distracted by how others are doing.
- Get any last-minute course updates from coach.
- Race your race – go as hard or aggressive as you are ready/wanting to do. The only one who matters now is you. Your coaches and parents will be happy that you are trying and that's all that matters.
- At the finish, smile – you made it.
- Cheer on friends.
- Go inside, eat food, "walk the dog" again.
- Listen for when to go back out to inspect for second run. Be ready so you don't hold up the group.
- Learn about start order for second run. Generally, its reverse order.
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Race Day Tactics

- Slalom
 - It is important to know when you will have to adjust your turns to match the course/terrain.
 - Look for terrain changes – steep to flat, flat to steep, sidehills
 - Remember sections of the course – open gates, under gates, combinations (hairpins/flushes) –
- GS
 - You are looking for how to gain and carry speed.
 - You are thinking about confidently being close to the gates, but don't want to ever hook an arm/hand between the poles of a panel gate.
 - You don't want to overturn on flats. Overturning makes you cover more distance, and you'll take longer to get to the finish.
 - You want to turn well first, tuck only when its easy.
 - If the course feels easy, go straighter towards the next gate.
 - You want to make one turn per gate, never force your skis or skid them – always carve your turns.
 - Remember different types of line – high line, low line. Where will you do one or the other? High line on steeps, low line from steeps to flats, middle line when its easy. Low line to finish.
 - Look at terrain – knolls, compressions, side hills.

Technique and Terms

- What is angulation? It is the angle you create by tipping into hill to get your skis on edge. In slalom it's done with ankles and knees bent and outside leg's knee pushed towards the inside leg's boot. In GS your leg can be straighter (knee not pushed inside as much). This happens more naturally.
- What is pressure? Pressure is generated by you driving the inside of your outside foot into the snow. You are twisting your foot inside your boot.
- What is driving? Coach Bruce says this is when you take your outside arm and drive it forward and in towards your outside tip. This helps get more pressure on the outside ski and can make you feel stronger in the turn.
- What is releasing pressure? When your turn is done, and you lower the amount of pressure and angulation. Sometimes your skis pop into the air for a moment. Pressure release is also done when the pole is planted.
- What is center of gravity? It's not your head, arms or feet, but your belly area.
- What is a pre-jump? It is what you do to keep on the ground when there is a terrain change (a jump) ahead of you that will send you airborne. You raise your center of gravity (belly area) up before the lip of the jump and allow your feet to come upward so that you don't get sent up or out by the jump.
- What is the fall line? Look down a trail, what way would a ball roll? The line that the ball would take is the "fall line".
- Inside ski? This is the one closer to a gate, the inside of a turn, and it generally will have less weight on it during a turn.
- Outside ski? This is the ski attached to the leg that is on the far side of your body compared to a gate or on the outside part of the curve of a turn.
- Inside edge? This is the edge of either ski that faces the other ski. You will use this edge most of the time during a turn and it wants to be your sharpest edge.
- Clearing gates/poles. This term refers to what you have to do "clear" to keep a gate (in GS) or pole (in SL) from disrupting your turn.
 - Inside arm – used in GS and some SL turns.
 - Outside arm – used only in SL on turns where it is natural to have feet close to the gates.