Coaching Masters/Adults

Valle Nevado, Chile

The terrain, firm snow conditions and weather make springtime in Valle Nevado one of the world’s best pre-season training venues, attracting World Cup teams and top junior race programs from around the globe. Making the long trek to Chile once again this past September, were 38 Masters racers from North America and Europe, accompanied by eight coaches—among them, three recent World Cup, National Team and Olympic contenders. Their mission: jump-start the technical and tactical skills of these Masters for both the upcoming 2017 season and get them race-ready, by the end of camp, for the 2016 South American FIS Championships held in Valle Nevado and La Parva Sept. 15 – 17.

It is within this spectacular setting in the Andes and near-perfect training environment that these six coaches—three of whom had never coached Masters before—performed their magic: transforming mediocrity into mastering fundamentals, changing reluctance to confidence, and helping them to find the speed needed on race day to climb the podium.

We sat down with these elite-level coaches after the camp and races to ask them to evaluate their experience with Masters racers. They offered some interesting observations along with very specific recommendations. —D. Brennan

Interview begins on page 4…

Turning your GS Skills into Super-G Results

The Western and Eastern Masters Championships feature two SG races and one each SL and GS. With such Masters interest in SG, Ron has put together another of his always great tech articles to help us. —B.S.

No matter who you are, Super G training is difficult to come by. Don’t let this derail your aspiration of entering an SG race or just improving the skills you already have. By availing yourself to existing situations, you may be able fill in some important gaps in your training.

Free-ski for feel
Time spent getting used to the long boards is essential. SG skis are longer, with more horsepower. If you ever want to ski these skis at speed, you have to first get used to their length. Start with free-skiing the long boards in familiar terrain. Your goal should be to become acquainted and eventually intimate with them. Don’t get the mentality that they are only to be skied with long, fast, carved turns. Skiing shorter—and even skidded—turns is a sensible way to start. Foreplay before… well, you know. It’s okay if your friends laugh now, because they will be buying you beer after an awards ceremony someday. As you become more familiar, increase your speed and radius. You want to inch it up gradually, never getting too far past

Do you know:
• You can get up to ½ point towards the 1 point needed to keep your certification current by racing in Masters races!
• Coaches can add a Masters membership at no cost just by contacting USSA membership. For recertification credit just submit copy of results to education@ussa.org.

Anna Goodman, Olympian
Mike Janyk, Olympian
Marco Sullivan, Olympian
Don Sears, Masters Head Coach
Nate Schwing, National Champion
James Tautkus, Sun Valley Coach

Speed can look like GS. Marco Sullivan racing in the World Cup DH in Kvitfjell Norway, 2016.

Continued on page 10
National Chairperson’s Report
by Lisa Densmore Ballard, Chair,
USSA National Masters Committee

It’s been a busy 1 ½ years since I took over as Chair of USSA’s Masters committee, not only for me, but also the division chairs who are most active in Masters ski racing. Next time you ride up a chairlift with Bill McCollom (Eastern), Nadine Price (New England), Ryan Fuller (Central), Fran Noel (Northern), Gary Randall (Alaska), Rob Cravens (PNSA), Dan Simmons (Far West), Lauren Beckos (Rocky), Stu Marsh (Intermountain), as well as Meri Stratton, Esther DellaQuadri and Deb Lewis, please say thank you. These volunteers not only play a critical role in coordinating the ski races you attend, but also lend their brainpower and time to help me move masters ski racing ahead nationally. And we have made strides!

With the help of Deb Lewis, the 2016–17 Masters Handbook is again updated to keep pace with our ever-changing sport. Wait ‘til you see what Lauren Beckos has done to improve the Masters poster, too! It’s not only an attractive way to publicize Masters events in all USSA divisions in one place, but now it will hopefully get more people to them. Recruitment continues to be one of the big goals for your national Masters committee. We’re hoping to welcome those from NASTR, who want more variety and challenge, to Masters racing and have a number of cross-promotions with them underway for this winter. We’re also looking at ways to raise awareness about the Masters circuit among all levels of college racers. And new this winter, spearheaded by Rob Cravens, I’ll be hosting a women’s-only ski racing clinic with PNSA to hopefully recruit a few moms of junior racers into the Masters ranks. Girls’ day out!

Of course, our top priority is to bring you a full calendar of topnotch events each winter. This year’s schedule will get you excited about going fast. Once again, you’ll find dozens of opportunities across the U.S. to test yourself in SL, GS, SG and DH. The Eastern Regionals, at Okemo and Suicide Six, will include all four events. The Western Regionals, at Park City, will have two SG’s and run concurrently with the FIS Masters Cup races, the only four international starts in North American this winter. Then there’s the 2017 U.S. Alpine Masters Nationals. Mammoth is hosting this can’t-miss event, one of my favorite places to race. By the time you read this, I’ll have made my reservation at the Mammoth Mountain Inn, and urge you to, as well. The Inn always fills up early. See you there!

What to Do With Your 2017 Schedule Poster

Track all the upcoming events and show your support for Masters ski racing. Contact your division chairman or pick up some posters at your first race and spread them around! Put it up in your place of work. Project it on your garage door for the neighbors to see. Frame it and hang it next to your Monet. Display it in your Victory Meditation Nook. Tape it over your bathroom mirror and pretend that guy is you. Use it to remind yourself when the races are, register early, show up and, win or lose, have a hell of a winter.

Masters Membership News
by Bill Skinner, USSA Masters Manager

The 2017 Masters race season is about to begin. So, here’s your top-10 list of what’s new:

1. Our Masters Membership numbers remain stable.
2. Our association with NASTR is strong, with our newsletter now going electronically to all platinum and gold medalists over the age of 18.
3. Phillips 66 is returning to sponsor our major events.
4. USSA Coaches can now add a Masters membership at no extra cost. Division dues may apply.
5. Our membership fees have stayed the same, which were reduced last year, thanks to our President and CEO, Tiger Shaw.
6. Lisa Densmore Ballard has taken the reins as our national chairperson and has led us with a number of strong initiatives to increase membership and communication.
7. Our 2017 Masters Schedule poster has been printed and will be distributed to our division leaders, so get some at your first race and spread them around.
8. Our 2017 Masters Completion Guide is available online and in print. If you would like hard copy, send me an email and we’ll send one to you. Or pick one up at an early season race.
9. In 2018, the U.S. will be hosting the FIS Masters World Championships (criterium,) location and dates to be announced soon.
10. FIS stickered helmets are now required for Masters GS/SG/DH.

The 2016–2017 Masters racing season will be a great one, thanks to our division volunteers. See all of you at the start!
## 2017 Alpine Masters Schedules

<table>
<thead>
<tr>
<th>Event Name</th>
<th>Dates</th>
<th>Locations</th>
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<td>Info: Jack Eisenschmidt 585.288.4554</td>
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<td>Info: Robert Cravens 541.419.3893 pnsamasters.org</td>
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<td>Info: Lauren Beckos 267.496.1320 rmmskiracing.org</td>
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**Phillips 66 Masters National Championship**
Mar. 13–18 . Mammoth, CA . DH/SG/2GS/SL
Bill Skinner 435.647.2633

**Phillips 66 FIS Masters Cup/ Western Championships**
Feb. 3–5 . Park City, UT . SG/SL/SG/2GS/SL
Bill Skinner 435.647.2633

**Eastern Championships**
Feb. 25–27 . Suicide/Okemo . SG/SL/SG
Bill McCollom 802.234.9561

**Summer Fun Nationals**
July 15–16 . Mt Hood, OR . SG/SL/SG
Meri Stratton 541.490.5888

**Phillips 66 National Speed Series**
Jan. 23–25 . Soldier Mt. . trDH/3DH

**FIS Cup / Western Championships**
Feb. 3–5 . Park City . SG/SL/2GS
Feb. 11–12 . Sun Valley . GS/SG/SL
Feb. 18–19 . Soldier Mtn. . GS/SL
Mar. 2–4 . 3DubSki . SL/2GS/SL
Info: Stew Marsh 385.315.4817

**Intermountain Masters / JAMS Cup**
Jan. 7–8 . Snowbasin . SG/SL
Jan. 20–22 . Sun Valley . SG/SL
Jan. 23–25 . Soldier Mtn. . trDH/3DH

**Far West Finals**
Mar. 30–Apr. 1 . Squaw Valley . SG/SL/2GS
Info: Dan Simmons 530.587.4864
farwestmasters.org

**Intermountain Masters / JAMS Cup**
Jan. 7–8 . Snowbasin . SG/SL
Jan. 20–22 . Sun Valley . SG/SL
Jan. 23–25 . Soldier Mtn. . trDH/3DH

**FIS Cup / Western Championships**
Feb. 3–5 . Park City . 2GS/SL/2GS
Feb. 11–12 . Sun Valley . GS/SL/2GS
Feb. 18–19 . Soldier Mtn. . GS/SL
Mar. 2–4 . 3DubSki . SL/2GS/SL
Info: Stew Marsh 385.315.4817

**Intermountain Masters**
Dec. 7–11 . Red Lodge . Pre race camp
Jan. 7–8 . Grand Targhee . GS/SL
Jan. 20–22 . Soldier Mtn. . trDH/3DH

**Eastern Championships**
Jan. 7–8 . Grand Targhee . GS/SL
Jan. 20–22 . Sun Valley, ID . 2GS/SL
Feb. 11–12 . Jackson, WY . GS/SL
Feb. 17–19 . 49 Degrees N . SG/SL
Info: Fran Noel 406.586.5759

**Northern Masters**
Dec. 7–11 . Red Lodge . Pre race camp
Jan. 7–8 . Grand Targhee . GS/SL
Jan. 20–22 . Sun Valley, ID . 2GS/SL
Feb. 11–12 . Jackson, WY . GS/SL
Feb. 17–19 . 49 Degrees N . SG/SL
Info: Stan King 406.586.5759

**NASTAR Finals**
Mar. 23–26 . Steamboat, CO
Masters adult racing: Age class competition for skiers 18 years and older. For more information contact Bill Skinner at 435.647.2633 / bskinner@ussa.org.
Schedules subject to change. For complete info on Masters Racing visit ussa.org/masters.
What was your general impression of Masters racers?

Anna: Masters racing is a great way for adults of all ages to engage with their peers and work towards common athletic goals. To think that we’ll have access to the outdoors, travelling the globe in the pursuit of excellence, until our late 80s and beyond, is one of the many reasons why ski racing is such a special part of our lives—don’t forget it!

Mike: Masters racers love the sport, and it shows. They bring an enthusiasm to their days on snow that’s admirable.

Don: Greatest group of people in the world!!

James: Masters racing is cool. It just goes to show that ski racing can be forever...and Masters certainly know how to have a good time!

Marco: I loved seeing adult racers embracing the struggle and getting better every day!

Nate: Most Masters racers I’ve worked with have solid fundamentals.

As coaches, what specific areas do you stress the most with Masters?

Don: Balance on the outside foot. I’ve never heard a National coach say you have too much weight on the outside foot. Most Masters move inside too much (during the turn), especially when the terrain gets challenging.

Mike: Feeling the ski and the terrain under your foot. Bringing focus to the ‘feeling’ allows the individual to grow their own skills—no matter what level they are!

James: Fundamentals! You’re never too old to focus on the basics. This also keeps the perspective simple. The truth is that World Cup racers also focus on fundamentals, to keep it simple.

Nate: Mindset. There’s a broad range of abilities in Masters: some are competing for Globes, others to improve their skiing. No matter where you fall in the spectrum, embrace the challenge of “arching” around the gates and have fun with ski racing.

Marco: Focus on (free) skiing more. Many Masters have a strong understanding of the fundamentals, but lack the body awareness to implement them in their skiing. Getting more miles on the snow will make you more confident and comfortable with body movements.

Anna: Keep it about fun and community. As with younger racers, it’s easy to get caught up with the pressure to perform, or to rely too much on results as a means to measure individual value.

For Masters, which fundamentals showed the biggest improvement gains in the gates?

Marco: As we get older, we tend to ski more passively. Driving the shins into the front of the boot to (pressure) bend the ski tip got the ski to initiate quicker and gave these Masters more control of their runs in the gates.

James: Stance and balance. A strong, balanced stance with flexed ankles was huge. Transferring this from their free-skiing to the gates gave them room at the gate vs. cutting off the line, which throws all good technique out the window.

Nate: Ankle flexion and mobility in the lower body are the areas that created improvement. Developing the feel for a clean, arcing ski improved with consistent ankle flex through the turn, combined with the mobility to use the ankles and knees to roll the ski up on edge.

Anna: A focus that bridges the age and gender ranges for Masters is combining balance and movement. By balance, I mean basic body awareness: strong outside ski, hands up and forward, shoulders and head facing down the corridor and a pole plant. By movement, I’m referring to being “dynamic”: hips moving forward through each transition and the feet and knees rolling the skis up on edge.

Mike: Among the key fundamentals, I suggest focusing on stance and balance first. Modern racing technique requires a wider stance to maximize ski designs. A wider, more relaxed stance will help you “feel” the ski more.

Don: Five fundamentals that work for Masters racers: 1) balance on the outside foot, 2) maintain ankle flex all the time, 3) hands in front of the body, shoulders level, 4) upper and lower body separation—legs tip in and rotate separately from the upper body, 5) center of mass forward and over the new outside ski at the transition.

What differences or similarities did you see between Masters and junior racers?

Nate: Many Masters have skills that juniors could learn from! You rarely have to talk about or teach a pole plant with Master, and they generally have better edging control when it comes to pressuring the ski while steering it. Juniors tend to be committed to the arc, to a fault at times, and lack the ability to make tactical adjustments by pressuring the ski while steering it in order...
to manage situations when they might not be on the ideal line tactically. That said, Masters could learn from juniors how to prepare for the season with conditioning. Masters need to be efficient in their skiing, and being well-conditioned will give them an edge up on the competition.

**Don:** Masters usually go too straight at the gate, and pressure late. Juniors are good at a high line, pressuring early, so they carve in the fall-line and then get off the ski early.

**James:** For Masters, their reward is much more intrinsic. They’ve raced against a clock for years and know the taste of success and the agony of defeat very well. They understand the importance of picking your head up and appreciating the moments when it all comes together. For them, success isn’t measured in hardware, but rather in the feeling of having a good run and that they left it all out there. Compared to juniors, they’re not as outcome driven. It’s much more personal than that.

**Anna:** Compared with junior racers, Masters understand their own boundary between risk vs. reward, so there is less pressure to play with fire. This is somewhat of a broad generalization, but it seems to me like juniors are less analytical and more willing to let their skis run and risk a little more. Being fast and being ahead of the course requires precision, but in order to find the balance between being blown out of the course or winning, racers must 1) really push themselves (their line, their speed, their technique) in training, 2) feel out the boundaries of their equipment and their abilities, and 3) keep an open mind.

**Mike:** Masters are kids at heart. The fundamental techniques are the same for juniors and skiers at all levels, though the tactics seem to be the biggest difference. A junior may be willing to take more risks to achieve their desired goal—pushing the line, tighter on the gate—where a Masters racer may take a more sensible approach (though I definitely saw acceptations to the rule). I choose to focus on the similarities between the two groups, the love and passion for the sport, because only from this can you achieve fun and fast skiing.

**Marco:** The biggest difference I observed is that the junior racers get their feet out from under their center of mass and create sharp angles that result in quick and powerful direction changes. Many Masters keep their feet directly underneath their center of mass to minimize risk. This completely changes the tactical approach, because it takes much longer for the turn to develop.

**In your opinion, what drills help Masters racing technique the most?**

**James:** The best drill is the garland. Then add picking up your inside foot. If you can make a clean, arcing turn balanced only on your outside ski, and be able to link them together, then you are probably on your way to top 15 in the world. This drill is the whole enchilada. Balanced, strong upper and lower half with separation, strong ankle flexion, and a strong pole plant is what this simple drill can give you. Find moderate to easy terrain, use the whole width and you can go from zero to hero.

**Mike:** During my time coaching Masters, I saw a great result with lifting the inside/uphill ski as you go around the turn. It’s simple and actually is a common drill for World Cup athletes. This it promotes balance and a commitment to the outside ski. In a slow and safe environment, it can grow your confidence to feel the whole ski.

**Anna:** For body awareness, I like to start with the basics: undo your boots, find a flat hill, put your hands on your knees while carving a radius that’s between a GS and SL turn and really feel what is going on. Are you using your ankles and knees? Are you arcing? Are you moving or are you static? Then on steeper terrain I like drills that force you to feel that you’re using your boots and skis, like a basic lift the inside foot through the turn drill while skiing VERY slowly. When this is working for you, add in the knee for more edging, while traversing along the hill slowly. These types of drills really help get a feel for how the skis and boots work.

Then I like to work on body position/outside ski by using a sort-of shoulder/airplane drill where you don’t physically touch your boot, but you imagine that your shoulders are on a plane, and if you’re doing it right, your inside shoulder would be up and outside shoulder down. If the airplane is too static, I like to add a forward clap in the transition of the turn.

**Marco:** Start by working on slow-speed turns focusing on correct balance and body position. Slowly progress into faster turns while still focusing on being able to control speed and maintain correct body position.

**Nate:** One of my go-to drills with Masters is the hands-on-knees drill. This drill is great for working on ankle flexion and to feel the ski rolling up onto a clean, arcing edge. Execute this drill without your poles on flat-to-moderate terrain with both hands on your knees while rolling both skis up on edge while maintaining ankle flexion. Having your hands on your knees will help you with this awareness. Make sure you’re keeping the inside (uphill) foot pulled back and the majority of your weight on your outside ski while arcing. The next step in the progression of this drill is to take your hands off of your knees and continue to make parallel arcs while maintaining ankle flexion.

**Don:** Here are three of my favorite drills for Masters: 1) Javelin turns: this forces weight to outside, with slight counter, 2) Schlopy drill: outside hand pushes hip inward, while inside hand is raised up and forward over the inside ski during the turn to exacerbate weight on the outside foot and hip angulation, 3) Simply pick up the inside ski tail from beginning to end of turn to force weight to outside ski early and completely.

**OUR COACHES**

**Anna Goodman**
Former Canadian Olympic Team member, 2013 US National SL Champion and three-time NorAm SL Champion.

**Mike Janyk**
Recently retired after 14 years with the Canadian National Team, with nine of those years on the World Cup tour, three times on the Canadian Olympic Team, and a Bronze Medal winner in SL at the 2009 World Championships.

**Marco Sullivan**
Four-time Olympian, recently retired from the U.S. Ski Team after 17 years, 15 of those years on the World Cup tour, with 165 starts and DH podiums in Wengen and Chamonix.

**Nate Schwing**
Head FIS Coach at Sun Valley Ski Education Foundation, USSA Level 300 coach, 2002 Class 1 National Masters Champion, 1st Place Western Region Spring Series 2003, top 10 US Nationals 2004.

**Don Sears**
USSA Level 200 coach and Masters head coach at Park City Mountain Resort with 15+ years of experience coaching and racing and 25+ years teaching with PSIA.

**James Tautkus**
UNH alum and currently the youth-14 coach at Sun Valley Ski Education Foundation with stops along the way at GMVS, Rowmark and Park City Ski Team.

This interview was conducted by Bill Skinner at Valle Nevado, Chile, and edited by Dave Brennan.
Sometimes, I’m a coach who can work on equipment, other times, I’m an equipment tech with a coaching background. This past season, I wore both hats while running my new shop, Park City Boot Room, while also coaching part-time with the Park City Masters crew. I truly feel that being able to speak the language and demonstrate technique on the hill, then transfer those feelings, movements, and skills to equipment set up is a unique and rare angle to the ski sports business. Skiing and then working on a large group of the Park City Masters boots, often in the same week, has made a huge impact due to the connection of snow time and adjustments in real time at the shop.

This article will address how one of the major skills we drill constantly and strive to master to be fast is directly equipment related, yet the connection is often overlooked and more often than not, untainable, due to our equipment choice.

**Here’s the crux of the biscuit**

**Skill:** At turn transition, the inside ski becomes the new uphill ski. Early pressure is paramount, and started by standing on that new ski, while it’s underneath you. The shin and ankle are flexed and in contact with the tongue of the boot. We then start extending that leg, moving our center of mass forward and in the direction of the new turn, as early and high up the hill as possible, rolling that ski on edge far above the fall line, and moving the body downhill against the new early-edge platform. By ever increasing the new outside ski edge angle and balancing our body over the sweet spot of the ski throughout the turn, we generate energy and speed. Got the picture, know the feeling?

Now, think of the dynamics and body movements it takes to pull that move off. As for the equipment consideration to pull it off, I would argue that unless you can flex your joints underneath your hips to keep that pressure on the tongue, and have a soft enough boot that allows you to stay balanced over the sweet spot of the ski platform so there is no loss of time and distance to start the next turn, life will be effortlessly fast.

If the boot is too stiff—and when it’s time to transition to the new uphill ski—the inside ankle/leg shaft angle in the boot will be whatever the rearmost angle of the boot design is. The pressure will be on the calf and heel of the foot, and tail of the ski, and the ski will be out ahead of you and running away. Your job becomes getting out of that late and back position, repeatedly, to start a new turn. Even the strongest athletes on the WC can only manage to pull themselves up out of the back seat so many times per run. Your hamstrings and quads will be in overdrive, your core will be wincing, and the energy and time it will take to re-center, find the boot, then find the ski tip, then flex and roll onto edge is just too slow and inefficient.

Most juniors, up through Masters, fall into the trap of thinking a stiffer boot will enable more power to bend the ski and generate speed. Again, I would recommend that laterally, most race design shells have plenty of torsional stiffness to hold on hard race conditions, so there really shouldn’t be a problem once on edge and ahead of the turn. But getting there is the battle. Another reminder is boots can be softened or lowered to allow the fine tuning balance that it takes to stay on top of the ski and get the turn built early. The perceived power a 10–15% extra-stiff boot might give in the fall line will hurt you if you can’t get the turn started in the right place. You’ll be more than rewarded if you’re early, in balance, and can add pressure to the tip at will!

I hope this will help steer you in the proper direction when it comes to struggling with developing new technique and the equipment barriers that will either inhibit or promote your progress.

By Matt Schiller, owner of Park City Boot Room, PSIA full cert, USSA national level coach.

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**Speed Dialing**

**Your Set-Up**

**Mastering Equipment Optimization Can Take Time Off the Clock**

**by Dave Brennan**

During a recent interview with Ted Ligety, he made it a point to emphasize the advantage of optimizing his equipment set up:

“It gets understated how important equipment is. If you find something better than your previous set up, it’s free time! This is a motivating factor for me. It’s nice to gain a tenth and not do anything other than get on a different (set up) ramp angle.”

To Ligety’s point, it’s said that preparation is ninety percent of winning. In addition to conditioning, drills and running gates, equipment setup should be a significant part of every Masters preparation. Taking time to coordinate the set-up adjustments of your boots, bindings, skis and tuning to best match your individual physical characteristics, technical strengths, race events and venues will improve performance, which could contribute to a breakout season.

On the World Cup, professional service reps are responsible for fitting, adjusting and maintaining their athletes’ equipment. They also keep highly detailed records for each racer, including specifications that impact the fit and function of every piece of gear used in each discipline. Any change, whether it’s in the athlete’s physical condition, adding new gear, replacing an old piece, or even changing race venues, requires that this vital data be reevaluated and updated.

Whether it’s a World Cup standout or a first-year Masters racer, the correct selection, fit and set up of boots, bindings and skis is critical. Understanding the importance of this performance-dependent inter-relationship between the athlete and equipment is the first step towards results-oriented optimization. The prerequisites are acquiring product knowledge, paying attention to detail and developing effective communication. In this regard—given that you don’t have one—you better become your own service rep.

Some ski shops have trained techni-
Ski Set-up Basics

1) Binding Placement/Mounting

Don’t automatically assume that the manufacturer’s recommended boot/binding placement marks will work best for you—it’s a good starting point, but only a recommendation. Consideration needs to be given to your boot specs and race event (tech or speed). Generally, we’re looking to place the center of the boot at the middle of the sidecut radius and then adjust for boot size and race discipline (again, tech or speed). Test placement options.

2) Ramp Angles and Stand Height

Ramp angles (adjusting toe and/or heel heights), in coordination with boot specs, help control turn initiation quickness by changing the pressure transmitted to the ski through added leverage. This can be counterintuitive in application. For example, “lifting,” or increasing the ramp angle under the toe, will engage the ski sooner by placing the ankle in a “loaded” position, which requires less forward motion to pressure the ski. Adjusting toe and heel ramp angles can vary greatly for individual skiers and disciplines and should be tested (FIS rules may apply).

3) Base Bevel

The single most important set-up in ski tuning is the base bevel, which controls the quickness of edge angle engagement. Lower base bevel angles, .25º, .5º, will engage the ski more quickly than .75º or 1º. When testing, start with a lower base bevel; it’s easier to add bevel then to reduce it. Racers who develop bigger angles at the top of the turn with little or no skidding should use lower base bevel angles. Those who are still working on getting more angle at the top of the turn and skid out of the transition will benefit from higher base bevel angles. Again, base bevel needs to work with your boot set-up, so know your boot spec information. Once set, the bases shouldn’t be touched again during the season—even with a file or stone—unless there is substantial edge damage or if it’s determined that a different base bevel is needed, as this will increase the base bevel angle over time. Check your base bevels at the start of the season.

4) Edge Angle

This is a more subtle adjustment than base bevels. The ‘grip’ or holding power of the ski is impacted to the greatest extent by the edge angle. The more acute the edge angle, the more aggressive and powerful the pressure applied to the snow. A 4º edge angle is more aggressive than a 3º, and 3º is more powerful than a 2º edge angle. While a 3º edge angle will work for most disciplines and maintain its sharpness longer, higher edge angles for SL and GS—4º or even 5º—and a lower edge angle for SG and DH (2º), should be considered and tested. Racers who are technically strong can benefit from more aggressive, higher edge angles. Maintain the sharpness of your edge angles regularly.

5) Track Changes

Make sure your training and race equipment is set up the same for their respective disciplines. If you have multiple skis for each discipline, try setting them up with different specs and test the set ups against the clock. Remember, all of the components of your set up—boots, bindings, skis and tuning—have to work in coordination with one another. If one or more of these components is not optimized for your specific needs, it can add time on the clock.

Tips provided by Graham Lonetto, USST Service Rep

Dave Brennan is a ski industry veteran who has worked for several major European manufacturers. Currently, he writes technical articles for a number of ski publications, is an equipment consultant to USSA, and an active Masters racer living and training in Park City, Utah.
Go for the Globe!

In Pursuit of the Crystal Globes
Pepi Neubauer Conquers the World

It was at the 2015 U.S. Masters Nationals in Sun Valley when Bill Skinner said, “Pepi, you need to come to Chile with us.” This is how the passionate pursuit of the FIS Masters Cup globes began.

The Chileans were great hosts. The coaching was unbelievable: a week of race training and video analysis with former Russian National Ski Team coach Cameron Chin. There, Pepi Neubauer acquired his first 100 points (GS) in the 2016 FIS Masters Cup race season at Valle Nevado, Chile. Three more gold medals (SG, GS, SL) followed and Pepi had not only secured a total of 400 FIS Cup points, but also the South American Cup for his FIS class 9. It was September.

The next stop would be Maria Alm, Austria. Scheduled for December 19 and 20, it would be Pepi’s first 2016 FIS races in the northern hemisphere. Pepi eagerly stepped off the plane in Munich, and soon received the unfortunate news that those races had been cancelled! Such is racing. Pepi returned to Europe on January 5, this time for three weeks. First, races in Hasliberg Switzerland, then Karpun, Austria, then more races in Morgins, Switzerland. These were competitive races, with all the top Austrians, Italians and Germans. Pepi had competed against some of these athletes 50 years prior, while on the Austrian National Ski Team. In spite of their ages, these men, in class 9 (age 70–74), are still strong, fit, and fierce competitors. Everything was in sync, and Pepi secured seven more gold medals in his class, reaching the limit of 900 FIS points towards the FIS Masters Cup.

More significant, however, was Pepi’s ranking among all of the men over 55 (Category B). Pepi has often ranked in the top ten of the approximately 60 men from around the globe in this category. Then, finally, came the opportunity to race in the U.S. Four FIS Masters Cup races were scheduled at Aspen, Colorado in early February, and there was snow—lots of it! The first race (SL) was held two days after a 25-inch snowfall. After the first SL run, Pepi was leading his class and was third overall (Category B). In the second run, the powder caught him, he hooked the gate, spun around backwards, slammed the ground with his back, bounced up, still on course, and finished third in his class. But a back injury had put an end to Pepi’s Aspen races.

But a great racer never gives up. With races in Hochfügen, Austria, Piancavallo, Italy and Cerkno, Slovenia, the European competitors were edging in, gaining cup points, edging closer to 900.

Finally recovering, race training continued, and the decision was made to race at U.S.A Masters Nationals in Big Sky, Montana, March 15 through March 20. There are no FIS Cup points to be gained at Nationals, but it was worth it. A gold in DH, SG and GS provided him with the confidence to keep going.

Passing on the Nationals SL, it was off to Spindleruv Mlyn, Czech Republic, to compete in the World Criterium (championships) to protect his lead. He pulled it off and won first in class 9 and 13th overall, against the world’s best 170 Masters racers age 55 and over. This is when Pepi learned that he was in the running for more than the FIS class 9 champion; he was now in the running for the overall FIS champion in category B for each event (SG, GS and SL). It was time to fly home to New York and regroup for the FIS Cup Finals.

Now early April, Pepi was back to Europe for the FIS Masters Finals in Les Menuires, France. There were two races scheduled (SG, GS), but because of the questionable snow conditions, the intended SG race was swapped out for an SL.

Pepi’s perseverance paid off. It was awards banquet time for the globes. He was called to the stage and awarded the crystal globe for first place in class 9. Tears were shed. He had done it. He had won the FIS Masters World Cup! And then he heard his name again and was awarded an even larger crystal globe, this one for FIS SG champion in category B and then another for FIS GS champion in category B and then, yet another, the finale for the 2016 FIS overall champion in category B. Pepi had secured not one but four crystal globes! A first for an American. It was surreal; the 2016 race season was complete. What had started out to be a dream, an imagining, spurred by Bill Skinner’s encouragement to go to Chile,

FIS Calendar Masters 2016–17

<table>
<thead>
<tr>
<th>When</th>
<th>Where</th>
<th>What</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sept. 15–16</td>
<td>Valle Nevado, CHI</td>
<td>GS/GS/GS</td>
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<tr>
<td>Sept. 17</td>
<td>La Parva, CHI</td>
<td>SL/GS</td>
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<td>Dec. 9–11</td>
<td>Pila-Gressan, ITA</td>
<td>SG/SL/SG</td>
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<td>Fugen, AUS</td>
<td>SL/LS</td>
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<td>Val Thorens, FRA</td>
<td>SG/LS/SG</td>
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<td>Jan. 13–15</td>
<td>Gerlitzen, AUS</td>
<td>SG/LS/SG</td>
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<td>Jan. 21–22</td>
<td>Zagreb, CRO</td>
<td>GS/SL</td>
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<td>Chateau, FRA</td>
<td>SG/SL/SG</td>
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<td>Feb. 3–5</td>
<td>Park City, USA</td>
<td>SG/SL/SG/GS</td>
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<td>Bischofswiesen, GERM</td>
<td>GS/SL/SG/GS</td>
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<td>Piancavallo, ITA</td>
<td>GS/SL/SG/GS</td>
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<td>Mar. 4–5</td>
<td>Pec pod Snezkou, CZE</td>
<td>SL/LS</td>
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<td>Mar. 11–12</td>
<td>Cerkno, SLO</td>
<td>SL/LS/SG</td>
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<td>Mar. 20–24</td>
<td>Meiringen-Hasliberg, SUI</td>
<td>SG/GS/SL/SG/SL Criterium</td>
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<tr>
<td>Apr. 1–2</td>
<td>Strbski, SVK</td>
<td>SL/LS/SG</td>
</tr>
</tbody>
</table>

Schedule subject to change. To register, contact Bill Skinner at USSA.
They’ve been to all 28 races: Joseph Mucci, Oliver Lajoie, Knut Olberg, Ann Ozuna and Meri Stratton greeted racers for the 28th annual Summer Fun Nationals at Mt. Hood July 15–17, 2016 under bright, sunny skies.

About a hundred racers came from all across the U.S., including from non-ski states like Texas, North Carolina, and Alabama to participate in GS on Saturday and SL on Sunday. Racing was divided into two courses, with men 16–69 years old on the west course, and men 70–85, all women and children under 16 on the east course. The hill conditions and course workers made for excellent race courses.

Battles started out early in the race weekend. First was the battle for a slot in the coveted superseeds and continued for the final position. GS was the hardest-fought, making for exciting racing and viewing. First position was initially held by Tim Hill, but hard-charging Miriam Cravens came back in the second run and took the overall number-one slot. Then, in the rest of the pack, second-run comebacks came from Franz Fuchsberger, who started in 10th and moved up to 5th; Ken Park came from 7th to 4th; and Chris Maxwell moved from 8th to 6th. All this goes to show that age is not a barrier in ski racing. The older guys can stay in there with the hot young guns! Go Masters! See chart above.

On the east course, 81 year-old Martin Sulser charged out of the gate first each time, bound and determined to make his best run ever. The women’s star in Saturday GS was Party Beach coach Lyndsay Strange and in the Sunday SL it was New Yorker Makena Gorman in Class 1. Fastest for the senior men both days was 75 year-old Knut Olberg.

Parties each day added to the festivity of the event. Friday, racers were greeted in Government Camp by Willy and Kerry Scroggins for the welcome party, complete with food and drink, ski product vendors and racer check-in. Saturday was the traditional chicken barbecue at Timberline Day Lodge, with GS awards, raffles and giveaways, including Atomic skis. Rob Cravens was awarded the Atomic Skier of the Year award for his contribution to Masters ski racing. The Sunday awards party was greeted with a warm, sunny pool party and lots of Korbel Champagne. Racers relaxed both poolside and in the pools while awards were given out and photos were taken. In addition to the SL awards, the Skoch Cup combined award (overall class winners from each class), the Eigenvector Fastest Family award (five families vied but it was taken by the Dan Golik family from Seattle), and the Fastest Man and Woman awards (Tim Hill and Makena Gorman) making for a festive event.

Final results and Special awards are available at SummerFunNationals.com. Photos of the weekend are available from brianrobpphotos.com.

Mark your calendar for the 29th …and possibly the last… Summer Fun Nationals, July 14–16, 2017.

### GS Battle

<table>
<thead>
<tr>
<th>Place</th>
<th>1st Run</th>
<th>Time</th>
<th>2nd Run</th>
<th>Time</th>
<th>Combined</th>
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<th>Season</th>
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Remember, rotobrush and floss daily.

Summer Fun winners at poolside brandishing Lillupetian skis, suitable for the trophy rack or stirring paint.
Mindset

“Embrace the adrenaline!” is the mantra of Marco Sullivan. Marco should know, he has stood in the start house of more World Cup speed events than any other past or present U.S. Ski Team member. This is the mindset Marco uses when skiing over 80 mph in the shadow of Mt. Blanc on the World Cup downhill course in Chamonix France—a race that Marco has won. Marco also points out, that to back off is not only slow, but dangerous. Easy for the experienced Marco to say, but as he will tell you, this does not come overnight. Inching your way up to speed, even on your GS skis, is the key. Embrace those 28-meter GS turns

Making your tuck work

Learning to tuck is not hard. Flat or rounded back, ankles flexed, hands up and forward, elbows inside the knee width—you’ve heard it before. It is making that tuck useful that is the key. Modern speed courses have turns and those turns are fast. Grabbing your tuck, even for a moment, will gain hundredths and even tenths of a second, time that is needed to get you bragging rights at the end of the day.

On low-angled slopes with tons of lateral real estate make GS-size turns while getting into and out of your tuck. Initially grab that bully at the end of the turn just before transition.

Obviously, this need to be quick. Getting into and getting out of the tuck quickly and efficiently is the trick. When this is comfortable, or should we say manageable, try some GS-size turns at slower speed, tucking through the turn itself. Don’t obsess over the absence of carving. After mileage and time, your track will thin back down. Remember what you are mastering is the ability to get into and out of your tuck quickly. Sparking some arcs will come later.

On low-angled slopes with tons of lateral real estate make GS-size turns while getting into and out of your tuck. Initially grab that bully at the end of the turn just before transition.

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Adapt

Sullivan arcing into an aggressive line in Chamonix.

Remember, you are going to be going very fast, so even the smallest undulation will buck you around.

by Ron Kipp
Photos: Getty Images

Ron Kipp has worked with the U.S. and Norwegian Ski Teams and is currently with the Squaw Valley-Alpine Meadows ski team.

until you find yourself looking for speed. In SG, you are just going to take your GS skills up to a new gear. Stand at the start and smile. Marco would.

Adapting your inspection line

Inspection is an art. Finding your fastest line will not be the path that Marco chooses. Don’t feel deprived and succumb to World Cup envy by buying into the “A” Team line. Your fastest route to the finish is based on the skills you have and youth you do not. That’s okay, you are not competing against Speed Skier Sullivan, but trying to find the fastest line for you. If this speed thing is new to you, there are good odds that the line you inspected will not be the line you end up skiing. Therefore, you need to have a broader net when you inspect. Unless the gate is blind, focus your inspection on the terrain. Any rolls, sidehills, depressions, need to be catalogued.

Remember, you are going to be going very fast, so even the smallest undulation will buck you around. Imagine a professional golfer lining up a putt noting every ripple in the surface. Knowing what to expect ahead of time will allow you to be proactive, as opposed to that confidence-killing reactive state. During inspection don’t just stand at the gate, but lower your eyes, put them at the height they will be when you are racing. This is the view you will have at speed.

Solid traditional technique

Think traditional GS turn transitions. This is what Chip White the World Cup’s winningest speed coach preaches; weight transfer then pressure. Move to the new ski early from a flexed position before you transfer your weight, then establish pressure. Ideally this is when completing the previous turn. What Chip is adamant about is the order of events. Weight transfer then pressure. If you choose to reverse this order, inform the ski patrol so they can be ready. While it can be beneficial to have other turn transition strategies in SL and GS, speed is a different animal. Establish a platform, then move the body into the turn. You are outside ski dominant and stick to it.

If you can ski GS, you can ski SG. Take small, logical steps. Keep an aggressive mindset. With sound technique and a bit of mileage on familiar terrain, you too can find that extra gear that allows you to feel confident on course and thrilled in the finish.
I've never been more excited about Masters ski racing. That's saying a lot, as this will be my 26th winter on the Masters circuit. I'm always eager for it, but here's what's making me brim with extra enthusiasm:  

1. In May, as your USSA Masters chair, I attended my first USSA Congress in Park City, Utah, an annual gathering of coaches, officials and ski racing administrators from around the country. The first morning, Tiger Shaw inspired all of us with his opening address, during which he unveiled USSA's updated mission, vision, core values and goals (ussa.org/ussa-vision-mission-goals-values). I'm pleased to say that as a Masters community, we measure up, especially the parts about striving for athletic excellence, having fun, and lifetime inclusiveness.

2. In my own pursuit of athletic excellence and enjoyment, and after many years of anticipation, I finally attended the annual Chile Camp in September, hosted and coordinated by Bill Skinner, and have thrown my hat into the proverbial ring in pursuit of an FIS Masters Cup title. The conditions at Valle Nevado and La Parva were icy, the hardest snow I've scraped my turns on in a very long time, but the trip was still terrific! I bagged three good races, but more importantly, I was fully an athlete again, with no coaching responsibilities. (I have been both coach and Masters racer since 1991.) Former USST member Marco Sullivan and former Canadian team member Anna Goodman were among the eight coaches who accompanied us to Chile. It made my day when Sullivan, a veteran World Cup downhiller, told me I had a good tuck; however, Goodman's advice in slalom, "to feel the entire front of my ski pull through the top of the turn rather than just the ski tip," may do more to help me succeed in my quest for a crystal globe.

3. Looking back, both Sullivan and Goodman were masterful in the ways they coached me — one a cheerleader, the other a technician, and both when I needed it. Good coaches support their athletes both skill-wise and mentally. My experiences in Chile gave me renewed insight into what it means to be both coach and athlete. Perfect timing, as I've finally updated my book, Ski Faster! Guide to Ski Racing and High Performance Skiing (LisaDensmore.com). Thank my husband and Masters racer, Jack Ballard, for giving me the nudge to get it done. It’s been 17 years since the first edition was published, which was much earlier in my coaching and Masters ski racing careers. Our sport has sure changed, and so have I — I believe for the better, due to my experiences as both coach and athlete.

As an athlete who has competed most of my life, I’ve experienced what it’s like to train and race year after year while staying current with the latest gear, technique and tactics. Now, as a Masters racer, I still do it and feel it firsthand, which helps me relate better to the people I teach. It also keeps me sharp as a demonstrator and course setter.

As a coach, I work with many different ages groups, personalities, ability levels and skiing styles, which forces me to be aware of nuances in each person’s technique and tactics. I have to find just the right words, drills and/or visual examples to help them improve, which is often different than what I’m working on in my own skiing.

Over the years, I’ve found a definite link between coaching and competing. Doing both has made me better at both. Thanks for sharing my passion for masters ski racing! See you on the slopes!

PNSA will offer 28 events and three scheduled speed trainings. The lineup includes eight SG’s, eight GS’s, 10 SL’s, one GS and three SG’s.

We have several new Masters members trickling into PNSA. Peter Christian is our new member coordinator and is welcoming/assisting these members. Our division has several new alpine program directors: Brad Saxe, Mount Hood Race Team; Seth McCadam, Mount Hood Academy; Steve Loewy, Team Alpental/Snoqualmie; and Dan Henry, Mount Spokane Ski Racing Association. The directors bring leadership and experience into their new responsibilities. These clubs are primarily junior race clubs. However, they support all levels of ski racing. PNSA Masters extend our congratulations to these individuals and look forward to working with them.

Please say a “thank you” to your fellow PNSA Masters leadership group. Contact information and pictures of these hard-working members can be found on our website at pnsamasters.org. Last season, we accomplished quite a list of projects: 501(c)(3) tax coverage for PNSA Masters funds, complete rebuilding of pnsamaster.org website, current and up-to-date Facebook page at “PNSA Masters,” complete updating of the PNSA Masters ACR (Alpine Competition Rules) section, welcoming of new members, RA prep and skiracerreg updating, replacing of our PNSA Masters logo inventory, etc. We have also continued the annual tradition of donating to PNSEF, for junior scholarships. This donation is administered through PNSEF. PNSEF selects one junior female and one junior male recipient of the “PNSA Master Scholarship.”

Keep the snow dances going! Forecasts are predicting a 100% plus season for the PNSA division. I look forward to seeing you all on the slopes.

Intermountain Masters
By Stew Marsh
IntermountainMasters.org
Here it is, October, 2016. Snow has already made its way to the Utah mountains. It seems like every year we have that so-called September tickler. We are now officially seven weeks away from multiple ski resorts opening in Utah! Once again, I am looking forward to another great race season. As always, all divisions are looking for ways to increase the number of participants at races. If any of you have suggestions, I am open to any and all of them as we move forward this season and those to come.

Meri Stratton and Bill Skinner again have teamed up to make this winter’s races exciting and fun. Where else in the country can you get that? Please check our Intermountain Masters website or skiracerreg.com for schedules closer to the race date and for any changes. Again, there will be the ever-popular Sun Valley Skoch Cup SG, GS and SL on Warm Springs! Park City Mountain Resort will be hosting the three-day FIS, Western Regionals and the Loritz/Pendleton Cup, Feb. 3, 4 and 5. This will be a threescored event, so make sure you are ready to compete on our home turf.

Once again, registration for Intermountain races remains easy. Just use the online race registration site, skiracerreg.com.

Intermountain Masters continues to be partnered with Jans Mountain Outfitters. Be sure to check out jans.com for all your needs and the latest in race equipment. This web site makes it easier to locate and get product at incredible Masters racers-only discounts, while at the same time enhancing their sponsorship with Intermountain Masters with a small monetary give-back of all items sold online.

We welcome back our long-time race sponsors, team orthopedic surgeon and Masters racer Dr. Philip Davidson; Team Healthcare, Dr. Don Cofer; Tom Reinerth; Brent Amsbury at Park City Ski Boot and Sun Valley’s Formula Sports for their support of the Sun Valley Skoch Cup races. Whenever you visit any of our sponsors, please be sure to let them know you shop their store because of their support to Intermountain Masters.

While many of you will be getting new skis, boots, for the upcoming season, this is a reminder that there are many of our friends and past competitors who have stopped racing. Many of them I have spoken to remind me that they do not have updated equipment anymore. I know all of us have a wall full of GS skis, SL skis and even SG skis that have very few miles on them. If you want to make them available, we may be able to get the message out to those past competitors that there are skis available. Please reflect back on those friends who may have decided a few years back to not race anymore and remind them it is still fun and that they can get one-day licenses to race. It would be great to see those faces again among our ranks. The Intermountain board is looking forward to another exciting, competitive, party-filled season. Get your boards out and sharpen the edges…it’s game time!
After The Winter that Wasn’t, New England Masters is gearing up for a terrific season. Your ever-diligent and hardworking board has planned a banner season of racing and parties, and we’re working on more clinics and training opportunities.

This season, the fun will start early with the Boston Ski Expo, which is being held at the Seaport Convention Center Nov. 10–13. With USSA’s generous assistance, we will be setting up at the show for the ninth straight season. We will be unveiling a new and improved look, and plan on continuing to build our brand recognition, and strengthen our existing connections with other industry stakeholders while forging new ones. The very cool 2016–17 USSA Masters National poster will be unveiled and available at the Expo. Make sure to stop by, check it out, and take a few posters for your tuning bench and favorite shop and watering hole!

And then, just in case the Ski Expo wasn’t enough to totally turn your attention to ski racing, the World Cup will be coming to Vermont, holding ladies’ SL and GS races at Killington on Thanksgiving weekend! Although not exactly part of our schedule, many of us will be working at the races; it will be an event not to be missed by anyone even remotely interested in ski racing!

Following closely on the heels of the World Cup, we will be back at Killington in mid-December with our almost-annual seventh edition of the now-traditional joint venture with ASRA. Events will include an SL and a GS and, of course, a party! Thanks to the tireless efforts of our scheduling chair, Bill McCollom, and his committee, we have another fabulous roster of races. We will be visiting most of the old, and new, favorites and returning to Okemo and Suicide Six for Eastern Regionals at the end of February. The event will include a Saturday SL at Suicide, a Sunday GS at Okemo and two SG’s on Monday. Both of these SG’s, along with the two earlier SG’s at Stratton, are all included in the National Speed Series. This will give New Englanders a real leg up on the National Speed titles, so don’t miss them!

We will once again be returning to Waterville Mar. 3–4 for the Sise Cup Finals. In addition to being scored as usual for Sise Cup and Class points, the Friday GS will be our annual Legends Cup, a handicapped race in honor of those we have lost. Saturday’s events include an SL and a gala Banquet and awards celebration. Both races will be counting toward season-long standings, so many final battles may not be decided until this event. Make your reservations now!

With just over two months before the first race, you still have enough time to get back in shape. So push those donuts aside and get to work! The foliage is perfect for enjoying a brisk hike or mountain bike ride and your skis are just waiting to be tuned and waxed. Do your snow dance, say your snow prayers, cross your fingers, and Mother Nature will, no doubt, deliver a fantastic season.

As always, our series is made possible and enhanced by our sponsors. We especially thank Artech, for its generous and continued support. Please visit the Sponsors page on our website (nemasters.org) and when you have need or use for any of the products or services our sponsors provide, we hope you will visit them first.
skiers. There are also many great season pass options, training programs, and training camps in Colorado. In the 2015–16 season, we welcomed 25 new racers in the Rocky Division. We hope to welcome them all back for the 2016–17 season and to continue to encourage more to join. Whether you come for challenge, camaraderie, or fresh Colorado mountain air, there’s plenty of fun for everyone in the Rocky Division!

We will be working this season to grow both our membership and volunteer base and hope you will all join us in this effort. Thank you to the RMM board, officials, volunteers, and sponsors from last year—it takes many people to make it all happen! Thank you to our 2016–17 race sponsors: Aurum Food & Wine (Phillips Armstrong), McGrath Farms (Dennis McGrath), Lori Hamilton & Jonathan Wolf, Kevin Butler, Phillips 66, John Davis,


We look forward to seeing all our Rocky Division racers again soon, and hope to see many visiting from other divisions again—we have races, powder, AND sun! See you out there!
Division News

New York State Snow Masters Series
By Jack Eisenschmid
nymasters.org
Welcome to the 2017 season!

With winter fast approaching, it won’t be long before we get back on our skis and do what we all like to do best…race! This will be the 45th season for the NY State Masters, and we once again will have a great race schedule. This year we will have a total of 18 races and nine race days. We also have a very nice blend of races consisting of 11 GS’s, five SL’s, and two SG’s to test all abilities! The great news is the Masters Eastern Regional Championships are at Okemo, Vermont again this year. The Okemo race crew did a great job at the 2014 Masters Nationals, 2015 and 2016 Eastern Championships. This year’s event will include SG, GS and SL.

We will begin with a pre-season race at Holiday Valley on Dec. 18, we hope. This will be a joint race with our good friends, the Ontario Canada Masters. This will be a non-points event, with two-run GS races that day. Last year’s event was a great day of racing, followed by an après race party, with food & beverages. This will be a good warm up for the season.

We are still in the process of setting the 2016 schedule and confirming race dates. The first points race will be at Swain on Jan. 8, a GS/SL. Swain is always a great hill to get the season going. We are also planning an Ellicotville weekend, with an SL at Kissing Bridge and a GS/GS at Holimont. February will be a Central New York weekend, with Song Mtn. GS/SL and Greek Peak, Rockett Prentice and Joan Skiff Memorial GS/GS. The Hunt Hollow GS/GS is scheduled for Feb. 11. Hunt Hollow is always a fun and challenging GS race. The end of February will be the Eastern Championships at Okemo, Feb. 25–27. The SG, GS and SL will count for NY Masters points. We will finish the season at Swain for GS/Sl. NY Masters Finals.

Please note that some of the dates and events are subject to change. So make sure you check the NY Masters webpage, nymasters.net or our Facebook page for any updates.

As always, the NY Masters have a great day of racing, getting in two-run races by 2:00. This leaves time for free skiing, as well as fun après race parties. The NY Masters welcomes all adult racers of any abilities, whether you are a seasoned U21 racer, Nastar racer or an adult beer league racer. This year, we are hoping to increase our race attendance, we would like to have some new racers join us.

Check out our website, nymasters.net, for the 2017 schedule, contacts, and registration information. We have also added a NY Masters Facebook page for everyone to access. The schedule will soon be up to date on the website and Facebook, however.

Alaska
By Gary Randall
alyeskaskiclub.com
We are going into another year, with the days getting shorter and the leaves on the trees changing colors. There’s even new snow on the mountains.

Alyeska Masters are getting ready for the fall get-together and sign-up party which will be held at Carl Swanson’s home.

The annual ski swap is just around the corner. It’s a large fundraiser for the Alyeska junior program, held at the Alaska Air Line Center on the UAA campus. Carl Swanson will be holding a Masters camp the first week in December. You can contact him at carl@davisconstructors.com.

The Masters program for this year is about the same as last year, with four GS races and four SL races beginning the first week of January.

That’s about all the news from up north. Hope to see everybody at Nationals!
Far West
By Dan Simmons
farwestmasters.org

The weather folks are predicting a good snow year for the Far West. Weather or not, we have great schedule for the coming year, with 26 races. We kick out of the starting gate at Mammoth on Dec. 3 and 4 with a weekend of GS following a week-long Masters training camp, then on the shorter skis at Alpine Meadows for a weekend of SL Dec. 17–18.

Other highlights for the season include the two GS’s and three SL’s at Heavenly Valley, and the Mammoth Memorial speed events at Mammoth, Jan. 19–22. The Mammoth Memorial is included in the National Speed Series. We also are looking forward to the Nationals at Mammoth, Mar. 13–18 and being joined by friends from across the country. The full schedule is at farwestmasters.org.

We welcome racers from other divisions at all of our events. Pack up the skis and take advantage of some of California’s and Nevada’s great mountains!

Southern Masters
By Horst Locher
sararacing.org

Looking back to the past winter season, it was unbelievable to experience the warm air penetrating the eastern states in December and January. After cancelling races, it was hard to stay motivated for the remaining ski races.

Southern racers are anxious for an early winter, so we can make some crisp racing turns on hard-packed snow.

The first GS race will kick-off at Bryce Resort on December 18th. Thereafter, the races will be held at Sugar Mountain, North Carolina. Other races will follow at est Virginia and Wintergreen, Vermont. In addition to the master races, the NASTAR races are always well attended among the Southern racers. The final SARA Cham pionship will be held at Massanutten, Virginia on Feb 25 and 26.

Central
By Ryan Fuller
midwestmasters.org

We’re back at it again this season, with a great schedule, including a return to Chestnut, Illinois, and Welch Village for an SL weekend; our sea son opener at Afton Alps; and our Central Regional Championships in Granite Peak and Spirit Mountain. We’re also running our annual Cyr Cup races at Buck Hill once more, as a special team event. We’re planning once again to bring a huge contingency to the Rocky Mountain Ski Cooper speed races in January, as we continue to work to get more Central folks on speed skis. We’re also holding our 5th Annual Koznick camp this year at Copper Mountain, in November.

Our direction, as a program, has not changed, and we will continue to focus on increasing participation at our races by promoting them as special events, each with a unique character. We continue to use social media, online advertising, and online marketing tools to aggressively reach out to our membership and potential members. As we are now also a NASTAR club, we will work with NASTAR for the Midwest Regionals event as well as the local Pacesetter Trials here in our division with the ultimate goal of bridging the gap between these organizations and introducing more people to USSA Masters racing.

Looking forward, we are very excited for this season. Our calendar is packed this year, as we look to rebound from a poor winter season last year. We are also excited to be introducing free coaching on race days to new members. We have several licensed USSA Coaches who have volunteered to help chaperone new racers through their first race day. We hope this will help new participants adjust to the format of our racing program. As of this publication, membership seems to already be trending upwards; we hope to see that trend continue here in Central!

If there are any questions about Midwest Masters, contact us at program.director@midwestmasters.org and we will get back to you.

We’ll see you on the hill!

Mike O’Connor, Central Division
Northern Division Masters
By Fran Noel
northernussa.org

Big Sky Resort and the Big Sky Ski Education Foundation got rave reviews from many Masters racers, coaches, officials and spouses regarding their experiences at last year’s National Championships. Many of our Northern Masters are planning to drive out to this year’s event at Mammoth Mountain, CA.

This season’s activities will again begin in early December, with Lisa Densmore Ballard’s “Get the Rust Off” training camp, Dec. 7–11, at Red Lodge Mountain. For complete info and to request an entry form contact her at Densmore1@aol.com.

Our Masters race schedule will again be in conjunction with Intermountain and PNSA. See page three of this newsletter for the complete schedule. All of the races are open to competitors from any division, and most can be entered online at SkiRaceReg.com.

Training programs in Northern are again scheduled for Bridger Bowl, Big Sky, Lookout, Red Lodge and Whitefish.

Helmet Rules for 2017

All USSA races now require FIS stickers on your helmet used for GS/SG/DH. No matter what your melon looks like, let’s keep the rind intact and the seeds inside.
More than 110 resorts and clubs across the country are hosting NASTAR races this season. The NASTAR national championships in Steamboat, Mar. 23–26 will be the culminating event.

The 2016–17 NASTAR season kicks off with the Putnam Investments National Pacesetting Trials at Copper Mountain, CO, Nov. 19. NASTAR spokesperson Ted Ligety and other members of the U.S. Ski Team will be racing to set the national standard that all NASTAR participants will compete against this season. Select Masters racers will also be competing to earn certified pacesetting handicaps against the U.S. Ski Team athletes, so that more Masters races can be scored as NASTAR events. In addition to current team athletes, U.S. Ski Team alumni and NASTAR regional pacesetters will be racing to earn their pacesetting handicaps. Daron Rahlves, Marco Sullivan and Casey Puckett will be hosting seven regional pacesetting trials across the country so that resort pacesetters can earn certified pacesetting handicaps.

We have been working closely with Global Reach Sports to upgrade the NASTAR timing and scoring software. The software package that has powered the NASTAR program for 15 years is better than ever and scoring season-long race leagues has been vastly improved. In addition, the nastar.com web site is getting a new look and feel to improve functionality and navigation. The new site has been optimized for mobile phones and tablets so that results, rankings and NASTAR information is more easily accessed.

The NASTAR program has been through a number of transitions in its 48-year history, but I am really happy that the program has found a permanent home under the USSA. I feel strongly that the sport of alpine racing needs to be tied together with a common scoring system so that recreational racers, the U.S. Ski Team and everyone in between can see where they fit into the alpine racing community. I look forward to racing with you this winter. Even if we are not on the same hill on the same day, we can still compete for the best NASTAR rankings.

2017 National Speed Series Schedule

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<tr>
<th>When</th>
<th>Where</th>
<th>What</th>
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<tbody>
<tr>
<td>Jan. 13–15</td>
<td>Ski Cooper, CO</td>
<td>DH/SG</td>
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<tr>
<td>Jan. 19–20</td>
<td>Stratton, VT</td>
<td>SG/SG</td>
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<tr>
<td>Jan. 19–22</td>
<td>Mammoth, CA</td>
<td>DH/SG</td>
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<tr>
<td>Jan. 23–25</td>
<td>Soldier Mt. ID</td>
<td>DH/DH</td>
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<tr>
<td>Feb. 3</td>
<td>Park City, UT</td>
<td>SG/SG</td>
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<tr>
<td>Feb. 17–19</td>
<td>49 Degrees N, WA</td>
<td>SG/SG</td>
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<tr>
<td>Feb. 23–26</td>
<td>Schweitzer, ID</td>
<td>SG/SG</td>
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<tr>
<td>Feb. 27</td>
<td>Okemo, VT</td>
<td>SG/SG</td>
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<tr>
<td>Mar. 13–16</td>
<td>Mammoth, CA (Nationals)</td>
<td>DH/SG</td>
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Phillips 66 Masters National Speed Series

<table>
<thead>
<tr>
<th>2016 OVERALL CHAMPIONS</th>
<th>Group B Men</th>
<th>Group C Women</th>
<th>Group D Senior Men</th>
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<tbody>
<tr>
<td>Group A/B Men</td>
<td>Pts</td>
<td>Pts</td>
<td>Pts</td>
</tr>
<tr>
<td>1 Luke Keenan (M02, PN)</td>
<td>234</td>
<td>1 Jeanette Saylor (W07, RM)</td>
<td>125 Knut Olberg (M10, PN)</td>
</tr>
<tr>
<td>2 Richard Slabinski (M07, IM)</td>
<td>143</td>
<td>2 Lauren Beckos (W02, RM)</td>
<td>102 Rand Little (M09, PN)</td>
</tr>
<tr>
<td>3 John Beckos (M03, RM)</td>
<td>105</td>
<td>3 Lisa Densmore Ballard (W06, N)</td>
<td>100 Graham Smith (M09, RM)</td>
</tr>
<tr>
<td>(t) Franz Fuchsberger (M07, RM)</td>
<td>73</td>
<td>4 Chris Paup (W07, IM)</td>
<td>88 Lee Kaufman (M11, RM)</td>
</tr>
<tr>
<td>(t) Kevin Vaughan (M04, IM)</td>
<td>73</td>
<td>5 Dasha Kadulova (W04, IM)</td>
<td>77 Nick Hudson (M10, IM)</td>
</tr>
</tbody>
</table>

2016 Speed series winners Knut Olberg (PN) and Luke Keenan (PN). Not pictured Jeanette Saylor (RM)
The VISION of the USSA Alpine Masters is to provide adult skiers with a lifelong opportunity to enjoy the challenges and rewards of alpine ski racing.

The MISSION of the USSA Alpine Masters is to make this vision a reality by developing, promoting, organizing and coordinating the highest level of alpine ski racing throughout snow country in the United States and internationally, and to fulfill our passion for and love of nature, the outdoors, mountains, freedom, self-challenge and accomplishment.