

Pico Ski Club
Racing Handbook



2011-2012

Pico Ski Club

Ski Racing Handbook and Parents Guide

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1. **Mission:** The mission of the Pico Ski Club is to provide an opportunity for youth to become successful individuals and to achieve their personal goals through their participation in ski racing.
2. **Philosophy and Goals:** The Pico Ski Club is dedicated to providing an athletic environment which ensures each participant is given the opportunity to excel and pursue his/her dreams in alpine ski racing. Coaches will help educate athletes in proper athlete management, goal setting, mental skills training, dryland preparation, on-snow training, race preparation and summer planning.
3. **Program Description:** All aspects of ski racing will be covered, including physical conditioning, technical and tactical development, equipment preparation, mental training.

A. Hopeful (6 years old) –

- (i) **Goals** – The Hopefuls program is an introductory program for competent young skiers who are able to ride the lifts independently and ski from the summit in controlled turns.
- (ii) **Training** – The Hopefuls program focuses on skill development through free skiing and structured drills, with an emphasis on learning and fun. The Hopefuls program includes an introduction to gate training.
- (iii) **Races** – The Hopeful racers will be invited to participate in two or three friendly races each season.
- (iv) **Training Schedule** – The Hopefuls group typically trains ½ a day per weekend day. 9:00-11:30 from December to March. Training for the Hopefuls group generally commences mid December.

B. Ross (7 through 12 years old) –

- (i) **Goals** – The Ross program seeks to achieve a solid base of skiing skills and introduce children to the sport of ski racing.
- (ii) **Training** – The Ross program typically divides its training into an equal mix of free skiing, technique improvement exercises and gate training. The Ross program is Pico's largest group of athletes. As a result, the athletes are broken into groups of 5 to 15 racers, based upon their skill level and social considerations.
- (iii) **Races** – In the Ross program, the athletes race in approximately six Mid-Vermont Council races. The races are typically Giant Slalom races held on Saturdays, with participants from 3 to 4 other Mid-Vermont Council mountains at each race. Ross racers are divided into the following age/gender brackets:

J6 – 7 and 8 years old
J5 – 9 and 10 years old
J4 – 11 and 12 years old

Ross racers compete for medals against same gender racers within their age bracket. Medals are awarded for the 10 fastest times in each

age/gender bracket. There is a season final Ross race with all Mid-Vermont Council mountains in early March.

- (iv) **Training Schedule** – The Ross group typically trains two days per weekend and each day during holiday weeks from 9:00 a.m. to 11:30 a.m. and 12:30 p.m. to 2:30 p.m. Training for the Ross group generally commences the third week of December.

C. Jones (9 through 12 years old) –

- (i) **Goals** – The Jones program is intended for J4 and J5 racers with the desire and ability to compete at a higher level. Each Mid-Vermont Council Jones program is subject to a quota limiting the number of racers that can participate at the Jones level. **Parents should consult with coaches at the Jones level regarding the readiness of their racer prior to committing to Jones level racing.**
- (ii) **Training** – At the Jones level, racers are introduced to multiple disciplines (Slalom, Giant Slalom and Super G) and significantly more difficult courses. Jones level racers often train in groups of 5 to 15 racers, based upon their skill level and social considerations.
- (iii) **Races** – Jones racers will race in approximately 8 Mid-Vermont Council races through the season. Medals are awarded for the 10 fastest combined J4 times and 5 fastest combined J5 times for each gender. Racers accumulate points at each race based upon their place result for each of two runs and, if both runs are completed, the combined result. Points are tallied based upon each racer's best 50% of the total runs contested during the season to qualify for the Vermont State Championships held in March. At the end of the season, the top 20 to 30 male and female Jones racers in the Mid-Vermont Council are invited to participate in the J4 Vermont State Championships. The very top finishers at the J4 Vermont State Championships may qualify for further post season events, such as the Whistler Cup.
- (iv) **Training Schedule** – The Jones group typically trains two days per weekend and each day during holiday weeks from 8:30 a.m. to 11:00 a.m. and 12:00 noon to 2:00 p.m. Weekday training is also available for Jones athletes. Training for the Jones group generally commences the first weekend of December.

D. J3 (13 through 14 years old) –

- (i) **Goals** – The J3 program is an extension of the Jones program for the next age bracket and more experienced racers (age 13 & 14).
- (ii) **Training** – At the J3 level, racers continue to race Slalom, Giant Slalom and Super G on more challenging courses. J3 racers are instructed in higher level techniques and tactics, as well as the development of strength and agility.
- (iii) **Races** – J3 racers will race in approximately 7 Mid-Vermont Council races through the season. J3 races are held at different MVC Mountains from the Jones races. Medals are awarded for the 10 fastest combined

times for each gender. Each racer accumulates points at each race based upon their place result for each of two runs and, if both runs are completed, the combined result. Points are tallied based upon each racer's best 50% of the total runs contested during the season to qualify for the Vermont State Championships held in late February and early March. The J3 Shootout will be eliminated. The VARA States will be open to all council J3's as long as they have raced in at least 50% of their council races. State dates: The VARA J3 states will be a series held over two weekends and will have gender splits. There will be one GS and one SL each weekend. The State SG will also be gender split. All state championship runs will be scored one less than half of total runs, including combined. The top finishers at the J3 Vermont State Championships may qualify for further post season events, such as the Eastern Finals or the Eastern Junior Olympics.

- (iv) **Training Schedule** – The J3 group typically trains two days per weekend and each day during holiday weeks from 8:00 a.m. to 11:00 a.m. and 12:00 noon to 2:00 p.m. Weekday training is also available for J3 athletes. Training for the J3 group generally commences the first weekend of December.

E. J1/J2 (15 through 18 years old) –

- (i) **Goals** – The J1/J2 program provides training and racing opportunities at the most senior level of alpine racing.
- (ii) **Training** – At the J1/J2 level, racers will be instructed in advanced technique, tactics and conditioning. Racers will train full length courses and utilize specialized training drills to advance balance, coordination and strength.
- (iii) **Races** – J1/J2 racers participate in races throughout Vermont. Each racer is responsible for ensuring his entry is submitted to each individual race. Racers earn points in each discipline (Slalom, Giant Slalom, Super-G and Downhill) at races based upon the quality of the competition and the time differential from the winner of the race. The lower a racer's points, the better that racer will be seeded in succeeding races. At the Vermont State Championships, racers can qualify to attend the Eastern Regional Championships or the Eastern J1/J2 Finals. Top racers can qualify for the J2 Junior Olympics or Developmental FIS races.
- (iv) **Training Schedule** – The training schedule for the J1/J2 group will be dependent upon the race schedule for that particular weekend. Weekday training is also available for J1/J2 athletes. Training for the J1 group generally commences the first weekend of December.

- 4. **Getting Started.** All participants in the Pico Ski Club racing program need to obtain United States Ski and Snowboard Association (USSA) and Vermont Alpine Racing Association (VARA) memberships in order to participate in the program. In addition to membership in USSA and VARA, Pico Ski Club racers must complete the Pico Ski Club Racer Application and submit the related fee.

- A. **USSA Membership** – The USSA is the national governing body for alpine ski racing in the United States. Applications for competitor memberships can be obtained online. The website for the USSA is www.ussa.org.
 - B. **VARA Membership** – VARA is the governing body for alpine ski racing in Vermont. Applications for competitor memberships can be obtained online. The website for VARA is www.vara.org.
 - C. **Mid-Vermont Council** – For Ross, Jones and J3 racers, Alpine racing in Vermont is divided into three regions in order to minimize travel time for competitions. Pico is located in the Mid-Vermont region, which is governed by the Mid-Vermont Council. Other mountains in the Mid-Vermont region are Ascutney, Killington, Middlebury, Okemo, Quechee and Suicide Six.
 - D. **Pico Ski Club** – The Pico Ski Club is the group that provides the coaching and facilities for its racers. The racer application and related program fee information can be obtained online. The website for the Pico Ski Club is www.picoskiclub.com.
5. **Equipment.** While ski racing does entail the purchase of a fair amount of equipment, the initial outlay can be minimized by some smart shopping. An excellent place to locate quality used equipment for your racer is the Pico Ski Club and Killington Ski Club ski swaps, held each fall. In addition, on [Appendix A](#) is a list of area ski shops which specialize to a greater or lesser extent in equipping junior racers.

Below are some general guidelines regarding the equipment needed by your racer. You should note that the following is only general guidance and, if you have any questions regarding equipment for your racer, you should speak with the coaches.

- A. **Boots** – Ski boots are the most important piece of equipment for your racer. Without a correct fit, your racer will be uncomfortable, have cold feet and/or be unable to perform at his or her best. It is important not to buy boots that are too large for your racer with the idea that he or she will grow into them.

Sizing of a boot is accomplished by removing the liner, placing your racer's foot inside (with the toes just touching the front) and determining the amount of space between the boot shell and the heel. Optimally, the space should be between one and two fingers' width. Once sized lengthwise, the liner should be returned to the boot and it should be assessed for horizontal and vertical fit. Each manufacturer's boot shape (or last) is slightly different, producing better or worse fits for differently shaped feet. Potential pressure points to pay attention to include the width across the forefoot, the top of the instep and the ankles.

Boots for younger racers should be selected carefully to ensure that it is constructed to allow for sufficient forward flex. Guidance in the selection and

sizing of boots for your racer can be obtained from your coaches and the ski shops listed on [Appendix A](#).

- B. Skis** – Skis for Hopefuls, Ross, Jones and J3 racers should be selected from one of the manufacturers of quality junior racing skis. Atomic, Blizzard, Dynastar, Elan, Fischer, Head, Nordica and Volkl all produce junior race skis that perform well. Hopefuls and Ross racers should be equipped with a single pair of skis, sized so that the tips extend approximately to the racer's nose. Jones and J3 athletes should be equipped with slalom skis sized so that the tips extend between the racer's chin and nose and giant slalom skis sized so that the tips extend between the racer's nose and the top of his head. If in doubt as to type or sizing of skis, please feel free to consult with a coach

Skis for J1/J2 racers should be adult racing skis from the same pool of manufacturers. The skis of J1/J2 racers are subject to size, waist width and sidecut limitations specified by the USSA and the FIS and should consult with their coach prior to purchase.

- C. Poles** – Proper pole size can be determined by turning the pole upside down and having your child grasp the pole immediately underneath the basket. If properly sized, the arm grasping the pole will form a 90 degree right angle. This test is best performed while the racer is in his ski boots and skis.

For racers at the Jones level and above who will be racing slalom, guards can be attached to the pole grips to provide protection to the hands. Racers at these levels may also acquire a second pair of poles to be used for giant slalom and speed events. These poles are typically curved to fit around the racer's body, while the racer is in a tuck and are sized one to two inches longer than a standard set of poles.

- D. Helmets** – Helmets are one area where you should not look to save money. Helmets should be purchased new and should be carefully sized to fit your child's head by a qualified ski shop or your racer's coach. The fit should be snug, with little play if tugged from side to side or front to back. All athletes, helmets are required to have hard ear coverings. For athletes racing slalom races (at the Jones level and above), the helmet should also have a removable protective face bar.

- E. Clothing** – A racer's clothing needs to be warm and functional, as training takes place no matter how cold, wet, windy, raw or just plain ugly the conditions may be on the mountain that day. A quality pair of warm-up pants, with zippers all the way down the legs, is recommended. A parka with appropriate insulation, sufficient water repellent properties and adequate pockets is also recommended. Dedicated ski socks perform better than basic wool socks. Cotton socks or undergarments should not be used. Multiple thin layers tend to work better than one or two heavier layers. Mittens work better than gloves for those racers that

have a tendency towards cold hands. Full face protection of some sort should be employed on days below 0 degrees Fahrenheit.

Race suits are not required at any level. However, they are typically worn by racers at the upper levels of the Ross series, the Jones series and above. Jones level racers and above should have shin guards and a face guard for training and racing slalom.

Each winter, a member of the ski club will organize the purchase of Pico Ski Club coats and additional merchandise (e.g., sweatshirts, insulator jackets). Announcements of the terms of purchase will be posted in the ski club.

- F. Tuning** – One of the joys of skiing in the Northeast is the ever-present “loud powder” or ice, we get to experience in all its guises. There are times when the courses we train and race on are as slick as Formica. Without sharp edges, a racer will not be able to perform his best and, in some circumstances, may be endangering himself or herself. The edges of each racer’s skis should be sharpened regularly (almost daily) for both training and racing. Likewise, regular waxing will greatly improve a ski’s gliding ability. At the J3 level, racers are instructed on the methods used for tuning skis. Prior to that time, parents can do it themselves or allow a reputable ski shop to do the tuning. The Pico Ski Club generally provides tuning clinics during the season and coaches are available to provide advice. Ski tuning equipment and supplies can be purchased locally from the shops listed in Appendix A or online from the following suppliers:

www.artechski.com
www.reliableracing.com
www.ski-racing.com (the Race Place)

- 6. Training** – The coaches first and foremost ask that racers attend training and races prepared to listen and try what is asked of them. Parents are welcome to watch training from time to time, but should refrain from interjecting his or her presence in the day by communicating with racers or coaches. Coaches are available for discussions with parents after the scheduled training session.

- A. Expectations of Racers:** All racers are expected to –
- (i) Be respectful to coaches, officials, parents and ski area personal.
 - (ii) Refrain from horseplay and concentrate on the activity at hand.
 - (iii) Treat others with dignity and respect, as you wish to be treated. Be courteous and sportsmanlike to all others.
 - (iv) Absolutely no use of alcohol, tobacco and drugs.
 - (v) Represent you, the group, the sport, and the community at the highest level of personal integrity and responsibility.
 - (vi) Avoid the use of profane, vulgar, or abusive language.

- (vii) Respect and maintain the property of our group and its individual members. Tampering with other athlete's equipment or belongings will not be tolerated.
- (viii) Pico Ski Club strictly follows the athlete's code of conduct from the Vermont Alpine Racing Association and the United States Ski and Snowboard Association (URLs listed below):

<http://www.vara.org/forms/allrules/CodeOfConduct.asp>

<http://www.ussa.org/magnoliaPublic/ussa/en/about/codeofconduct.html>

B. Rules for Training:

- (i) Be on time for all team activities.
- (ii) Proper ski/race clothing is required at all times during training and competitions.
- (iii) Training times and schedules will be posted.
- (iv) Training as a team requires the help of everyone. This includes, course preparation and maintenance. Training does not end until the hill is cleared and gates are in the bin.
- (v) Athletes/parents are responsible for binding settings through certified ski shops and/or technicians...Children and non-certified parents should not be adjusting bindings. (Coaches are not responsible for the athletes binding settings.)
- (vi) Helmets are mandatory for all on snow activities.

7. **Race Days** – While race days are the reward for the hard training done by each of the racers, they can also be a source of anxiety for both racers and parents. The following section is intended to assist in alleviating some of the sources of potential stress for racers and parents.

- A. Directions to Mid-Vermont Mountains** – Listed on Appendix B are directions from both Rutland and Pico to each of the Mid-Vermont mountains. Accompanying the directions are estimated travel times. Please be sure to depart sufficiently early to account for additional travel time in the event the weather is bad.

B. A Typical Race Day Schedule

- (i) Arrive at the ski area by 7:30 a.m.
- (ii) Register, pay race fee and pick up race bibs. Be sure to bring USSA and VARA cards.
- (iii) Meet coaches at 8:00 a.m. for course inspection and warm-up runs.
- (iv) Following course inspection and warm-up runs, racers are on their own until their start time. Racers should ensure they are at the start at least 20 racers in advance of their start number in order to have sufficient time to remove outer clothing and prepare for the start. Place outer clothing in the designated Pico pile of clothing.

- (v) Immediately after the first run, see the coach at the bottom of the run for directions on where to go (second run, lunch, etc.)
- (vi) Collect outer clothing from top or, if brought to bottom, from designated Pico clothing pile at the bottom.
- (vii) Meet coaches for second run inspection and warm-up runs.
- (viii) Following second run course inspection and warm-up runs, racers are again on their own until their second run start time. Racers should ensure they are at the start at least 20 racers in advance of their start number in order to have sufficient time to remove outer clothing and prepare for the start. Place outer clothing in the designated Pico pile of clothing.
- (ix) After the second run turn in race bibs.
- (x) Collect outer clothing from top or, if brought to bottom, from designated Pico clothing pile at the bottom.
- (xi) Award ceremonies are usually held 1/2 - 1 hour after the conclusion of the race.

Once a run has commenced, coaches will be stationed at the top and bottom of the course for the duration of each run. Consequently, parents need to provide supervision while the racers are not inspecting the course or competing.

Some mountains provide discount tickets for the parents of racers. Check with the sign-in desk for availability before purchasing your ticket.

C. Race Day Tips for Parents – Parents of racers can do the following on race days:

- (i) Be organized – At one level, ski racing is one long logistical challenge. With your racer, you should do your best to ensure that all of the necessary gear ends up with your racer on race day. Attached in Appendix C is a race day checklist that you can use to assist in the preparation. Be sure to pack the night before, rather than the morning of a race.
- (ii) Be on time – A hurried racer is a distracted racer. While each run is typically less than a minute, it takes hours of coordinated steps to reach that race run fully prepared and in the correct state of mind. A racer who is late to the mountain, late for course inspection or late for his or her run may not be able to enjoy the experience or perform at his or her best.
- (iii) Take care of nutrition – A good breakfast is essential to good performance. Racers should be equipped with one or more snacks, as course inspections and race runs often overlap the customary lunch hour. Heavy mountain lunches prior to second runs should be avoided.
- (iv) Be supportive – Anyone who is willing to hurtle himself or herself down an icy, bumpy pitch at speeds approaching 40 miles per hour deserves our admiration and support. Please cheer and acknowledge strong efforts by all competitors. You should not tell your child that winning doesn't matter, because they know it has some meaning. Instead, help them develop a healthy competitive attitude by focusing on the process (e.g., "You were really aggressive in the gates today") rather than the result.

Lastly, avoid criticism at all times. Your role on race day is to remain affirmative in the face of any adversity.

- (vii) Give your racer some space – Once you have dropped your racer off at the start, let the coaches take it from there. The coaches have the experience needed to get the racer fully prepared (equipment, physical warm-up and mental approach). Refrain from giving advice or instruction, especially when your racer is on the course, as it more often has the effect of being distracting rather than helpful.
- (ix) Respect the rules – Encourage your racer to respect the rules of ski racing and the decisions of the race officials.
- (x) Thank the host mountain volunteers – Holding an alpine ski race is a difficult endeavor, requiring the coordinated effort of a large number of dedicated volunteers. Gratitude for a job well done goes a long way towards fostering goodwill amongst volunteers and instills in your racer an appreciation for the efforts of others which enable his or her participation in the sport.

APPENDIX A

Local Ski Shops

Basin Ski Shop
2886 Killington Road
Killington
Phone: (802) 422-3234

Black Dog Sports
133 East Mountain Road
Killington
Phone: (802) 422-4281

Northern Ski Works
Killington Road (next to the Wobbly Barn)
Killington
Phone: (802) 422-9675

Peak Performance Ski Shop
Killington Road
Killington
Phone: (802) 422-9447

Surefoot
937 Killington Road
Killington
Phone: (802) 422-2668

APPENDIX B

Directions to Mid-Vermont Mountains

Rutland (junction of Rt. 4 and Rt. 7) to Ascutney (49 miles – approximately 1 hour, 15 minutes)

- | | |
|---|------------|
| 1. Continue to follow US-4 East | 30.6
mi |
| 2. Turn right at South St/VT-106 | |
| 3. Continue to follow South St/VT-106 | 4.8
mi |
| 4. Turn left at South Rd/VT-106/VT Route 106 | |
| 5. Continue to follow VT-106/VT Route 106 | 8.0
mi |
| 6. Turn left at Route 44/VT-44 | |
| 7. Continue to follow Route 44/VT-44 | 4.9
mi |
| 8. Turn right at Ascutney Sign (Sky Tow Road) | |
| 9. Continue to follow Sky Tow Road | 0.4
mi |
| 10. Base Lodge is on left, parking is on right | |

Rutland (junction of Rt. 4 and Rt. 7) to Ascutney Alternate Route (44 miles – approximately 1 hour, 5 minutes) Note: Use alternate route only in good weather.

- | | |
|--|------------|
| 1. Continue to follow US-4 East | 16.9
mi |
| 2. Turn right at VT-100/VT Route 100 | |
| 3. Continue to follow VT-100/VT Route 100 | 10.5
mi |
| 4. Turn left at Kingdom Road | |
| 5. Continue to follow Kingdom Road | 2.7
mi |
| 6. Bear left at Tyson Road | |
| 7. Continue to follow Tyson Road | 7.2
mi |
| 8. Turn left at Route 106/VT-106/VT Route 106 | |
| 9. Continue to follow Route 106/VT-106/VT Route 106 | 1.0
mi |
| 10. Turn right at Route 44/VT-44 | |
| 11. Continue to follow Route 44/VT-44 | 4.9
mi |
| 12. Turn right at Ascutney Sign (Sky Tow Road) | |
| 13. Continue to follow Sky Tow Road | 0.4
mi |
| 14. Base Lodge is on left, parking is on right | |

Rutland (junction of Rt. 4 and Rt. 7) to Middlebury (32 miles – approximately 50 minutes)

- | | |
|--|------------|
| 1. Continue to follow US-7 North | 28.3
mi |
| 2. Turn right at Ossie Road | |
| 3. Continue to follow Ossie Road | 0.7
mi |
| 4. Turn right at E. Main St./VT-125/VT Route 125 | |
| 5. Continue to follow VT-125/VT Route 125 | 8.5
mi |
| 6. Turn right at Middlebury Snow Bowl Sign | |
| 7. Base Lodge and parking are straight ahead | |

Rutland to Okemo (junction of Rt. 4 and Rt. 7) (24 miles – approximately 40 minutes)

- | | |
|--|------------|
| 1. Continue to follow US-7 South | 4.7
mi |
| 2. Turn left at Route 103/VT 103 | |
| 3. Continue to follow Route 103/VT 103 | 19.2
mi |
| 4. Turn right at Okemo Sign (Okemo Mountain Road) | |
| 5. Continue to follow Okemo Mountain Road | 0.6
mi |
| 6. Base Lodge is on right, parking is on right (below drop-off) and left | |

Rutland to Quechee (junction of Rt. 4 and Rt. 7) (37 miles – approximately 50 minutes)

PLEASE CHECK WITH YOUR TEAM COACHES REGARDING THE BEST ROUTE TO ACCESS THE QUECHEE SKI AREA. Both the Taftsville and Quechee Village Bridges are closed as a result of damage suffered during Tropical Storm Irene.

- | | |
|---|------------|
| 1. Continue to follow US-4 East | 31.3
mi |
| 2. Turn left at US-4/VT-12/VT Route 12 | |
| 3. Continue to follow US-4/VT-12/VT Route 12 | 2.8
mi |
| 4. Turn left at Taftsville Bridge Road (covered bridge) | |
| 5. Cross covered bridge at Taftsville Bridge Road | |
| 6. Turn right at River Road (just after covered bridge) | |
| 7. Continue to follow River Road/Quechee Main Street | 2.5
mi |
| 8. Quechee base lodge on left | |
| 9. Parking both before and after Quechee base lodge on left | |

Rutland to Suicide Six (junction of Rt. 4 and Rt. 7) (34 miles – approximately 45 minutes)

- | | |
|---|------------|
| 1. Continue to follow US-4 East | 30.7
mi |
| 2. Turn left at Elm St/VT-12/VT Route 12 | |
| 3. Continue to follow Elm St/VT-12/VT Route 12 | 1.1
mi |
| 4. Bear right at Pomfret Road | |
| 5. Continue to follow Pomfret Road | 2.0
mi |
| 6. Bear left at Barnard Woodstock Stage Road/Stage Road | |
| 7. Continue to follow Barnard Woodstock Stage Road/Stage Road | 0.3
mi |
| 8. Turn left at Suicide Six Sign | |

Pico to Ascutney (40 miles – approximately 1 hour, 10 minutes)

- | | |
|---|------------|
| 1. Turn right at US-4/US Route 4 | |
| 2. Continue to follow US-4 | 22.0
mi |
| 3. Turn right at South St/VT-106 | |
| 4. Continue to follow South St/VT-106 | 4.8
mi |
| 5. Turn left at South Rd/VT-106/VT Route 106 | |
| 6. Continue to follow VT-106/VT Route 106 | 8.0
mi |
| 7. Turn left at Route 44/VT-44 | |
| 8. Continue to follow Route 44/VT-44 | 4.9
mi |
| 9. Turn right at Ascutney Sign (Sky Tow Road) | |
| 10. Continue to follow Sky Tow Road | 0.4
mi |
| 11. Base Lodge is on left, parking is on right | |

Pico to Ascutney Alternate Route (35 miles – approximately 1 hour)

Note: Use alternate route only in good weather.

- | | |
|--|------------|
| 1. Turn right at US-4/US Route 4 | |
| 2. Continue to follow US-4 | 8.3
mi |
| 3. Turn right at VT-100/VT Route 100 | |
| 4. Continue to follow VT-100/VT Route 100 | 10.5
mi |
| 5. Turn left at Kingdom Road | |
| 6. Continue to follow Kingdom Road | 2.7
mi |
| 7. Bear left at Tyson Road | |
| 8. Continue to follow Tyson Road | 7.2
mi |
| 9. Turn left at Route 106/VT-106/VT Route 106 | |
| 10. Continue to follow Route 106/VT-106/VT Route 106 | 1.0
mi |
| 11. Turn right at Route 44/VT-44 | |
| 12. Continue to follow Route 44/VT-44 | 4.9
mi |
| 13. Turn right at Ascutney Sign (Sky Tow Road) | |
| 14. Continue to follow Sky Tow Road | 0.4
mi |
| 15. Base Lodge is on left, parking is on right | |

Pico to Middlebury (32 miles – approximately 1 hour)

- | | |
|---|------------|
| 1. Turn right at US-4/US Route 4 | |
| 2. Continue to follow US-4 | 2.0
mi |
| 3. Turn left at VT-100/VT Route 100 | |
| 4. Continue to follow VT-100/VT Route 100 | 11.7
mi |
| 5. Turn left at Route 100 N/VT-100 | |
| 6. Continue to follow Route 100 N/VT-100 | 11.8
mi |
| 7. Turn left at VT-125/VT Route 125 | |
| 8. Continue to follow VT-125/VT Route 125 | 6.8 |

- | | |
|---|----|
| 9. Turn left at Middlebury Snow Bowl Sign | mi |
| 10. Base Lodge and parking are straight ahead | |

Pico to Okemo (25 miles – approximately 40 minutes)

- | | |
|--|------------|
| 1. Turn right at US-4/US Route 4 | |
| 2. Continue to follow US-4 | 8.3
mi |
| 3. Turn right at VT-100/VT Route 100 | |
| 4. Continue to follow VT-100/VT Route 100 | 14.1
mi |
| 5. Turn left at Route 100 N/VT-100/VT-103 | |
| 6. Continue to follow Route 100 N/VT-100/VT-103 | 1.4
mi |
| 7. Turn right at Okemo Sign (Okemo Mountain Road) | |
| 8. Continue to follow Okemo Mountain Road | 0.6
mi |
| 9. Base Lodge is on right, parking is on right (below drop-off) and left | |

Pico to Quechee (28 miles -- approximately 40 minutes)

PLEASE CHECK WITH YOUR TEAM COACHES REGARDING THE BEST ROUTE TO ACCESS THE QUECHEE SKI AREA. Both the Taftsville and Quechee Village Bridges are closed as a result of damage suffered during Tropical Storm Irene.

- | | |
|---|-----------|
| | 22.7 mi |
| 1. Turn right at US-4/US Route 4 | |
| 2. Continue to follow US-4 | |
| 3. Turn left at US-4/VT-12/VT Route 12 | |
| 4. Continue to follow US-4/VT-12/VT Route 12 | 2.8
mi |
| 5. Turn left at Taftsville Bridge Road (covered bridge) | |
| 6. Cross covered bridge at Taftsville Bridge Road | |

- | | |
|---|-----------|
| 7. Turn right at River Road (just after covered bridge) | |
| 8. Continue to follow River Road/Quechee Main Street | 2.5
mi |
| 9. Quechee base lodge on left | |
| 10. Parking both before and after Quechee base lodge on left | |

Pico to Suicide Six (25 miles -- approximately 35 minutes)

- | | |
|---|------------|
| 1. Turn right at US-4/US Route 4 | |
| 2. Continue to follow US-4 | 22.1
mi |
| 3. Turn left at Elm St/VT-12/VT Route 12 | |
| 4. Continue to follow Elm St/VT-12/VT Route 12 | 1.1
mi |
| 5. Bear right at Pomfret Road | |
| 6. Continue to follow Pomfret Road | 2.0
mi |
| 7. Bear left at Barnard Woodstock Stage Road/Stage Road | |
| 8. Continue to follow Barnard Woodstock Stage Road/Stage Road | 0.3
mi |
| 9. Turn left at Suicide Six Sign | |

APPENDIX C

Race Day Checklist

- Race Skis
- Training Skis
- Boots
- Poles
- Helmet
- Goggles
- Gloves/Mittens
- Hand Warmers/Toe Warmers
- Ski Socks (best if not worn until at mountain)
- Insulation layers (Top)
- Insulation layers (Bottom)
- Coat
- Warm-Up Pants
- Face Protection (scarf or baklava)
- Race Suit
- Face Guard (for slalom)
- Shin Guards (for slalom)
- Rain Gear (if needed)
- Knapsack
- Duct Tape
- Plastic Scraper
- Snacks
- Cash (race fees are typically \$20 or more)
- USSA Card
- VARA Card

