



# BVSEF Race Team Guide



2011/2012 Season

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# BVSEF Race Team Guide

## Introduction

### **Welcome to the Bear Valley Race Team!**

This guide has been developed to assist our Race Team athletes and their families in learning about recreational alpine ski racing programs at Bear Valley and the Far West Skiing on USSA. The goal of this guide is to make sure all our team participants understand how the programs work and are prepared to make the experience fun and rewarding.

Like all youth sports, ski racers tend to start young. As they progress, the competition, training and equipment will tend to add intensity to the sport. We must remind ourselves that our young athletes race to have fun and develop their skiing skill for the life long experience and probably will not be the next Bode Miller or Julia Mancuso. That said, there may be a few of our young racers that have the ability and drive to make it to the highest level and they should be afforded every opportunity to realize the goal. Bear Valley Mountain Resort and BVSEF strive to support the needs of all our athletes in this regard.

This Orientation Guide pulls information from a variety of sources to bring together information regarding various perspectives of ski racing. It is intended to cover our program from entry level racers, who may be as young as 6 or 7 to 14 year olds. From ages 15 and older, ski racing becomes much more competitive and our athletes who compete at that level will be well aware of how to navigate the ski racing landscape. For those who are interested in how this advanced level works, the Far West and USSA Competition Manuals provide a great deal of information.

This Guide will include sections that address the J3 (13/14 year olds) separately. The J3 level has different rules for competition that will affect our athletes.

Lastly, and most importantly, if you have questions on any aspect of the program, competitions, equipment or other related topic, PLEASE ask the Coaches...they are there to help out in whatever way they can.

## 1. Bear Valley Race Team Program Structure

As most of you know, Bear Valley has several teams in their Snow Sports program. Most of our Race Team members will have come from the Devo Program where they have developed the fundamental skills necessary for the Race Team. It is not mandatory for Race Team members to have participated in this program however ***joining the race team does require a certain skill level.*** The Race Coaches will assess each athlete to ensure that their skill level is appropriate for participation on the team. This is done for three reasons; first, and most important, the safety of the athlete-whether it be running gates or free skiing, pushing an athlete beyond his/her ability in terms of speed and terrain is dangerous; and second, to ensure that our coaching resources can focus on efficiently developing the skill level of the entire team. If coaches must spend a disproportionate amount of time with an individual athlete on remedial instruction, the progress of the team suffers. Third, if your athlete cannot keep up with his/her team mates, the fun and enjoyment is replaced with stress and frustration.

The Race Team is divided into groups, generally around age based classification. The youngest racers, age 10 and under (J5), 11 and 12 year olds (J4) and 13 and 14 year old (J3). In recent years we have had very few racers older than 14. These racers would train with the J3s or if in sufficient numbers may have their own coach.

During training, the groups may be combined for certain drills or practice. It is very common to combine J4 and J5s or older J4s and J3s. In addition, if several racers require work on a specific skill, one coach may take several racers from their respective groups for a specific drill or training.

As the season progresses, coaches will time the training runs to give the racers a perspective of how their line and technique can influence time. In addition, all racers will be video taped and will have individual assessments with a coach who will point out key aspects of their techniques that both are commendable or need improvement.

During the season, the training will vary with the upcoming race discipline. Techniques and tactics differ among the various disciplines of Slalom, Giant Slalom and Super G. The coaching staff works on disciplines according to the race schedules. Because the J4/J5s and J3s have different schedules, it is common for the groups to be working on different disciplines. Different disciplines require different equipment (see Equipment Section). Race team members will be advised which disciplines are the focus of each training session so they can come prepared.

When the team is training for speed events such as Super G, training will take place before the resort opens to the public. This is because the runs and

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speeds required cannot be safely incorporated with the regular operation of the resort. During these training sessions, racers are to be on the Mountain at 7 am. ***No parents or other non race team skiers are permitted on the mountain during early morning training unless specifically approved to assist with training course set up/take down.*** Please be aware that early morning training tends to be scheduled for specific groups and/or ability levels. Participating in these sessions is solely at the discretion of the coaches.

Race training by no means is restricted to the training course. In fact, the best racers are those with plenty of free skiing time. Free skiing helps develop the balance, reaction times and judgment required to be a competitive athlete. Free skiing may occur during any training session. At times of heavy snowfall, training courses cannot be set but the team will take these opportunities to free ski. Beginning with the 2008/2009 season, training start times will be scheduled a bit earlier allowing for more free skiing after lunch. This should help improve the overall skills of our racers.

### 2. Equipment

Each discipline of ski racing has equipment with different characteristics. Equipment includes boots, skis, bindings poles, and body protection. Most of the equipment used by youth racers is designated as “junior race”. This separates the equipment from youth recreational ski equipment in terms of design, performance and durability. Junior race equipment is typically available from major name brand manufacturers and is usually available through specialty ski shops rather than large chains that offer recreational gear. Ski shops and online sources catering to ski racers can be found on the BVSEF website.

The following guideline will get you started in gear selection. The race team coaches are the best authority if you have questions about equipment.

**Ski Boots-** It is important that racers have ski boots that are of the proper design and fit for racing. Ski boots should be 4 buckle boots. Ski boots should be sized so that the fit is snug. In addition to length, ski boots tend to be designed to be low, medium or high volume fit. This designation is aimed at accommodating the width and mass of the skier foot. Certain manufacturers have certain fit characteristics. For example, Lange boots traditionally have been recognized as a low-medium volume boot. Most junior skiers usually fit best in low to medium volume boots. Junior race boots also come in a variety of “flex indexes” which related to the stiffness of the boot. Most junior boots have flex indices between 60 and 100. In general, J4/J5 racers will want to have boots in the 60-80 range of flex index with the stronger, heavier J3s in stiffer boots of 90-100. Manufacturers of junior race boots include Fischer, Lange, Nordica, Salomon, Tecnica, Rossignol, and Atomic.

It is recommended that boots be purchased at a location that stocks junior race equipment has staff qualified as “boot fitters”. In addition to the size, proper boot fitting may also include checking the skier stance in the boot to see if “canting” is called for. This is to ensure that the boot and therefore the ski is absolutely flat when the skier is standing. If a racer is slightly “knock kneed” or “bow legged” this will need to be compensated for through canting to ensure the racer properly controls the ski. The boot fitter may also recommend custom foot beds for the boots which have the effect of greatly improving the fit in many cases.

**Skis-**Typically racers have a pair of skis for Slalom and a pair for Giant Slalom. Older racers, J3 and beyond may also have Super G and downhill skis. For entry level racers ages 7-9, there are dual event skis that will perform well for both Slalom and Giant Slalom.

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Racers should have skis that are specifically designated as Junior race skis. These skis are specifically designed to be of the correct flex and torsional rigidity which are appropriate for alpine racing. These skis will perform much better than a youth recreational ski.

Slalom skis are relatively short skis with a fairly big “side cut”. The side cut refers to how much difference there when comparing the width of the tip to the waist (section under the foot) and tail. Skis with a big side cut tend to have a shorter turn radius meaning the ski can make sharper turns. In the SL discipline, gates are closer together necessitating tighter turns. Typical turn radius of a junior SL ski would be around 9-12 meters, with shorter skis having a smaller turn radius. The easiest way to determine the length of SL skis is to stand the skis on their tails. As a general, rule appropriately sized SL skis will be of a length that is between the chin and eyes of the racer.

Giant Slalom, or GS skis, are skied longer than SL skis. As a guideline, GS skis should be of a length that is from mid-forehead to 2-3 inches above the racer’s head. The better the skier, the longer ski he/she can handle. These skis typically have less side cut than SL skis, but their shape is still fairly pronounced. Typical turn radius of a junior GS ski would be from 14-18 meters, again depending on length of ski.

Dual event skis fall between SL and GS in terms of sidecut. These skis should be skied at a length that is eye level.

Manufacturers that make junior race skis include Atomic, Blizzard, Elan, Fischer, Dynastar, Head, Nordica, Rossignol, and Volkl.

At the higher levels, some racers have 2 pair of identical skis, one for training and one for competition. This ensures that race skis are maintained in pristine condition. However this is completely optional and not necessary for racers to be competitive.

**Bindings-** Most ski manufacturers make their skis to be used with their own brand of bindings, such as Atomic and Fischer or with specific bindings from partner manufacturers such as Dynastar/Look bindings or Volkl/Marker bindings. Ski shops that sell race skis generally either package skis and bindings together or will recommend the appropriate binding for the ski. As with the other equipment, it is important to use junior race bindings. Not only do these bindings tend to work better with race skis, but they are typically designed to be “free flex” bindings meaning their release properties are not changed by a fully bent ski. As kids learn how to edge skis well, they will bend or arc the ski significantly. It is important that the bindings ability to release is not impaired when this occurs.

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Look for binding DIN ranges that are appropriate for your racers size and ability. DIN ranges of 3-10 for most racers in the J3/4/5 classification with second year or heavier, stronger J3s using bindings with DIN ranges up to 14. Here again ski shops that specialize in race gear and/or coaches are best resource to ensure the appropriate bindings are used.

**Poles-** For most beginning racers, standard ski poles of the appropriate length are all that are required. For SL races, pole guards must be used to protect the hands if the skier “cross-blocks” the gates. Pole guards should be of the full guard type that clamp to the shaft of the pole and are anchored by a screw at the top of the grip. “Half” guards can catch a gate which could be a safety issue. These pole guards must be removed for GS and other events, again this is for safety. Please note that Coaches will often have young, entry level racers refrain from cross blocking gates. Infact, J5 racers actually use short “stubby” gates for their competition. Please consult with your child’s coach regarding the need for pole guards

Many racers use a separate set of poles for GS and other speed events. These poles are contoured to fit around the profile of the racer’s body when in a tuck position and are meant to reduce drag. Entry level skier need not work about this, but it is convenient not to have to remove pole guards from poles when switching disciplines. In addition GS poles are generally used in a longer length to help with a better push out of the start gate.

**Helmet -** Probably the most important piece of body protection equipment is the helmet. Helmets are required for all Bear Valley team participation, but there are a few requirements for helmets used by the race team. Race helmets must be full coverage helmets with rigid, not soft, sides. Helmet face guards are required for SL races, so make sure your racer’s can accommodate the optional face guard.

**Goggles-** Goggles should be a good fit with the helmet and have a good quality lens.

**Shin Guards-** The technique used to run a slalom course quickly requires the racer’s skis to go around the gate, but his/her body to go “at” the gate which can be knocked out of the way due to its spring loaded base. One of the ways the racer knocks the gate out of the way is by “shinning” by hitting the gate with the shin. It is for this reason, that shin guards are required for the slalom discipline. Shin guards are available in a variety of sizes and should cover the leg from the knee and extend down to cover the top part of the boot.

As with cross-blocking, often coaches will want young, entry level racers to refrain from “shinning” gates. Please consult with your child’s coach regarding the need for shin guards.

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**Speed Suit-** The purpose of the speed suit is to aid the racer in being as aerodynamic as possible by reducing drag. Although entry level racers are not required to wear a speed suit, your young racer will undoubtedly want to have a speed suit. There are general types of speed suits; a GS suit which typically has padding sewn in the arms and shoulders and a downhill suit which does not have padding. Because of the padding, GS suits tend to cost a bit more, but the protection they afford is probably worth it.

Speed suits are expensive, usually costing around \$200 and up when new. However, used speed suits can usually be located from other team members who may have out grown them or through sources like eBay. If you do find a downhill suit that lacks padding, padded tops can be purchased to be worn under the suit for protection.

**Body Armor** – More advanced racers may want to consider using some sort of body armor for SL events. This body armor is an added layer of protection for the torso when hitting gates. Some body armor consists of rigid panels sewn into a top while others consist of additional padding. Coaches should be contacted for suggestions if you are considering this type of gear.

**Spine Protectors** - Spine protectors are designed to protect the back against impact in the case of a high speed fall. Spine protectors are recommended to be used by all racers especially for GS, Super G and Downhill competitions *and training*.

**Mouthguards** – Mouth guards are highly recommended for all racers engaging in gate training and competition activities. Not only have they been shown to minimize injury to teeth and mouth tissues during any kind of impact, but also relate to concussion issues from sudden acceleration of the lower jaw in the event of head trauma.

**Backpack-** A good ski backpack is essential to carry water, snacks and gear during training sessions and at races. The best type of packs have padded shoulder straps and a waist strap.

**Equipment Sources** – Ski racing equipment is typically of top quality and can be quite expensive. BVSEF works with the Ski Coaches to find the best prices through negotiated discounts and manufacturer discounts known as “pro-form” pricing. Very good deals on used ski race equipment can also be found through the BVSEF community and its website. Also, check Appendix III of this publication for online sources offering good prices. In order to get the best prices, call the online retailers and tell them the purchase is for a USSA racer and have your USSA number ready.

### 3. Ski Tuning, Waxing, Race Prep

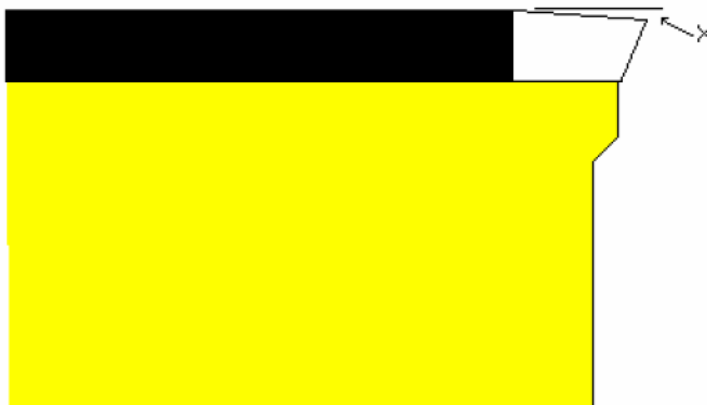
This section is not intended to be a “how to” guide because there many sources that expertly cover the subjects of how to tune and wax skis. Instead, this section helps you understand “what” is done to properly prepare race skis. Resources where you may find the expert “how to” information are near the end of this section

#### Edge tuning

Edge preparation will determine how the skis feel on snow. The edge geometry chosen should match the skiers’ ability and the equipment. By preparing and maintaining your own skis a dependable level of consistency can be achieved. Instead of tuning skis once at the beginning of the ski season, only to let them get progressively worse until they are tuned again, maintaining the base and edges means that your skis will always perform well. Predictable performance is not only safer, but can also become the foundation for improvement.

When you hear about edge bevels there are two angles that are being described, base edge angle, or base bevel, and side edge angle or side bevel. It is very important to understand the difference between base and side bevels, as they have different effects on the ski. Base bevel is the amount that the edge is tipped up off the snow relative to a flat base.

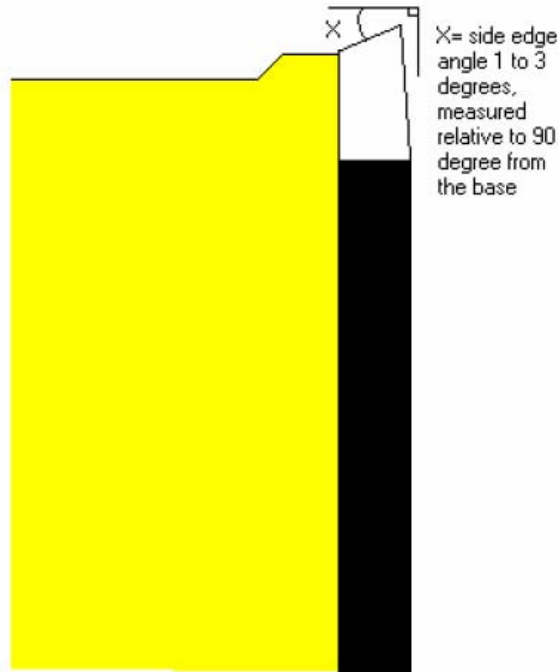
X = base bevel .5 to 1.5 degrees  
relative to base.



Base bevels range from 0 degrees to 1.5 degrees. Less base bevel makes a ski quick and grip hard. Slalom skis often have only a half degree of base bevel. More bevel on the base lets the ski transition from edge to edge more easily, making the ski more forgiving, especially at speed. For this reason downhill skis often have base bevels up to 1.5 degrees. Side edge bevel refers to how much the edge is “pointed” and is measured relative to 90

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degrees of the base. To confuse you further there are three methods to describe this angle. Some people describe the angle as an increase from 90 degrees, therefore two degrees is 92, conversely this angle can be described as a decrease from 90 degrees making two degrees 88. Most simply this angle can be described by its difference from 90.



Side bevel determines how the edge will hold, mild bevels of 0-1 degree provide some bite, but remain forgiving for less advanced skiers. For someone seeking a higher level of performance, side bevels of 2-3 degrees will allow the ski to hold better, especially on hard snow. Extreme side bevel of 4+ degrees hold even better, but can become too demanding for most people. Because of the increase in hold, the ski will be harder to break loose once it has been set on edge making a line correction very difficult.

### **Waxing**

Regular use of wax will allow your skis to glide and turn easier than skis with an untreated base. Skis actually ride on a very thin layer of water as they move across the snow. The water repellent wax reduces the friction of the ski base over the snow making the ski glide easier. Most waxes today is paraffin, a hydrocarbon petroleum byproduct that has hydrophobic (water-repellent) properties. Wax will also protect your base from oxidation. Bases exposed to oxygen will oxidize and become rough, similar to the roughness created when steel oxidizes in the form of rust. Wax seals your base to prevent harmful oxidation which slows ski glide.

### **Fluorocarbon Waxes**

Since their introduction in 1990, fluorocarbon waxes have proven indispensable for serious racers. Unlike regular paraffin-based hydrocarbon waxes which are comprised of carbon molecules with neutrally-charged hydrogen atoms, fluorocarbon waxes are comprised of carbon molecules with negatively-charged fluorine atoms. Somewhat like Teflon, they repel water better by reducing friction (capillary attraction) between bases and water in the snow pack, plus help keep bases cleaner and faster in dirty snow by repelling dirt particles (which, like the fluorine molecules, are negatively-charged).

### **Choosing waxes**

Both hydrocarbon and fluorocarbon waxes are offered in a variant of universal and temperature specific formulations. In addition, fluorocarbon waxes also are offered in humidity specific formulations with low-fluoro wax is best suited for dry, low humidity conditions (when it's hard to make a snowball), and high-fluoro wax is for wet and high humidity (when it's easy to pack a wet snowball).

It penetrates deeper into p-tex bases and lasts longest when melted in using a hot wax iron. When a ski is waxed, heat transferred from the iron to the ski's base expands its pores allowing it to be impregnated by molten wax.

### **Overlays**

As your racer moves up into the more competitive age classification, the preparation of the ski becomes more important especially in the "speed events" of GS, Super G (and Downhill...but this does not concern entry level racers). The final step for preparing a ski for a speed event is the application of a fluorocarbon overlay. Overlays are available in liquid, paste or powder form. The overlay is applied to a race ski after it is properly waxed with the temperature specific wax for the conditions on race day. The overlay is applied based on manufacturers instructions with each form of overlay requiring a different procedure. Once the overlay is applied, the ski should only be placed on the snow just before the starting gate. While overlays will provide for a fabulous glide, they last but one run.

### **Getting this done...**

While a good ski shop can handle the task of race tuning and waxing, at some point most racers and/or their parents become "ski techs" and take care of the racers skis. In order to do this, there are special tools required. The following list provides an overview of what is needed for the "do it yourself ski tech"

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### Tuning Equipment

Basic Tuning	Average Racer	Competitive Racer
Tuning Bench	Tuning Bench	Tuning Bench
Tuning Vise	Tuning Vise	Tuning Vise
Wax Iron	Wax Iron	Wax Iron
Plexi Scraper	Plexi Scraper	Plexi Scraper
Metal Scraper	Metal Scraper	Metal Scraper
Nylon Brush	Nylon Brush	Nylon Brush
Gumi Stone	Gumi Stone	Gumi Stone
Ski Brake Retainer	Ski Brake Retainer	Ski Brake Retainer
Multi-Tool Base/Side Edger	All Angle Base Edge Guide All Angle Side Edger Guide	All Angle Base Edge Guide All Angle Side Edger Guide
File Brush	File Brush	File Brush
Blue 70-mm DMT Diamond Stone	Full Set 70-mm DMT Diamond Stones	Full Set 70-mm and 100-mm Diamond Stones
Hydrocarbon Wax	Hydrocarbon Wax	Hydrocarbon Wax
Brass Brush (opt)	Fluorocarbon Wax	Fluorocarbon Wax
	Brass Brush	Brass Brush
	Horse Hair Brush	Horse Hair Brush
	Fibertex Buffing (3)Pads	Fibertex Buffing (3)Pads
	Polishing Cloth	Polishing Cloth
	Natural Cork	Natural Cork
	Hi Fluro overlays (opt)	Hi Fluro overlays
	Overlay Brushes	Overlay Brushes
	Scraper Sharpner	Scraper Sharpner
	Sidewall plane	Sidewall plane
		Training Fluoro Wax
		Hybrid Wax (opt)
		Hard Chrome File
		Synthetic Cork
		Synthetic Cork (hardwood)
		Felt Block (hardwood)
		5X Magnifier
		Red Gumi Stone
		Steel Brush
		Base Cleaning Brushes (extra brass, just for dirt)
		Fiberlene Paper
		True Bar
		Tan Gumi Stone (opt)

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There are a large variety of guides on how to properly tune and wax your skis, providing detail on how to use all the above tools.

Here a number of good sources:

Toko Alpine Tech Manual

<http://www.tokous.com/Manuals/Alpine%20tech%20manual.pdf>

Swix Wax School

[http://www.swixschool.com/web\\_tysk/index2.html](http://www.swixschool.com/web_tysk/index2.html)

Tognar Tool Works

[http://www.tognar.com/tips\\_tricks\\_information\\_ski\\_snowboard\\_waxing\\_tuning\\_repair\\_tools.html](http://www.tognar.com/tips_tricks_information_ski_snowboard_waxing_tuning_repair_tools.html)

Race Wax. Com

<http://www.racewax.com/servlet/the-template/tuningtips/Page>

Race Place

Tuning

<http://www.the-raceplace.com/tuning.htm>

Waxing

<http://www.the-raceplace.com/waxing.htm>

If you decide becoming a ski tech is not for you, there are a number of shops that can take care of race skis. Just be sure to be clear about what you want done. The quick “roll on” wax job is not adequate for a racer’s need. Bear Valley Sport Shop in the Village can handle all your tuning and waxing needs. Also, the Repair Shop at the Mountain can handle tuning and waxing, but make sure you are clear on what you want. For base grinding and top of the line ski prep, The Start Haus in Truckee can’t be beat. Granite Chief in Truckee is also an excellent race prep shop.

## 5. Competitions

The Bear Valley Race Team competes in events that are sanctioned by the United States Ski and Snowboard Association (USSA). USSA is divided into 3 Regions, Eastern, Rocky/Central, and Western. Each Region is further divided into Divisions. Bear Valley Race Team is a member club of the Far West Division of the Western Region

There are 4 different types of races or disciplines in Alpine ski racing. Slalom (SL), Giant Slalom (GS), Super G (SG) and Downhill (DH). Each discipline has its own characteristics such as length of course, verticle drop, number of gates and distance between gates. Slalom courses are shorter and have tight gate placement requiring shorter, quick turns. GS, SG and DH events are characterized by progressively longer courses, gates set much farther apart and much higher speeds. All levels J1-J5 run SL and GS courses. J1-J4s run SG and only J1-J3 run DH events. Full details on each discipline can be found in the USSA Alpine Competition Guide.

<http://www.ussa.org/magnoliaPublic/ussa/en/sports/alpine/rules/compguide.html>

### Race Eligibility

All Far West competitors involved in USSA junior racing must be members in good standing of FAR WEST SKIING, and members of USSA, in order to participate in any USSA or FIS races. Athletes must be able to present their current USSA card, indicating appropriate age class and membership status, to race organizers in order to compete in any USSA race.

FAR WEST SKIING members will receive ONE consolidated bill from USSA for USSA and FAR WEST SKIING dues. Members will receive one USSA card, indicating USSA and FAR WEST SKIING membership status. USSA and FAR WEST SKIING each charge a late penalty for memberships not received by October 15; this does NOT apply to new members. Memberships will not be processed until complete, including all paperwork and fees (including penalties where applicable).

Membership requirements: (fees are for 2010-2011)

#### J4/5 Competitors

All Far West J4/5 competitors are required to have:

1. USSA Alpine Youth Competitor membership - \$70
2. Far West Skiing membership - \$35

#### MID-J3 Competitors

All Far West Mid through J3 competitors must have:

1. USSA Alpine competitor membership - \$140
2. Far West Skiing membership - \$50
3. FIS license (J2-Mid to compete in FIS events) - \$80 (after Aug 15 - \$150)

Membership forms and complete information can be found at the USSA website:

<http://www.ussa.org/magnoliaPublic/ussa/en/formembers/membership/forms.html>

### **Class and Competition Structure**

The following is key information from the Far West Skiing Competition Manual ([http://www.fwsking.us/Rules\\_and\\_Forms/FW\\_Comp\\_Manual.htm](http://www.fwsking.us/Rules_and_Forms/FW_Comp_Manual.htm) )

and the USSA Alpine Competition Guide

(<http://www.ussa.org/magnoliaPublic/ussa/en/sports/alpine/rules.html> )

Further detailed information can be found in these resources

### **J4/J5 Races**

The J4/5 program is for racers ages twelve and under. Eleven and twelve year old athletes race as J4s; those 10 and under compete as J5s. J4/5 races in the Far West are non-scored USSA-sanctioned events. J4s and J5s compete in the same races. The J4s and J5s are maintained as separate fields with their own start lists and are run separately. The starting order is determined by random draw, which is reversed for the second run in GS and SL races. All competitors are allowed to start the second run in their starting spot, including those who did not finish (DNF) or were disqualified (DSQ) in the first run. Awards will be given for each age class and gender. Hero gates will be used for all J5 Slalom events.

Typically in ski racing, bibs are assigned based on start number and distributed at each race. In the Central Series we use “permanent bibs” that will be used by an individual racer at all Central Series events through second year as a J4. Permanent bibs may be purchased from our race registration coordinator. Racers must bring their Central Series bib to all races. If a bib is forgotten, a substitute bib will be available from the hosting mountain with a \$20 deposit.

Bear Valley, along with Dodge Ridge, Yosemite Ski Club (Badger Pass), and China Peak comprise the Central Series of Far West. There is also a North Series and a South Series. Throughout the season, most of the races our team attends are Central Series races. The series consists of two slaloms (SL), two giant slaloms (GS) and two Super-G's (SG) for J4 athletes; and two slaloms (SL), two giant slaloms (GS) and two one run giant slaloms (with minimum gates and maximum length) (one run GS) or a two run GS for J5s. In addition, there are three races (SL, GS, SG for J4s; SL, GS, one run GS or two run GS for J5s) at the divisional championships. There are also non-series races for J4/5 athletes.

### **J4/5 Awards**

For the individual overall season awards, J4/5 series races will be scored by age class using current “Old World Cup Points.” A racer may win a series award in only one geographic area (North, Central or South). The results from the championships shall be scored separately. The best four results from the six scheduled series races (regardless of discipline) are used to calculate the series awards. If any of the series' races are cancelled, one half of the races held are scored (odd numbers are rounded up). A tie is broken by adding a racer's next best score(s), until the tie is broken.

### **Maury Rasmussen Team Series Award**

The Maury Rasmussen Team Series Award (a perpetual trophy) goes to the top team in each of the three geographic areas within Far West. There is no maximum number of competitors per team. For scoring, the top fifteen (15) J4 finishers and top fifteen (15) J5 finishers of the respective geographic area will count. The top five (5) boys and the top three (3) girls from any one team will be scored per race. All series races held will be scored. Scoring will be by "World Cup Points." This series is named after Maury Rasmussen, the developer of Bear Valley/Mt. Reba and a strong supporter of Far West junior racing.

There are a number of other awards which are described in the Far West Competition Manual referenced above.

### **J4 Performance Camp**

The camp goal is to bring together J4 athletes from the North, Central and South series and give them the opportunity to improve their skiing skills and to introduce our athletes and coaches to each other and foster a healthy Far West environment. Athletes will have to be current members of USSA and Far West Skiing for the 2010/2011 season.

The camp will rotate throughout the Far West and include three days---Day 1 Super G training, Super G Race; Day 2 GS training and GS Race; Day 3 Slalom Training and Slalom race- similar to the J4 Festival of the past. Qualifying would be the same as the past J4 Festival, with twelve athletes from the North, four from the Central and four from the South. Discretionary spots will be available, for a total not to exceed 50 (25 female and 25 male). Participants of the J4 Performance Camp will be invited to the J3 Spring Speed Elements Camp  
For selection criteria see: [http://www.fwsking.us/Assets/Comp+Manual/FW+Comp+Manual+10-11/USSA\\_FW+Competitions+9.27.10.pdf](http://www.fwsking.us/Assets/Comp+Manual/FW+Comp+Manual+10-11/USSA_FW+Competitions+9.27.10.pdf)

### **Far West J4/5 Development Team**

The J4/5 Development Team recognizes athletes who have excelled in their specific age groups. Four (4) J4 boys and four (4) J4 girls, as well as four (4) J5 boys and four (4) J5 girls, will be selected by the total of "Old World Cup Points" from the Far West J4/5 Championships (SL, GS, SG).

### **J4/J5 Race Registration**

A member of BVSEF and/or the coaching staff will receive race announcements from the Far West Skiing Administrator. Race announcements will be posted on the BVSEF website and members will receive update notices if their profiles are properly set.

The Race team will have a registration coordinator who will prepare "team entries" for the Central Series races. The registration coordinator will require each racer to have completed a USSA Alpine entry card for the first race of the season. The information on the card will be used for all subsequent Central

## BVSEF Race Team Guide

Series races. J4/J5 racers should disregard the boxes marked DH Pts, SL Pts etc. These are for scored races and not applicable at this level.

USSA ALPINE ENTRY CARD					
Last Name	First Name	Sex: <input type="checkbox"/> M <input type="checkbox"/> F	Club	Year of Birth	Age Class
Address					
USSA #	DH Pts.	SL Pts.	GS Pts.	SG Pts.	
City	State	Zip+4	Area Code & Phone (   )		
Name of Race	Location			Date of Race	
Date Paid	Owes	Comments	Race Code		

For each race, competitors must submit the resort specific liability release and payment in the form of separate checks for each race to the race registration coordinator by the deadline provided. Entries after that time must be sent directly to the hosting resort and may incur late fees.

Based on the success of online registration from last season, most races will offer online registration for the 2010-2011 season. All race announcements posted on BVSEF.org will indicate if this option is available.

At Central Series races, there is typically an Awards Dinner held on the Saturday night. In addition, a souvenir race t-shirt or sweatshirt is usually produced for the event. The registration coordinator will collect the forms and payments for the dinner and shirts. Both, of course, are optional; although the Awards Dinner are great fun for both parents and racers and should not be missed.

For the Far West Championships and open races, entries should be send directly to the hosting resort per the instructions on the race announcement.

For the 2009-2010 season, Bear Valley will be testing online registration for the January Rasmussen Classic J4/J5 Slalom race. All competitors will be able to register by going to [www.bvsef.org](http://www.bvsef.org) and clicking on the Event Registration button on the left navigation bar.

### **J3 Races**

The J3 program is for racers ages thirteen and fourteen. At this level, the competition gets a bit tougher and race teams experience a bit of attrition as athletes develop other interests that conflict with ski racing. Races at this level are “scored” races, where an athlete's points determine his/her start position for races. These scored races include racers from the entire Far West Division, not just the Central Series. J3 and older racers may also compete in Central Series races on a “non-scored” basis. The USSA Competition Guide provides an explanation of the scoring system used in ski racing. This explanation may appear to be complicated, but in practice most of the complexity is handled by timing/scoring software. See: USSA Alpine Competition Guide – Chapter 3 (<http://www.ussa.org/magnoliaPublic/ussa/en/sports/alpine/rules.html> )

All J3 and older racers must complete a USSA and Far West mandated physical assessment prior to competing each season. The coaching staff will advise all team members of the time and date of the physical assessment.

All Far West J3 athletes may compete in the WILD WEST SERIES (qualifiers for the J3 Junior Olympics (J3 JOs)) and the OPEN SERIES. J3s must qualify to participate in GRAND PRIX events (see below).

J3 and Open Race registration will be posted on the BVSEF Community site and the Far West Skiing website (<http://www.fwskiing.us/>). Most of these races will offer online registration with specifics being included on all race announcements. Athletes need to register directly as per race announcements for all these events.

**WILD WEST SERIES:** This J3-only series includes three (3) SL, three (3) GS and three (3) SG J3 JO qualifying races open to all Far West J3 athletes. When possible, there will be additional events in this series. All racers may participate in the second run of SL and GS events in J3-only competitions. Racers who did not finish or were disqualified in the first run are allowed a second “fun” run; their time will be posted on the unofficial posting board in the finish area but WILL NOT appear on the results. First-run DSQ and DNF racers will take their second “fun” run after all qualified racers and reruns have been completed; run order will be in reverse order of their first run start.

**FAR WEST CHAMPIONSHIPS:** SL, GS, DH and SG races are open to all J3s.

**GRAND PRIX:** Grand Prix-qualified J3 athletes may compete in GRAND PRIX races only if there is no conflict with a WILD WEST SERIES race. J3s meeting the Grand Prix point cut-offs in slalom, giant slalom or super-g disciplines may race in those Grand Prix events. Any JO team member from the current or previous season is an automatic for the slalom, giant slalom and SG GRAND PRIX events.

## BVSEF Race Team Guide

### J3 Wild West Competition Awards

The goal is to recognize and reward young athletes within skiing skill groups in addition to age classifications. J3 awards will be provided for the J3 Junior Olympic qualifying races (Wild West Series).

- All competitors compete for the overall 1st through 10th place awards per gender.
- Hard charger awards: For each competition a hard charger award will be provided for men and women per birth year. This is defined as the competitor who moved up the greatest number of places from the start list to final results.

### Far West J3 Development Team

The J3 Development Team recognizes athletes who have excelled in their specific age group. The team consists of the top four (4) girls and the top four (4) boys from the Junior Olympic qualifying list. A J3 competitor who is selected to the current-season Far West Ski Team is automatically a member of the Development Team and does not count against the quota. Any J3 athlete that is invited to and participated in National Team or USSA Development Program projects or race events is an automatic to the J3 Development Team.

## 6. Race Logistics

If you or your athlete have never participated in an organized ski race, a preview of some of the logistics may be helpful. Knowing what to expect and being prepared can make ski racing an enjoyable family experience. Most of this section refers to Central Series races and is intended for new race families.

It is helpful to make a checklist of all the gear your racer will need. Many racers are so used to having all their gear in their locker, they can easily forget to bring along vital equipment. Make sure you bring along an extra pair of skis for slip skis if you have them. Especially for GS races, you will want to save your race prepped skis for the competition. If you only have one pair of skis, no problem the coaches and parent assistants will help do a quick prep at the top of the course.

### Accommodations

There are 4 “away” events for the Bear Valley J4/J5 Team; Dodge Ridge, Yosemite, China Peak and the Far West Championships. Lodging for these away events, especially Dodge Ridge and China Peak should be booked as early as possible. A good practice is to make your reservations as soon as the Far West Schedule is published for the upcoming season. This usually takes place in late August or early September. The BVSEF Website has accommodation information about each of the venues. This information is also contained in the Appendix of this guide. The lodging selections are not exhaustive, but reflect where the Bear Valley team usually stay. If these choices are booked, try to secure accommodations as close to the resort as possible since race days start early.

### Race Check-in

Each morning, racers need to “check in”, usually about 7:30 am, at a designated point at the hosting resort. This confirms the race organizer has received your registration. This is also where racers can buy discounted lift tickets. For Central Series races, other transactions such as picking up Award Dinner tickets, sweatshirts etc. may also occur at check-in. It is a good idea to make sure you either have plenty of cash or your check book since some venues do not accept credit cards for discounted lift tickets and other event payments..

During the check-in period, Start Lists will be available for the day’s race. Sometimes race day schedules are also available. Make sure to pick up a Start List so you know the order in which your racer will be running.

All racers require numbered bibs for the race. For Central Series races permanent bibs are used per above information. For other Far West events and J3 and older racers bibs are provided at each race. These bibs are given to the coach at the coaches meeting which is usually held the evening before the race. Make sure you meet the coach at the appointed time to receive a bib. After the

## BVSEF Race Team Guide

event, bibs must be returned. If you don't return your bib, the team will be charged \$50.

### **Race Schedule**

After checkin, the team usually assembles at the base of the lift serving the race course, usually around 8-8:30 am. The team will proceed to the top of the course where gear will be dropped. Racers will warm up with free ski runs until the the course is open for inspection, typically 8:30-9:30 am.

During inspection the team slips the course with the coach who describes the best line to take and discusses key points to help the racers maintain a fast line.

For GS and SL events there are generally 2 runs that comprise the race. For most events, the first run begins around 10 am and the second run around 1 pm. A race is held for each level and gender. For example, J5 Girls may take their run first followed by J5 Boys, then J4 Girls, etc. Racers should know approximately when they are scheduled to run so as not to miss his/her start.

The coaches will always be the best source for information about start times and the schedule for the race day.

## **7. Off-Season**

Many racers enroll in summer race camps at Mt. Hood, OR. The Bear Valley Race Team traditionally has attended the Olin-Lacasse Ski Camp operated by Tony Olin and Josee Lacasse. The program consists of one week sessions, 3 days of SL and 3 days of GS.

We attempt to attend the 2<sup>nd</sup> or 3<sup>rd</sup> week as a team, but often times some team members cannot attend with the group and choose a different week. Some racers register for back to back weeks to get more practice.

While Ski Camp is an excellent way to continue to build skill, all athletes should be engaged in some sort of sport or physical activity to keep conditioned, build strength and improve coordination. Sports such as soccer, cross country, swimming, cycling are all excellent in terms of conditioning.

# BVSEF Race Team Guide

## Appendix I

### *Far West Race Schedule 2010/2011*

Date	Event	Class	Discipline	Location
<b>Open Races</b>				
December 11-12	Open	Mid - J3	2 SL	Auburn Ski Club
December 18-19	Open	Mid - J3	2 GS	Mammoth
December 31	Open	Mid - J3	1 SL Night	Auburn Ski Club
January 29-30	Open	Mid - J3	2 GS	Northstar At Tahoe
February 21-24	Open	Mid - J3	2 DH	Mammoth
March 11	Open	Mid - J3	1 SL Night	Heavenly
March 12-13	Open	Mid - J3	2 GS	Alpine Meadows
<b>Qualifying Races</b>				
January 16-17	FIS WR Open/FW	Mid-J2	2 SL	Sugar Bowl
February 12-13	FIS WR Open/FW	Mid-J2	2 GS	Mammoth
February 19-20	FIS WR Open/FW	Mid-J2	2 SG	Mammoth
<b>Wild West Series</b>				
January 14-16	Wild West Series	J3	3 SL	Snow Summit
February 4-6	Wild West Series	J3	3 GS	Northstar At Tahoe
February 25-27	Wild West Series	J3	3 SG	Squaw Valley
<b>J4/5 Races</b>				
December 18-19	Open	J4 - J5	Tech Kombi	TBD
January 8-9	North Series	J4 - J5	2 SL	Sugar Bowl
January 8-9	South Series	J4 - J5	2 SL	Snow Summit
January 8-9	Central Series	J4 - J5	2 SL	Bear Valley
January 29-30	North Series	J4 - J5	2 GS	Squaw Valley
January 29-30	South Series	J4 - J5	2 GS	Snow Summit
February 5-6	Central Series	J4 - J5	2 GS	Dodge Ridge
February 12-13	North Series	J4 - J5	1SL 1GS	Mt. Shasta
February 19-20	South Series	J4 - J5	1SL 1GS	Mountain High
February 26-27	Open	J4 - J5	Speed Kombi	TBD
February 26-27	J4 Perf. Camp	J4**		June Mountain
March 5-6	Central Series	J4 - J5	2 SG	China Peak
March 12-13	No./So. Series	J4 - J5	J4 2SG; J5 2GS	Mammoth
March 19-20	Central Series	J4 - J5	2 SL	Badger Pass
<b>Championship Races</b>				
April 1-2	Open - FW Finals	Mid - J3	2 GS	Sugar Bowl
April 3-4	Open - FW Finals	Mid - J3	2 SL	Heavenly
March 31- April 3	J4 J5 Champs	J4 - J5	1SL, 1GS, 1SG	Mammoth
April 19-24	Open - FW Finals	Mid - J3	3SG/3DH	Mammoth

#### **FW Late Fee**

Mid-J3 SL & GS  
Mid-J3 SG & DH  
Downhill Training Fee

\$30 per start  
\$38 per start  
\$20 per start

#### **\$15 Per Race**

Far West J4/5 SL & GS  
Far West J4/5 SG & Kombi  
J4/5 SG Training Runs

\$22 per start  
\$25 per start  
\$12 per start

FIS \$38 per start

## Race Accommodations

### Dodge Ridge

<http://www.dodgeridge.com/>

Pinecrest Chalet  
209.965.3276

<http://www.pinecrestchalet.com>

The newest and most diversified complex in the Pinecrest Lake area. Spacious cabins, townhouses and RV Park. Located by the North Fork of the Tuolumne River. Closest lodging to Dodge Ridge Wintersports Area. 500 Dodge Ridge Road, P.O. Box 1279 Pinecrest, CA 95364.

Pinecrest Lake Resort  
209.965.3411

<http://www.pinecrestlakeresort.com>

Nestled among towering sugar pines, Pinecrest Lake Resort is only five minutes from Dodge Ridge. Motel Rooms, Cabins, Townhouses, Restaurant and Bar available.

Strawberry Inn  
800.965.3662  
209.965.3662

<http://www.strawberryinn.com>

Located on the south fork of the Stanislaus River and just five miles from Dodge Ridge, Strawberry Inn is a newly remodeled, full service resort, including a restaurant, bar, and 15 hotel rooms. Located 1 mile east on Hwy. 108 from the Dodge Ridge/Pinecrest turnoff. 31888 Highway 108, P.O. Box 61 Strawberry, CA 95375.

Cabins at Strawberry  
888.965.0885  
209.965.0885

<http://www.cabinsatstrawberry.com>

P.O. Box 109-31888 • Hwy. 108  
Strawberry, CA 95375

Ten new fully-furnished cabins located on the South Fork of the Stanislaus River. 3 bedroom/2 bath cabins. Amenities include: fireplaces, linens, TV/VCR, and fully-stocked kitchens. Open year-round. Pet friendly. Call for reservations or brochure.

## Appendix II

### China Peak

<http://www.skichinapeak.com/>

China Peak Inn

Contact the China Peak Inn at (559) 233-1200 or by email at [cpinn@skichinapeak.com](mailto:cpinn@skichinapeak.com) for reservations and room availability.

<http://www.skichinapeak.com/lodging.aspx>

The China Peak Inn is located just a short walk to the lifts and offers a variety of rooms and suites in a rustic charm all its own. The Inn's casual atmosphere allows you to relax after a day on the slopes and enjoy drinks in the Buckhorn Bar or a casual meal in the Dining Room.

Lakeshore Resort

866 736-8405

<http://www.lakeshoreresort.com/>

Located just minutes from China Peak, Lakeshore Resort offers rustic hospitality in charming cabins at a reasonable price

Tamarack Motor Lodge

Located 5 miles from China Peak

559/893-3244

9 studio suites

Huntington Condos 800-422-4102

Other Accommodation options can be found at <http://www.shaverlake.com/>

### North Tahoe-

Best Western Truckee

<http://www.bestwesterncalifornia.com/hotels/best-western-truckee-tahoe-inn/>

11331 Brockway Road, Truckee, California, 96161-2107

530/587-4525

This Truckee, California hotel is one mile from historic downtown Truckee. Good location for Northstar and Squaw events

Donner Lake Village Resort has studios, one bedroom and townhouse accommodations.

Phone: 1800 621 6664

Web: <http://www.donnerlakevillage.com>

Good location for Sugar Bowl and Boreal events

Holiday Inn Express is close to I80 and reasonably priced:

Phone: 1-887-878-2533

Web: [http://www.tripadvisor.com/Hotel\\_Review-g33191-d81054-Reviews-Holiday\\_Inn\\_Express\\_Truckee-Truckee\\_Lake\\_Tahoe\\_California\\_California.html](http://www.tripadvisor.com/Hotel_Review-g33191-d81054-Reviews-Holiday_Inn_Express_Truckee-Truckee_Lake_Tahoe_California_California.html)

Good location for Sugar Bowl and Boreal events

## BVSEF Race Team Guide

### **Mammoth Mtn.**

Viewpoint Condos

1-800-826-6680

website: <http://www.viewpointcondos.com>

These are nice 1 bedroom and 1 bedroom with loft. Prices are reasonable and location is convenient

Mammoth Mountain Inn

1-800-MAMMOTH

<http://www.mammothmountain.com/plan/lodging/mmi/>

Located at the main base of Mammoth Mtn, the Mammoth Mountain Inn is the most convenient location to access the mountain. Condos are a bit pricey, but rooms may be a good alternative.

Snowcreek Resort (Condos)

<http://www.snowcreekresort.com/>

Toll Free: 1-800-544-6007

Local: (760) 934-3333

P.O. Box 1647

1254 Old Mammoth Road

Mammoth Lakes, CA 93546

Snowcreek Resort Vacation Rentals provides Mammoth Lakes visitors with luxurious condominiums and town homes in a variety of floor plans. These units can be economical especially if shared.

### **Yosemite**

Tenaya Lodge

<http://www.tenayalodge.com/>

Tenaya Lodge toll free at 888-514-2167 Monday-Friday 7 a.m. to 9 p.m., Saturday and Sunday 7 a.m. to 7 p.m.

Tenaya Lodge at Yosemite is a classic mountain resort set two miles from Yosemite National Park's southern gate

Wawona Hotel

[http://www.yosemitepark.com/Accommodations\\_WawonaHotel.aspx](http://www.yosemitepark.com/Accommodations_WawonaHotel.aspx)

Make your Yosemite reservation online or call us at (801) 559-4884

Wawona Hotel, a National Historic Landmark, rests upon verdant meadows and beside rushing streams. Wawona Hotel is located four miles from the Park's south entrance

Yosemite Lodge at the Falls

[http://www.yosemitepark.com/Accommodations\\_YosemiteLodge.aspx](http://www.yosemitepark.com/Accommodations_YosemiteLodge.aspx)

Make your Yosemite reservation online or call us at (801) 559-4884

Closest property to Yosemite Falls, the main complex was redesigned with an emphasis on glass and wood detailing to blend harmoniously with its surroundings

## BVSEF Race Team Guide

### Appendix III

#### Website Resources:

USSA - <http://www.ussa.org/>

Far West Division of USSA - <http://www.fwskiing.us/>

Race Werks - <http://www.race-werks.com/>

Reliable Racing - <http://www.reliableracing.com/wintersports.cfm?c=w>

The Race Place - <http://www.the-raceplace.com/>

Artech - <http://www.artechski.com/index.aspx>

Start Haus - <http://shop.starthaus.com/store/pc/home.asp>

Ski Depot - <http://www.ski-depot.com/>