

CNSC NEWSLETTER

Late January, 2009
Dan Karig, Editor



PRESIDENT'S COLUMN

Okay, I got the directive from editor Karig that I need to write this article pronto so he can get the newsletter out before he leaves town. It seems that he's going on some ski trip—World Masters' Championship races or something like that. In France. I don't know why I have to hurry this up to accommodate some piddly little ski trip of Dan's. Best of luck, Dan, and don't forget to take an extra suitcase to bring home the booty. My recollection is that you hauled in a lot of metal when this event was held in Idaho last season.

If you're wondering where you're new club member directory is, it's on the way. Those of you who get this newsletter via e-mail will get your directory that way. Those who get paper newsletters will get paper directories. The editor says there is not enough space in this newsletter to include the directory. That's good—lots of skiing must be happening to report on. Maybe we should just delete this column and include the directory instead.... The directory is long. New and renewed members keep trickling in. The CNSC is alive and kicking.

One aspect of the CNSC that will not be alive and kicking unless it gets some CPR is the club race. We did have a successful race this year at Salmon Hills, but that success has been largely because of Dan's efforts. He has organized this race for the past nine years. Dan has now retired from organizing this race to take a much-deserved rest. I thank Dan for all of his hard work and enthusiasm.

If the race is going to continue, we need someone--preferably with knowledge of what it takes to put on a race—to step up and fill Dan's shoes. And that has to happen soon, because NYSSRA starts talking about the scheduling of its races

in early May. Some folks have expressed the valid point that a CNSC club race is really not a practical goal since we have to stage it at a venue that is two hours away. The snow just is not reliable enough in Ithaca, and organizing the race is too much work to let go to waste when the meltdown hits.

There has been discussion about staging closer events that would benefit club members. These could be non-sanctioned races, clinics, or Bill Koch-type activities for kids. These events would have to be close to spontaneous and involve minimal preparation in case of meltdown. If anyone has ideas, let's hear them. Some of us will be discussing these items soon, and everyone is invited to participate.

I, for one, am in favor of keeping the race going. This probably goes against all common sense (now there's a surprise), but I like the idea of CNSC putting on a race. Tom Chappell has expressed some interest in organizing the race, but it can't be a one-person show. Again, if you'd like to help, let's hear from you.

This has been one of the best ski seasons in Ithaca in recent memory, and it looks like it's going to continue. So make sure you get out there and enjoy it!

Jack Rueckheim

CAYUGA NORDIC AT THE RACES

By Dan Karig

The big race news for this issue is, of course, our own club race, which was held with marvelous conditions at Salmon Hills on Saturday, January 10th. The snow was deep and dry, albeit cold –which made kick waxing easy. The course was firm and double tracked –and thus impossible to miss – and best of all, the volunteers made the event run like clockwork.

Many thanks to Joan Jedele, Joane Molenock, and Becky Harmon, who handled registration, to Jack Van Derzee, Ton Schat, Don Powell, and Ernie Bayles at the start/finish line, to Marsha Zgola who headed the food team, and to Todd Miller and Amanda Smith-Socarlis, who monitored at the far end of the course.

Then we had a number of club members who raced in the event. Tom Chappell headed the group as the 8th overall man and first M3 finisher. Following him across the finish line were Jack Rueckheim, Mark Shenstone. Pat McCabe, Kevin Walsh, and Jim Miner. And me. There may not have been too many women, but that doesn't diminish the first overall finish by Gill Sharp, who beat one of the best NYSSRA masters woman skiers in the process.

Other good news is that the club netted about \$150 from the race, despite the continuing decrease in the number of racers. This year we had 30 men, 6 women and 10 scholastic racers. In part this decrease is because, despite our best efforts to the contrary, 2 other ESG qualifying races were scheduled for the same day as ours.

As I've warned the club for some time, this was the last year that I will be organizing the race, having done so for a decade or so. Of course I don't approach the tenure of Tob DeBoer, who started the event in 1985.

After 25 years, the club must re-assess the situation. The race started as a local event, during a period when we could usually rely on adequate snow in the local hills. When we could no longer do this, the race was moved to Tug Hill; first to Winona Forest, then Osceola and finally to Salmon Hills. This greatly improved the odds of good snow conditions but it required that race volunteers spend 4 hours on the road. Moreover, we had to pay significant trail fees to the venue

operators and we spent a significant amount for volunteer benefits-which was only fair.

All of these factors make it much more difficult, logistically and financially, for our club to run a race than for most other organizations. The NYSSRA-Nordic policy that seems to let anyone schedule a race whenever they please, often after the schedule seemed determined only makes the situation worse.

The question is whether continuing to host this race is a good way to use club resources and effort. This is addition to the fact that no one yet has offered to step up and take over the job of organizing the race. That job isn't overwhelming (I effectively did it single-handed this year) but it does require more than a little effort.

Perhaps we should just say that all good things have to come to an end and that we have had some really good events over the Cayuga Nordic ESG qualifier's 25 year lifetime.

Oh yeah; Jack Rueckheim and I braved the cold and went to Rochester on January 17th

CLUB OFFICERS

President: Jack Rueckheim,
jer45@twcny.rr.com

Vice president: Dan Karig,
dek9@cornell.edu

Secretary: Marilyn Dispensa,
mdispensa@gmail.com

Treasurer: Joan Jedele
jjedele16@yahoo.com

Tours: Tob deBoer, ptd1@cornell.edu

Racing: Dan Karig, dek9@cornell.edu

Webmaster: Howard London,
HLONDON2@twcny.rr.com

Membership Database: Gretchen Solomon,
grymarchyk@yahoo.com

Social: Lilynn Graves, lg75@cornell.edu

for a bizarre “duathlon” race. It wasn’t bizarre because one had to change ski styles (and skis) from classic to freestyle halfway through the 9,6 km race but more because the race consisted of 6 laps around the playing fields of a school and because the race was also a qualifying race

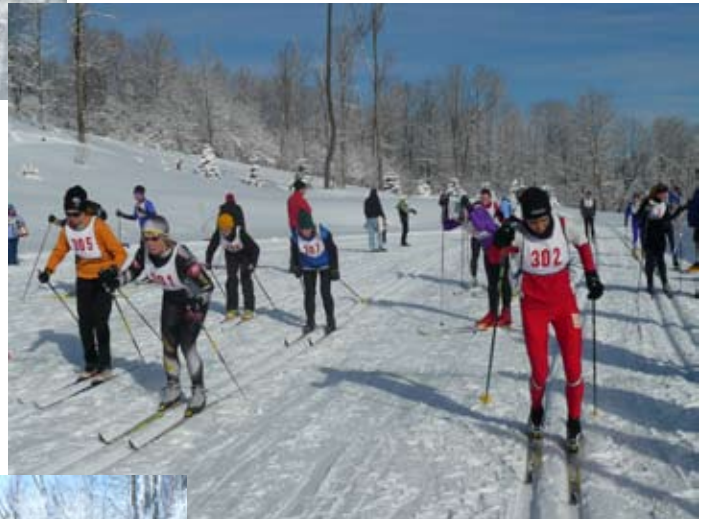
for high school racers who wanted to go to their national championships. That meant that there was a veritable horde of racers on a very short course. It’s a wonder that there weren’t more falls and collisions. Oh yeah; both Jack and I finished, but we were run over by most of the high school hotshots!

Photos from the Cayuga Nordic S.C, Race by Marsha Zgola



The start of the mens’ race at the Cayuga Nordic ESG qualifier. The hotshots are already out in front

Not so many in the womens’ start, but Gill Sharp (302) had real competition with the gal to her right.



Becky Harmon, Joan Jedele and Jack Van Derzee don’t seem to be unduly suffering from their volunteer duties

NORDIC TECH TIPS #2

By Tom Sebring

A seemingly interminable series of short takes on ski waxing techniques and other oddities:

Waxing for Glide: Wax or waxless skiers can benefit from better glide. The following methods are used for the tips and tails (outside the wax pocket or no-wax traction zone) to enhance glide. Skiers who like to go fast and efficiently will want to re-wax for glide whenever the temperature is different that the last glide wax applied or after about a whole day of skiing. Those who like to go slow need not wax at all or once a year.

Cleaning: Skis must first of all be clean. This can be accomplished using a chemical cleaner such as SWIX wax remover or even Citrusolv. Alternatively and usually better, hot wax the skis with a soft (warm) inexpensive wax and scrape with a metal scraper while the base is still quite warm. This will pull dirt out of the pores of the base.

Structure: Skis should have a fine texture to the base which theoretically prevents suction between the base and the snow (or water in the snow.) This can be applied by use of a structure bar or other tools you can find on ski waxing supplier's websites. These are dragged from tip to tail in a straight motion to impress fine lines or structure into the base. Stone grinding is commercially available for race skis. Fanatics change structure for the conditions, using wider and coarser textures for warmer temperatures and softer waxes and vice versa.

Removing Base Hairs: Structuring (and derailed road skiing) can roughen the base. The fine hairs are partially removed during hot wax cleaning and metal scraping. Remove the rest using a production pad (like the green 3M scrubbies for the kitchen except different) which you can get at a hardware store. Beware the ones with grit bonded into them. A medium or fine texture is good. Use in both directions in short strokes the length of the glide zones. The base should now have a polished look with the texture of the structure obvious.

Hot Waxing: Using an iron (a clothing iron will work and many North Country hotels are kind enough to provide waxing irons in their rooms!) Real wax irons have more predictable thermal

control. Overheating the base and/or the wax will have detrimental (and potentially permanent) effects, so keep the iron moving and don't make it hotter than necessary (smoke, for example, is a bad sign!) Melt the wax onto the glide zones allowing it to drip from the iron while you hold the wax against it. Then iron in, keeping the iron moving.

Scraping: Allow the bases to cool until no heat is apparent to the hand, and then scrape using a sharp plastic scraper. Paradoxically, the goal is to remove all the wax that will come off with the scraper. Any more than this left on will slow the skis. Use a groove scraper or one of the spatula type tools that come with klister wax to clean wax out of the groove. Repeat the hot wax and scraping routine a couple of times, 3 or more for new skis or those that have never been waxed or are being resurrected after years of neglect and sadistic abuse (a need revealed during the Workshop!)

Brushing: A stiff brush is used to remove wax from the structure. There are probably acceptable substitutes for real ski brushes, but a combination bronze and nylon bristle ski brush is a good investment. Use the bronze for hard (cold) waxes and the nylon for soft (warmer) waxes. Brush from tip to tail until no more wax powder is coming off. Apply your kick wax (see next issue) and you're ready to ski.

Glide Wax Choices: Glide waxes come in different types depending on snow temperature. For most people, the less expensive Swix CH wax series are fine. The more expensive LF waxes are worth it for people who like to breathe hard and go fast. Selection is less critical than for grip waxes and choosing based on temperature predictions for the next day is usually fine. There are a host of exotic and expensive concoctions to make racing skis go faster, but these are usually a needless expense for the sporty recreational skier. At the other end of the spectrum, advocates of using various household materials such as paraffin or candles are troglodytes and should be flogged with a wax iron cord.

Liquid waxes, gels, and other oddities: There ain't no such thing as free lunch...and if you get one don't ask for change. Most of the time when people ask you on the trail if you have a scraper to get the ice off their skis they have used one of

Nordic Tech Tips, Continued

these products...give it up!

P.S. If your waxless skis don't have enough kick when you have the tips and tails glide waxed that's a clear sign that your skis need to be replaced...you were only getting enough kick because of the additional drag of the tips and tails. Good for ski walking type behavior but bad for skiing.

Email any questions to sebring@astro.cornell.edu and I'll include Q & A in the next Tech Tips! Beg Jack to fire me if you want this to stop!

ANOTHER BREIA TRIP

CNSC will sponsor a special ski tour to the BREIA (Black River Environmental Improvement Association) ski area near Boonville the weekend of February 14th (note the change). Ski for the day on the BREIA trails at Jackson Hill and after enjoy a dish to pass dinner at Lois Chaplin's camp. For skiers who want to spend the night we will ski the next day on other BREIA trails or on the Carpenter Road Trails north of Turin. Make reservations early if you want to spend the night at a local B&B or motel. For more information contact Lois Chaplin at lec4@cornell.edu (607-844-3935) or Joan Jedele at jjedele16@yahoo.com (607-539-6710). The BREIA web site is www.breiax-countryski.org.

MESSAGE FROM MIKE LUDGATE

"I am scheduled to lead a club tour every Thursday night in January starting at 6:30 pm departing from my home. We own property that borders Hammond Hill State Forest. Conditions look good for skiing but it will be cold! Please check the weather forecast and dress for the temperature <http://www.wunderground.com/cgi-bin/findweather/getForecast?query=14817> □ Gear and Skill level - Apologies, but the night time skis are not for beginners. On the other hand I am not particularly a speed freak myself ... so you don't need to be in racing condition to join us. Just quite fit. I use recreational style back country skis, not the skinny fast ones. Typical loop is about 2+ hours and will include the radio tower as the "high point" literally. Important: You will need a good headlamp - a very modern super bright LED (example <http://www.bdel.com/gear/icon.php>) or a xenon or halogen is good (NOT a cheap older Tikka type!!). I have some loaner headlamps - email me to reserve one. This is important for safety on downhills in the dark.

Keep an eye on my outdoor BLOG <http://canaaninstitute.org/bikeskiblog/> anytime for conditions near my home and trip reports from my group, informally known as "bikeski" AND trip reports for the Thursday Nights in January - combined group outing. Photos are there too! :-). Here is Thursday 01.08.2009 <http://canaaninstitute.org/bikeskiblog/?p=554>

Email me please to RSVP and get detailed directions.

2009 CNSC Tour schedule

Thursday nights in January, Hammond Hill. Meet 6:30 PM at 223 Canaan Road. Michael-Ludgate, 539-6153, mjl@ludgatefarms.com.

Saturday January 24, Yellow Barn State Forest (starting at Tehan Road/Signal Tower Road). Meet 10 AM at the Valero gas station on Route 13 by NYSEG. There will be a shorter tour on flatter terrain for beginners and a longer, more hilly tour for more advanced skiers. Children are welcome. For more information contact Jack VanDerzee, 387-5810, vanderze@ithaca.edu and Joan Jedele, 539-6710, jjedele16@yahoo.com.

Saturday January 31, Highland Forest. Meet 10 AM at the Dunkin Donuts in Dryden. This ski tour is for all level of skiers including beginner skiers and children. There will be three tour leaders to tour the trails according to your ability and ski lessons if needed. Ski and snow shoe rental is available. Bring or buy a lunch at the lodge. Marilyn Dispensa, 227-4125, mdispensa@gmail.com, Gretchen Rymarchyk, 280-0391, grymarchyk@yahoo.com, and Joan Jedele, 539-6710, jjedele16@yahoo.com.

Saturday February 7, Bear Swamp. Meet 10:30 AM at the Colonial Lodge. P.J. Peterman, 607-761-1324, pjpeterman@gmail.com and Scott Zimmerman.