

## **SNOWBOARD RACING TIPS – NASTAR for non hard boot boards**

These Tips are from Pat Moore (Okemo), additional information Ed Fowler. (Skidome.org)

Park riders have less sharp edges, racing needs Sharp beveled edged to hold on hard pack. Wax or rub on will make a difference. [tognar.com/blog/edge-beveling/](http://tognar.com/blog/edge-beveling/)

1. **The start.** If your course has some sort of fixed posts to grab, try rocking back and forth and pull as vigorously as you can out of the starting gate. It can be awkward with a traditional stance on your board.
2. **Binding Angles.** Once you are on the course you can save valuable time by carving instead of skidding (easier said than done). Changing your binding angles so that your toes are pointed a little more down the hill than 90 degrees to the board will give you more control. Experiment with different angles and move it in gradual increments.
3. **Stay low.** Keeping your center of gravity closer to the snow will translate to more edge control and less skidding.
4. **Adopt the proper line.** This applies to skiing as well as boarding. Avoid aiming straight at the gate and skidding past it. Take a higher line so that you have completed the arc of your turn by the time you have passed the gate. A good ski racing coach can watch you and help you there.
5. **Flats.** Not much that can be done on a flat run out other than maintaining as much speed as you can before you get to that point. Wax. (World Cup have Technicians it matters that much)

## **BASICS, Collision Avoidance, Tactics**

### **Basics:**

[nastar.com/faq](http://nastar.com/faq) - GS race courses should be about 350 (1,050 FT) meters in length. Each course is essentially a modified GS course with gates that are set with 18-22 meters (54-66 FT) of space between gates vertically and 4-8 meters (12-24 FT) of offset. Courses will have 17 – 20 gates depending on the terrain. Par time of 23 seconds and to set courses so that no course is within 5% of the cap time. **The "cap time"** is defined as the time it takes a pacesetter to tuck from the start to the finish of their course without going around gates and is the fastest possible time the venue will allow.

### **Collision Avoidance:**

[EDU\\_BOOK\\_Risk\\_reduction.pdf](#)

Race courses are set up with safety as a number 1 priority. This review will explain those safety features and how to avoid injury.

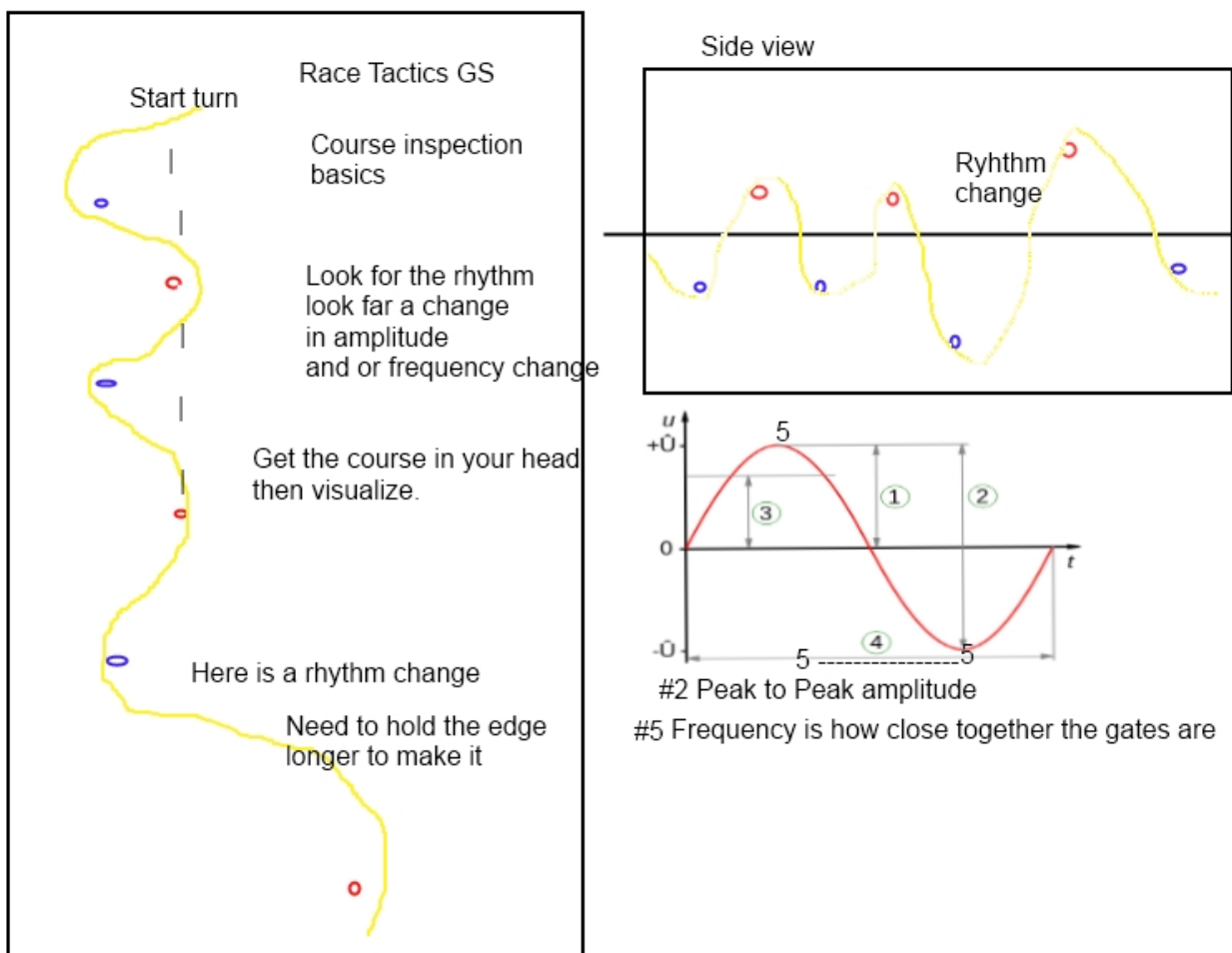
### **Concussion Protocol:**

The CDC offers many apps, courses and information for concussions. Best advice is Stop, Get checked by Ski Patrol. Do not continue for the day. [www.cdc.gov/headsup](http://www.cdc.gov/headsup)

## TACTICS:

Some call it line and everybody is a bit different. Ride your line based on your ability. Learn how body mechanics and using Centrifugal Force to create speed. The feeling at the middle of a turn. Seems to pull you away from the center. Video link for explanation. [https://youtu.be/zHpAifN\\_2Sw](https://youtu.be/zHpAifN_2Sw)  
>GET SPEED

**Line is more based on rhythm.** Frequency and Amplitude. For example few turns easy and the same distance, then next gate is shorter and wider turn. Go in at wrong line, loose time. Setup ahead of time.  
>KEEP SPEED



## Course Inspection:

[racewhitetail.org/course-inspection/](http://racewhitetail.org/course-inspection/)

The basics – Turns, carve on edge, Be able to ride intermediate slopes.