

Our 12th week in VARA will focus on what was fast during the Chevy Truck Eastern JO's.

Opening day of DH training was cancelled due to air temps of -35C and winds from 50 to 80 mph at the summit. I recorded the coldest snow temps I have ever seen: -21C!!!

Day 2 DH training warmed rapidly the night before, as a small winter storm front blew in (Alberta Clipper). This presented everyone with 85% air humidity, air temps of -10C, and snow temps of -14C. Conditions were old, cold fine snow with high air humidity, the fast wax was: base wax: Betamix; middle wax: Fluor Base Hard; top wax: Extreme Cold 10/25 & Graphite in a 2:1 ratio.

Day 3 was DH race day – there was a lot at stake for eastern athletes – speed slots were open for US Nationals. Unfortunately, mother nature had given us about 4-6 inches of fresh snow. The other old adage of “hold a DH, bring your powder skis” was proving to be true!

Day 4 – DH finally! Men started from the Olympic Women's start, and the ladies started lower down on the flats. There were 2 very different wax needs – everyone needed to have their wax flying on the flat lower section, but the ladies also needed immediate acceleration from a flat start. With extreme air humidity of 90%, softly packed snow in the gliding sections and hard pack on the turns (-11C top, -7C bottom), and air temps of only -6C to -4C, the wax call was as follows: Base: Fluor Base Warm; Middle: Snowchamp 0/7 & GW-25 in a 2:1 ratio; final wax: Snowchamp 0/10. The 0/10 wax, being harder, would do 2 things: it would get the girls moving fast on the flats, and would last the boys thru the steeps into the flats. The middle wax was warmer, and with the addition of the GW-25 (fluor booster) would keep everyone accelerating across the flats, which had warmer, wetter snow, & higher speeds for all.

Day 5 SG was bright & clear – easily the best racing day of the series. Air temps warmed from

-17C to -11C during the race, snow temps were a consistent -11C to -9C, and the air humidity was very low at 35%. Snow was just beginning to transform, was still very dry and poorly packed. Men & women both started at the same place. The wax call for this day was easy: Base Wax: Betamix; Middle wax: Fluor Base Hard (soft for the really big guys based on projected speed); Top Wax: SnowChamp 0/10; Finish: Topspeed Stick 8/15.

Day 6 gave us GS, with both men & women running the same day as a result of lost days earlier in the week. The weather was beginning to stabilize, with a nice overcast sky, air at -8C, and snow at -10 to -7C along the course. Waxing for GS & SL is much simpler, since the glide times are far less, and the quality of turning is far more important. The snow was still very fine grained, non-abrasive, and dry. The wax call was: Base: Betamix; Middle: Fluor Base Hard; Top: SnowChamp 0/10.

Day 7 was SL, which is all about edges & turning, not wax. Although the air & snow were warming considerably (air @ +2C, snow at -6 to -4C), SL places a huge amount of abrasion effect on the wax. For this reason, we waxed 2 coats of Betamix, with a final coat of Betamix & GW-25 blended 2:1. The GW-25 was added to account for the very high humidity and warm, wet snow that was happening on Sunday morning.

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*You can meet him at J3 JO's (Sugarbush, & US Nationals (Whiteface).
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