



Parent Information Guide

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1. Introduction

Bristol Mountain Race Club (BMRC, www.bristolraceteam.org), founded in 1965 by several former Austrian National Ski Team members turned Bristol Mountain Ski School staff along with some enthusiastic Rochester families, is one of the first local race clubs in New York State. Club level racing in United States Ski and Snowboard Association (USSA) sanctioned races represents the grass roots efforts in our country's training and development of world champions. BMRC racers participate in local, regional, and national level competitions and have gone on to win at the state level, compete in the Junior Olympics, and even make the U.S. Olympic Team!

BMRC views ski racing not only as a competitive sport, but as a medium through which children can augment their overall development (physical, mental, emotional, social), and learn a variety of life-skills that will serve them well and help them meet their overall life goals. Racing is a family sport requiring a time commitment by parents which ultimately helps their child's growth.

This handbook is intended to be a reference for families of ski racers in the BMRC to help them understand the background organization in ski racing as well as to get through the day to day tasks of ski racing from the beginning to the end of the season.

2. Ski Racing Organizational Structure

FIS www.fis-ski.com (Worldwide events - World Cup, Olympics)

USSA (www.ussa.org) (U.S. regional, National Championships)

Western Region

Rocky/Central Region

Eastern Region

NYSSRA (www.nyssra.org) (New York State)

East

Councils:

Mountain
Rip Van Winkle
Adirondack

West

Councils:

Niagara Frontier
Central
Genesee Valley
Hunt Hollow
Swain
Brantling

Bristol Mountain Race Club (www.bristolraceteam.org)

Definitions

FIS (Federation Internationale de Ski) 110 National Ski Associations comprise the membership of the FIS. Worldwide events including World Cup races and the Olympics are run by FIS.

USSA (United States Ski and Snowboard Association) is a member of FIS and is the overseeing organization of ski racing in the United States. All races that BMRC participates in come under the organization of USSA and all members of the BRMC must become a member of USSA. The membership is good for a year and must be renewed annually. A USSA membership number is assigned when a skier first joins the organization and does not change as long as the skier retains the membership.

NYSSRA (New York State Ski Racing Association) is the official governing body for competition in New York for the Eastern Region of the USSA. All members of BMRC must become a member of NYSSRA. Membership in NYSSRA is good for one year and must be renewed annually.

3. Racing Age Levels and Groupings.

Racers are divided into age groups based on their age on January 1st of the race year. Racing levels are as follows:

J4, J5, and J6 racers participate together in regular season NYSSRA Council races.

J6 - under 9 years old. These racers compete with the J5s for most races, but are not eligible for the J5 post-season competition (Kandahar).

J5 - 9 and 10 year olds. These racers compete in NYSSRA Council races and then end of the season Kandahar. The initial **Kandahar** race breaks NY State into 3 races (East Central and West). The West race is held at either Holimont or Holiday Valley each year and is comprised of racers from the Niagara Frontier and Genesee Valley Ski Councils. Kandahar is 4 GS runs over 2 days. The best 2 places on individual runs for each racer are used to determine who will qualify for the **Kandahar Champs** race. The Kandahar Champs race is held in a different place each year and is 3 GS runs in 1 day. Top finishers for Kandahar Champs will qualify for the **Piche Invitational** in Gunstock, NH which pulls racers from across the East Coast (12 states)

J4 - 11 and 12 year olds. These racers compete in the NYSSRA Council Races. The top J4 racers in the Council races qualify to compete in **J4 States**. Quotas for the number of racers that qualify from each Council are posted on www.nyssra.org in the middle January. J4 States are 2 runs of GS one day and 2 runs of SL a second day. Top finishers in States qualify for the **Future Stars** race held in VT, NH or ME and then to **Can-Am Series**. J4 racers not qualifying for States can compete in J4 Kandahar as described above for J5s.

J3 racers compete as a separate group

J3 - 13 and 14 year olds. BMRC racers compete in the NYSSRA West Division Cup Series. For the post-season, top racers qualify for **J3 States** and those who don't can do Kandahar. J3 racers must attend the SG camp to qualify for J3 States which include GS, SL and SG races. Top J3 State finishers can progress to **Eastern J3**, **J3 Olympics** and then to **Whistler Cup** or **K2 Championship**.

J2 & J1

J2 - 15 and 16 year olds.

J1 - 17 and 18 year olds.

J2 & J1 compete in multiple "series" of NYSSRA races starting with regional **Empire Series** (2 GS, 2 SL) and **Winter Carnival Series**. The **Trophy Series** is a statewide invitational series based on Empire Series results. Top racers qualify for **NYS Championship Series**. Beyond that racers can progress to FIS and USSA Eastern Regional and National Championships.

NOTE: registration for post-season races that are based on qualifying sometimes require registration immediately after the qualifying race (i.e. if your racer does well at Kandahar and qualifies for Kandahar Champs, the racer must register immediately after the Kandahar awards ceremony). Make sure you bring your checkbook so you can register for the next race

4. Types of Races

In all types of races, the racer must pass through multiple "gates" down the length of the hill. Each gate consists of two poles (slalom) or two paneled poles (giant slalom and super G) of the same color. Gates can be oriented in a variety of patterns including horizontally across the hill (most common) or vertically.

Slalom (SL) – gates are close together forcing racers to make tight fast turns. J5 and J6 racers use "stubby" gates (poles about 2 ft high). J4 and older racers use full height poles which require racers to wear additional equipment (see equipment section) to prevent injury.

Giant Slalom (GS) – gates are placed further apart than slalom and challenge racers to make accurate turns while holding as much speed as possible.

Super G (SG) – This race is a higher speed event over longer hills requiring higher mountains including Bristol. The course has turns spaced out further than the Giant Slalom. J4 racers can train for this event but formal racing does not start until J3 level.

5. BMRC Organization

Relationship with Bristol Mountain

While there has been longstanding cooperative relationship between a BMRC and Bristol Mountain, BMRC has no ownership relationship with Bristol Mountain. BMRC utilizes hill space at Bristol Mountain and has to work with Bristol Mountain in attaining the hill space it needs. BMRC coaches are not Bristol Mountain employees or part of the Bristol Ski School; they are paid by BMRC. The manpower used to run races at Bristol is primarily volunteers and coaches from BMRC, with some assistance from members of other clubs and the public. BMRC is not part of the Bristol Ski School program but works with the school in attracting racers from the Forerunners program to the race club.

Officers:

A number of dedicated parents volunteer for Officer positions for the BMRC. See website for up to date list of club officers.

Coaching:

Program Director - Jeff Jenkins

Lead Coaches-

J1, J2 Justin Lloyd
J3 Steve Kurz
J4 Paul Swartz
J5, J6 David Farrell

Role of Coaches

The coaches' responsibility in the race program is to raise the racers' technical skiing ability and mentor the racers on the mental aspects of the sport. They are responsible for the racers during training sessions and races. They are not responsible for off hill activities (lunch, break time, after skiing, etc.). The coaches make themselves available to parents for questions, updates and reassurance before or after practice (but not during). Coaches most likely will seek out parents only for equipment needs or behavioral issues. They are focused on the racers, not the parents. After all races, the coaches are "off" and parents will have responsibility for their children.

Questions or problems concerning coaching should first be directed to the Program Director (Jeff Jenkins) and then, if not resolved, to a club officer.

6. BMRC Volunteer Program

A strong parent volunteer program is critical to the functioning of BMRC and all families are expected to fulfill a volunteer requirement. Without the help of parent volunteers we could not run the many events we are hosting for your children. There are many advantages and savings to hosting events at Bristol but it does require a strong volunteer effort from all families.

A \$100 Volunteer Deposit check is required with enrollment in BMRC. The check will be held and destroyed once the minimum volunteer requirement of 3 days per family is met. A volunteer sign up form is in the enrollment packet and can be turned in as part of the enrollment. The Race Administrator (RA) for each event is responsible for coordinating volunteers for that event.

2010 Volunteer requirements:

J1/2 parents: 2 days J1/2 event plus 1 day at J3/4/5 events

J3/4/5/6 parents: 2 days of your child's events plus 1 day at a J1/2 event.

Volunteer positions:

Please do not be afraid to volunteer for or ask about volunteer positions regardless of your experience. RA, Timing & Calculations, etc...even Gate Keeping training clinics are available. We need people to learn and take on new roles, to become Alpine Officials, and to fill voids of experience as families move up and out. Contact any club officer and we will work with you regarding training, clinics, or whatever is necessary to make you feel comfortable as a volunteer.

Outside

Gate keeper – on the hill from about 30 minutes before the start of the race until the last racer for that run (approximately 9:00-11:30 1st run, 1:00- 3:30 2nd run). Typically gate keepers only do one of the two runs for that day. Their job is to observe and record that all racers go between the gates properly and assist racers when they fall or miss a gate.

Course maintenance – on the hill usually at 7:00 am until 4:00 pm with breakfast and lunch breaks. Responsibilities include setting up the course, maintaining the course through both the first and second runs, and taking down the course at the end of the race. This includes setting up and taking down netting around the perimeter of the course which can be physically demanding and strong skiing skills are helpful.

Hand timer – on the hill during the races. Use stopwatches for each racer as a backup to the electronic timing.

Starter – line racers up at the start and coordinate them starting on time.

Scoreboard – record racer times on the scoreboard at the bottom of the race hill.

Inside

Race Administrator –see below

Registration – Start in lodge at 7:00 am until 9:00 am to sign in racers/coaches, handout bibs, collect USSA cards. Sign out racers, collect bibs 2:00 to 4:00 pm.

Breakfast/Lunch – set up breakfast 7:00 am in lodge, set up lunch in lodge 12:00.

Announcer – Announce racer times from the timing building at the bottom of the race hill.

Race Administrator (RA):

RA's are the key role and foundation of the Race Organizing Committee (ROC) for every race. They are a USSA Alpine Official and require certification by taking a course in the Fall. The RA is the liaison between the club, NYSSRA, volunteer staff, coaches, athletes and the Bristol Mountain management. It is a critical role that is not only extremely rewarding, but also one of the best ways to learn, understand, and be part of all aspects of a race.

We are always in need of RA's and the last several years Frank Lindbloom has directed a very successful RA training program which we plan to continue. Anyone interested in becoming an RA is teamed with an experienced RA for an event. Planning, organizing, and running the event will be done together allowing you to learn as you go without the pressure of sole responsibility. Some have taken the certification class in the Fall to learn the basics and then apply them as they co-RA an event. Others have co-RA'd an event and then taken the certification course the following Fall. Either way is effective and makes the process much easier and less intimidating. Anyone interested in becoming an RA or a co-RA please contact any Club Officer.

7. BMRC Fund Raising:

Fundraising is vital to BMRC to help provide quality coaching, coaching education, necessary new equipment, etc, etc...while controlling membership costs. The Annual BMRC Golf Tournament held in October is a significant source of fundraising. Other events such as raffles at races and Race Arena Banner advertising also generate revenue. We need everyone's help and support to properly network amongst friends, family and employers to garner support

8. BMRC Alpine Training Program

BMRC utilizes the guidelines established by the USSA in conjunction with our own personal resources, experience and philosophies, to design and implement our Alpine Training Program. The guiding USSA document is known as the Alpine Athletic Competencies. Developed and implemented by USSA, this document has become the cornerstone for alpine athletic development and coaching in the United States. NYSSRA and BMRC have the authority and mission to adopt and modify these guidelines to best fit our own unique and individual programs. We at BMRC have designed our program to best facilitate our unique relationship between Bristol Mountain, our Membership, Coaches, and Friends. A detailed description of our Alpine Training Program is available from Jeff Jenkins, Program Director (jjenkin5@rochester.rr.com)

Winter Training Schedule:

See BMRC on the website for training times for each age group.

http://www.bristolraceteam.org/downloads/2009_10%20Complete%20Registration%20Information.pdf

Dryland Training:

Starting in early October we will have preseason conditioning on Sunday mornings. This will continue until mid November. Please check the web site for updates. Justin Lloyd also offers a

more intensive mid-week dryland program for athletes age 12 and over. Contact Justin at jhlaska@hotmail.com for more information.

Mont Tremblant Thanksgiving Training Camp:

Every year BMRC organizes a Mont Tremblant Thanksgiving Trip with skiing Thursday morning through Sunday at noon. It is an awesome trip and a great opportunity for the kids (and families) to get a head start on snow!!! Coaches will review video with the skiers several afternoons. We stay right in the Village within walking distance to the gondola. If you are not able to attend but wish to send your child, we can help coordinate for your child to attend with another family.

Christmas Camp:

The Christmas Camp is 4 days long from 10:00 to 2:00 during the week between Christmas and New Years and concludes with a dual slalom race. The fee for this camp is included in the annual training fee.

Afternoon Training Program

For committed and dedicated J1-2 and J3 athletes, a Afternoon Training Program has been designed to maximize their training and racing potential. The program will be limited to approximately 12 athletes and specific application is necessary. The program will be four sessions a week, Monday thru Thursday, 3:30pm to 5:30pm, with a three session per week minimum required. Monday and Thursday are mandatory training days allowing athletes to choose between Tuesday and Wednesday which are very close in training content. This schedule tries to avoid conflicts with both the Monroe County and Finger Lakes high school ski league schedules. On non-race weekends, afternoon program participants will train with the entire appropriate age group and coaches.

9. Preparing for the Race Season

August:

Assess equipment needs and start shopping.

September:

Pre Season Registration Requirements:

All racers must

1. Have a Bristol Mountain ski pass
2. Join the Bristol Mountain Race Club
3. Join NYSSRA – this can be done online at www.nyssra.org
4. Join USSA – this can be done online at www.ussa.org
5. Some J1 and J2 racers may need to obtain a FIS license.

October:

Finalize equipment ordering/purchasing
Dryland training starts
Register for Mont Tremblant

December:

Register for races –see

<http://www.bristolraceteam.org/downloads/RaceEntryBestPractices.pdf>

(This document needs to be simplified)

Race Schedule is available at www.nyssra.org under “Schedules” tab

Make travel arrangements for out of town races including post season races.

10. Race Season

As racers get older they should be given increasingly more responsibility to independently prepare for and participate in races. By the time they are J3s (13+ years old) they should be able to prep their skis and get all their equipment ready on their own.

Typical race routine

Night before:

prep skis
check that **all** equipment is ready including USSA card
get a good night sleep.

Race Day

7:30 am- arrive at ski area, register (racer turns in USSA card and gets race bib and lift ticket). Parents can sometimes get discounted tickets as well.
8:00 am – dressed and ready to go.
8:15 am – meet with coaches and head up the hill for race course inspection.
9:00 am – after race course inspection racers should take at least 2 runs to warm up.
9:30 am- First run starts. It is critical that racers be at the top of the race course ready to go when it is their turn. While the race starts at 9:30, the last racer may not go until 11:30. The last racer does not have to wait 2 hours at the top of the hill but needs to keep a close eye on how the race is running so he/she is ready to go when his/her time comes.
12:00-12:30 racers get lunch while race course is reset for second run.
12:30 – 1:00 meet with coaches for second run course inspection.
1:00 – 1:30 second run starts.
3:30 – awards ceremony starts after race hill is cleaned up (the more people that help with clean up the sooner awards ceremony can begin).

Tips:

Don't forget USSA card.
Pack a nutritious lunch
Post-season races: Bring checkbook if your racer may qualify for the next race.

Race Course Spectating Rules

On the day of a race there are strict rules about who can and can not ski on the designated race hill. Racers are only allowed on the hill with a coach to inspect the course prior to the start of each run. Typically course inspection starts about one hour before the start of the race. After that the race hill, including the start and finish areas, is closed to all skiers except coaches and course maintenance workers.

Spectators can sometimes have a difficult time watching the race due to inaccessibility of the race hill. Many races are best observed by standing at the finish line or by walking up the hill (ski poles and snowshoes can make this easier). Spectators must stay outside of fenced off areas and well clear of the course. Spectators should avoid activities that may distract racers as they go down the course.

11. Equipment

Equipping ski racers can be a daunting and very expensive task. It is very important, however, that racers are properly equipped to maximize their comfort and performance. Cutting corners by buying cheap equipment often doesn't payoff but, with careful planning and shopping, the cost of equipment can be made more manageable. Multiple sources of equipment exist and each offers pros and cons. These include

1. Local ski shops- they can offer off-the-shelf in stock new equipment and in September/October they can facilitate purchasing the most up to date equipment directly from suppliers at racer discount pricing ("**Pro-forms**"). Discounts at ski shops, however, are often comparable to pro-form prices. A benefit of buying from a ski shop is they may offer you a guaranteed trade in worth 50% of the price you paid at their shop. Local ski shops may not always have what you need in stock as the season progresses so it is wise to stock up early. Local ski shops can also have a generous supply of used skis

and boots which, if bought carefully, can work fine at a substantial savings. Other options include buying versus leasing equipment which can be discussed with shop sales staff.

2. The big advantage of buying from local ski shops is that you get the benefit of their experienced and professional knowledge in helping you purchase equipment right for you. Local ski shops often provide sponsorship support to racing events so returning business to them is appreciated by them.
3. Friends, family, fellow ski club members
4. Internet
 - a. Reliable Racing. Website: www.reliableracing.com.
 - b. Race Werks. Website: www.race-werks.com
 - c. The Race Place. Website: www.the-raceplace.com
 - d. www.schneiderracingusa.com/
 - e. <http://www.artechski.com/>
 - f. Race Club swap sheets
 - g. Craigslist
 - h. eBay .

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Boots:

Boots are probably the most important item for both performance and, more importantly, racer comfort. It is imperative that boots fit properly and comfortably since racers spend many hours a week in their boots. Since kids grow rapidly, buying boots to last 2 years is probably unrealistic. In fact, sometimes boots bought in August or September may not fit in January. Sometimes used boots in good condition can be found but new boots may be worth the extra cost. In addition to size (which is typically based on foot length in centimeters) boots designed for racing with appropriate stiffness is also important. Boot stiffness is measured by the "Flex" rating of the boot— younger lighter racers should be in the 60-90 range, older stronger racers can go over 100. Coaches can help with flex recommendations.

Proper fit is often done best by a fitter in a ski shop. Shop bootfitters can also sometimes "tweak" the boot for a customized fit if necessary. With experience, however, individuals may be able to find proper fitting boots on their own by following these steps:

1. Take the liner out of the boot shell. Wearing the same thickness of socks that will be worn while skiing, put your foot in the liner and make sure the toes are touching the end of the liner. The toes should not be bent back, nor should there be extra room. Liners do pack out (become looser) after some use.
2. If the foot fits well in the liner, put the foot in the shell without the liner. Slide the foot to the front of the shell so the toes touch the front. For proper fit, there should be room for 1 to 2 fingers behind the heel in the shell. A two-finger fit will factor in some room for growing. A tight fit is important for performance.
3. For proper flex, it is important that the skier can smoothly flex the boot forward keeping the heel on the ground (if the heel comes up in the boot when flexing you do not have an acceptable fit). The boot should not bulge irregularly when flexing. Remember, the boot will flex much less on the ski hill in cold weather, so the ability to flex the boot in the shop is key.

For "difficult to fit feet", either off-the-shelf or custom made footbeds may help. Footbeds are not necessary for everyone, however.

Skis and Bindings:

Skis are rapidly evolving and anything older than 4-5 years may be obsolete. Race skis are expensive and appropriate skis can have a definite impact on racer performance. J5 and J6

racers, or racers just starting out, will do fine with one pair of all around junior race skis. As racers progress they will benefit from having skis designed specifically for different racing disciplines (slalom, GS and Super G). FIS/USSA institutes ski size regulations and they can be found under "Coaches" tab at www.nyssra.org or (<http://www.ussa.org/magnoliaPublic/ussa/en/sports/alpine/rules.html>) so make sure equipment falls within their guidelines. It is also not a bad idea for racers to have a pair of recreational skis (twin-tips are popular or an older pair of race skis) so they don't trash their good race skis when free skiing.

Choosing ski length is often difficult and you may get conflicting advice on what length is best for your racer. There is no "right answer" for choosing a ski length. Coaches, followed by ski shop personnel familiar with race equipment are probably your best resources in choosing a ski length. Factors to consider for ski length are:

1. Discipline (SL, GS or SG) they will be used for.
2. Height of racer.
3. Weight and strength of racer.
4. Skill of racer.
5. FIS/USSA regulations (mainly affects J2 and older racers, note there are different rules for men and women).

Choosing a ski length in reference to the racer's height is the most common starting point. For starting racers looking for all-purpose multievent race skis, skis at approximately nose height are a good starting point. Slalom skis typically are at chin to nose height, GS skis about equal to top of head. SG skis typically run 185-195 for J3s and 200+ cm for J2s. Second year J3's should consider the length rules for J2's so there is not too big a jump for the following season. Heavier, stronger, or more experienced racers may favor skis on the longer side of the spectrum.

Bindings are sized according to their DIN setting range: lower DIN for smaller skiers (3-10 range), higher DIN (6-18 range) for larger more advanced racers. Bindings are often sold in combination with the skis being specific for that ski manufacturer only. While bindings may be removed and installed on another pair of skis, most skis that are resold come with bindings so removing the bindings may reduce the resale value of the skis.

Poles/Pole guards:

Proper length poles insure proper posture and set up for the racer. Starting at the J4 level racers begin skiing slalom courses with tall gates and they need to consider adding pole guards to their poles to protect their hands when hitting the gates. Though it is more expensive, it is easiest to have a dedicated pair of poles for slalom fitted with pole guards and a separate pair of curved poles for giant slalom and SG.

Helmets, Chin Bar, Goggles:

All racers are required to wear helmets. Helmets need to fit properly to offer proper protection. J4 racers and older need a protective chin bar for slalom so it is necessary to buy a helmet that can be fitted with a chin bar. Chin bars are easily secured to and removed from the helmet with 2-4 screws so separate helmets for slalom and GS are not necessary. Goggles should fit flush within the helmet and comfortably on the face. Lighter colored lenses are a more universal shade since a lot of training is done at night. Some goggles come with interchangeable different colored lenses which add versatility but changing lenses may be too much of a task for young racers to do.

Race Suit:

A good race suit is tight-fitting with built in padding designed to improve aerodynamics. For J6 and first year J5 racers they are not necessary but you will find that nearly everyone wears one. Given that children grow so quickly and speed suits are expensive, there is a brisk market in used race suits. Check out race club swap sheets, Craigslist or E-bay.

Training Pants.

Outer ski pants with **full length zippers** are essential. These pants are designed to be easily zipped off the last minute prior to racing so racers can stay warm as long as possible. Pants without full length zippers would require the racer to uncomfortably remove his boots on the hill at the start. Some pants also have the ability to be zipped off at the knees so they can be worn as shorts on warmer days.

Shin guards – required for J4 and older racers. Typically come in 2 sizes; junior and adult. These sometimes are not in stock at local ski stores so internet ordering may be necessary.

Coats/Parkas – comfortable fit and warmth are key. On race day racers can spend a lot of time standing/sitting on top of the hill. Warm parkas are important on race days, but on training days a lighter coat may be better. The ability to wear different layers of clothing under the coat is helpful to adjust for different weather conditions.

Gloves/Mittens/Hand warmers – Mittens are generally warmer. Good waterproof gloves are important since the hands are often the first things to get cold. Hand warmers can be bought in bulk at BJs and it's not a bad idea to have your kids keep a supply in their boot bag to use as needed. Some gloves/mittens have a built in pocket to place the hand warmer.

Boot/Gear bag – racers have lots of gear that they need to carry from race to race. A good gear bag that can carry boots, helmet, shin guards, extra clothing, and lunch is very useful.

Ski tuning equipment – It is a good idea to have at a minimum some edge sharpening tools, an iron for waxing, and a selection of wax for different snow conditions, and a wax scraper. (See The Art of Ski Tuning section)

MAKE SURE YOU HAVE YOUR NAME ON EVERYTHING

12. The Art of Ski Tuning

For a racer to perform at his/her highest potential, the race skis need to be properly tuned and waxed before each race. Experienced ski tuners will take more than 30 minutes on a pair of skis to repair bases, sharpen edges, and wax and texture the base. Specialized equipment can be purchased which makes the job easier and more precise. A full description of ski tuning is beyond the scope of this handbook but all parents and racers should become familiar with tuning techniques. Since the condition of their skis impacts their results, racers need to be involved in tuning their skis. By the time they are a J3s they should be able to handle simple ski tuning tasks.

Ski tuning clinics are sometimes offered in the Fall by manufacturer reps (Swix) and they can be very informative.

See the following links on the BMRC web site.

New ski tuning: <http://www.bristolraceteam.org/downloads/msertl/tuning%2020081204.pdf>

Edge tuning: <http://www.bristolraceteam.org/downloads/msertl/edge%20tuning%2020081223.pdf>

Waxing: <http://www.bristolraceteam.org/downloads/msertl/waxing20090107.pdf>

Speed skis: <http://www.bristolraceteam.org/downloads/msertl/speedski20090121>

13. Helpful Web Sites

General ski racing information

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

Glossary of ski racing terms

<http://www.ussa.org/magnoliaPublic/ussa/en/news/alpine/alpineterminology.html>