Army's Tech Talk # 8

Skier Cross is here to stay!

The Canadian SX Team put on a great show with Ashleigh McIvor earning a silver medal and Brady Leman with a personal best.
For those of you who took in the qualifying race, we saw firsthand how Mother Nature can be cruel to the racers. Canadian Nick Zoricic caught the brunt end of a sudden snow squall, dropping 5 cm's of snow in minutes. His ski's were waxed to perfection but he was literally snowplowing on the flats missing the top 32 by 300's of a second. Ontario racers Dave Holmes and Clay Dolan suffered the same fate.

This week we will discuss advanced World Cup waxing techniques.

- A top rate waxing iron is a must so not to damage your ski base.
-Use a scratch free iron with an accurate temperature control set at 130 degrees Fahrenheit. (Tip: use 200 grit sandpaper to remove any scratches or burrs when iron is cold)
-Pre condition your base with multiple waxing-scraping-brushing using a warm temperature non fluorinated wax
-After sharpening your skis clear your bench of all tools and iron filings etc. brush your base with a steel base brush from tip to tail (always brushing in this direction) this is to open up structure. (Add steel base brush to your kit)
-Barr or chalk on a complete layer of wax that is designed for colder temperatures.
-Iron in wax with one slow pass.
-Using a kitchen cheese grater (medium grate), shred a thin layer of race wax over the first layer. (Add cheese grater to your kit) Iron in.
-For colder or more aggressive snow conditions you can add hardener (extreme cold wax) to the above, by using the small side of the grater to create a fine powder. This method allows us to melt extremely hard waxes onto our skis without using high temperatures.
-Once cool, scrape and brush as usual with a brass brush finishing with nylon polishing brush (always scrapes and brush from tip to tail).
- For extreme cold temperatures apply cold snow wax (-20 degrees or colder) by using the grater to produce a fine powder covering the entire base of the ski over a layer of base wax. (Iron in at 130 degrees) this method allows us to use lower iron temperatures when using extreme cold temperature wax. Scrape and brush as usual.
-To reduce base edge burn, grate hard wax into powder form onto the base. With a plastic scraper make a thin line with powdered wax along the base edge and iron in. Scrape off when cold. Now add a layer of race wax over top. (This is especially useful for snowboards)
-Always brush your skis thoroughly to ensure your base structure is totally exposed

Note: 80% of your skis gliding ability come from the structure and base material and only 20% is the result of wax. This is why world cup racers have multiple speed skis all with different structures and base materials. This could be compared to different car tires needed for rain, dry or snow covered roads.

If you have any questions regarding these advanced waxing tips do not hesitate to contact our ski technicians.

Until next time keep on waxing!

Yours truly,

Dave “ARMY” Armstrong