



Nordic Tracks

The Newsletter of the Nelson Nordic Ski Club

Vol. 26, No. 1

November 2007

Nelson Nordic Ski Club

SKI SWAP

Sunday November 4, 2007

Nelson Rod & Gun Club

701 Railway St, Nelson

Located past the Nelson Ford Dealership

Times :

Equipment Drop-off	9:00 AM to 10:00 PM
Ski Swap	10:30 AM to 12:00 PM
Pay out to Sellers	12:15 PM to 1:00 PM

*15% of sold merchandise goes to the club
\$2.00 charge for unsold items*

Purpose :

- Sell cross-country, Telemark and touring equipment plus Nordic Ski Clothing for cash
- Equip the whole family for some winter fun.
- Last chance to purchase an early season membership
- Come buy some baked goods from the Junior Racing Team

For more information &
volunteer opportunities call:
Joanne Stinson at

Pre Season Membership Sales

Thursday November 1, 2007

10:00 AM - 3:00 PM & 5 PM - 9 PM

Friday November 2, 2007

10:00 AM - 3:00 PM & 5 PM - 9 PM

Saturday Nov. 3, 2007

10:00 AM - 5:30 PM

Chakho-Mika Mall Nelson

Sunday Nov. 4

10:30 PM - 1:00 PM

Nelson Rod & Gun Club Ski Swap

These times and dates are your opportunity to benefit from the pre-season membership fees.

- ✓ Please bring in attached membership form with ALL pertinent information filled in.
- ✓ Be sure to have ONE or TWO adult signatures on the bottom of the form where applicable
- ✓ There will be 6% GST charged on membership fees this year.
- ✓ Be sure to attach volunteer voucher to application.
- ✓ Bring along your last photo I.D. with you in order to receive the 2004/2005 sticker. If your I.D. does not accompany your membership application a \$5.00 replacement fee will be charged.
- ✓ If you receive this newsletter by e-mail a copy of volunteer vouchers will be on hand at the Mall and the Swap.
- ✓ Incomplete applications can be refused.

If you would like to help out at either of these venues call 354-4299 or email ajpop@netidea.com

Visit us at www.nelsonnordicski.ca



President's Message

I hope all of you had a wonderful off season and are looking forward to getting on your skis again. The Executive is certainly looking forward to another busy season.

Several items of interest from the summer:

- Both bridges at the start of the Busk trail were replaced.
- The final draft of the Strategic Management Plan was completed and is now available on the website for member's review.
- Completed several field recces to look at possible new trails and bridge crossings.
- The Club was successful in three grant applications totalling just over \$10,000.
- The Club is committed to hiring a second paid groomer to complement the head groomer.

October is a busy month as usual at the NNSC. One of the higher profile events is the NNSC Annual General Meeting on October 17th. I encourage all interested members to come out to review the highlights of the past year and to elect the new Executive and Directors for the coming season. The Club is always looking for members who are interested in becoming Directors. The first step in getting involved as a Director is to come to the meeting and see what being a Director is all about.

Grooming will again be our highest priority for the coming season. Tom Roos, our groomer from last season, has decided not to return. Tom did an excellent job for us last year and I am very sorry to see him go. The Club is currently advertising for grooming positions for this upcoming season.

Please feel free to contact myself or any of the other directors if you have any comments.

See you at the AGM!!

Chris Mulvihill



NNSC Strategic Management Plan

The NNSC Executive have completed the final draft of the NNSC Strategic Management Plan. A plan such as this is necessary to guide development activities for the next several years. The work on this plan was started in April 2006 and the final draft was completed in September 2007. The plan is set out in two sections: the first section deals with the current situation of the Club, and the second section deals with potential future activities. The 2007 survey results provided valuable insight into what the members considered the development priorities to be.

This is by no means the final version that the Club will be operating with. The Executive needs input from the membership. Is this the direction the NNSC should be heading? Is there anything that is missing? Does this plan reflect the future needs of the Club? The plan has been posted on the website and everyone is encouraged to read it. Any and all comments are welcome. Comments can be sent by email: nnsccpresident@nelsonnordicski.ca, or by regular mail: P.O Box 486, Nelson B.C.V1L 5R3. The Executive also intends to hold a meeting November 20 to discuss the membership with all interested members. A notification of the meeting location will be forwarded to as soon as possible.

Chris Mulvihill



Removing Busk Bridge

Groomers Report 2006-2007 (excerpts)

You all know the cliché that "beauty is only skin deep", and a corollary of that is that what is really valuable is depth of character. If you're out there early one morning enjoying a skate or kick and glide on a freshly groomed surface, it's easy and natural to overlook the underlying base that ultimately supports your rhythmic activity. Building and maintaining the trails involves a lot of factors.

We need snow, of course, and the more the better. However, if we only dragged the Ginzu comb over after each snowfall, you wouldn't be skiing on a still solid surface late in the season.

Obviously, club members got good advice some years back and saw fit to purchase the snowcats and their implements, even more essential with the rise in popularity of skate-skiing. What makes the trails firm and resilient is good snow structure, and specifically a profile all the way down with snow facets that are aerated enough to drain any water yet dense enough to withstand the driving force of a racer's pole basket. I appreciated the opportunities last season and this to spend time with a seasoned operator like Clarke Smith. It was from him that I learned that, contrary to the opinions of some people, we don't achieve that by simply "leaning on the tiller", that is, applying maximum down pressure when tilling. That is a factor, but probably more important is the use of the front-mounted renovator, which lifts and breaks up the old snow, after which it passes under the cat tracks and gets further broken, then through the rear tiller and under the comb.

Through this combination of actions, we keep mixing in new snow with the generally colder snow beneath, forming smooth transitions in the vertical profile. When I arrived as a volunteer last season, it seems the renovator was a foreign and neglected piece of apparatus, and I now use it as much as possible. By thus building density, we not only get a surface with consistent strength, we can keep it virtually until the snow finishes melting, as I think can be affirmed by anyone skiing right up to Easter weekend. Thus, ideally, we're building density and long-term viability into our snowpack with every

pass of the 160, even if the average skier is only noticing that nice fresh corduroy effect.

Some might ask, then why wasn't the density optimum until about mid-January? My answer is that there are limits to that remixing and churning when the snow just keeps falling. The tiller can only handle a certain amount of material, and if there's 15 centimeters of fresh snow, the renovator won't dig beneath it even if the tiller could handle it. Thus, there was quite a stretch when we were simply trying to keep up with what kept coming down. If we had the qualified manpower to double-shift under those circumstances, things could be different, but let's leave that until I get to the part about the important role of our other groomers.



Truck beds to bridges

Before leaving the subject of density, I want to re-emphasize that that work in the middle of winter is what allows us to provide nice skiing later with quick (and less costly) passes on the snowmobile. In other words, there is no substitute for the use of the 160 for building the trails; the sled and Ginzu are great for touching up the surface between snowfalls.

There is a specific, frustrating phenomenon I want to address before leaving this area. Those of you who skate will have noticed and perhaps grumbled about it; and the classic skiers also experienced the effects of how I tried to deal with it. I'm talking about the ridge or differential all-too-frequently left in the middle of the skate lane after the 160's second, overlapping pass. If you think I

didn't notice or didn't care, you don't know me and couldn't be more wrong.

The problem is this: in order to build density, we dig in with the renovator, as I described earlier. When that is done on the return pass, it almost inevitably causes the snow to spill out of the tiller in such a way that it doesn't blend with the previous pass. I am told that if it's only a matter of an inch or so and it's more or less on the "skater's crown", it isn't too much of a problem, although the aesthetics of it still offend me; and in passing I note that some think the problem is exacerbated by the well-defined crown we achieved this season, which somehow prevents the comb from firmly touching down at the overlap. That could be a factor.

Now, one way I developed to minimize or eliminate that unevenness is to dip only the left side of the renovator on the way back, thereby changing the flow through the right side of the tiller. But that created its own problem, because it meant the classic lane side wasn't being densified sufficiently. To which the skaters might say, "yeah, so what's the problem?", just as the classic skiers might opine if the situation is reversed. Toward the end of the season, and thankfully just before the Kootenay Cup races, I seemed to solve the problem, but it's still an art as much as a science.

Sometimes, we need to replace the renovator with the blade for trail shaping; when this occurs, we achieve one desirable result at the expense of the other. And this leads me to the next topic, which is timing of grooming efforts.

There are two obvious reasons for grooming to be done primarily overnight in the wee hours. One is that there are seldom any skiers to run over out there then, and the second is that the temperatures are generally coldest then, which is desirable for grooming. I need to tell you right up front, if you don't already know this: this is really draining. I've never done shift work before, so I have no experience with trying to adjust sleep patterns to fit a job. My preferred approach is to sleep and then get up in the middle of the night to groom, but the 160 grooming process is so slow and tedious that more frequently than I like I wasn't back in the shed by the prescribed deadline.

Usually this did not inconvenience any skiers, but it does mean that the renovated, tilled and recombed snow doesn't have as long to "set up" as it could. The alternative I would strive for next year would be to begin consistently in mid-evening, that is around 10 o'clock to midnight. The drawback to that, of course, is that when it's snowing and doesn't stop until near dawn, the effort is somewhat wasted and almost certainly unappreciated.

So I ended up bouncing all over the clock, striving for that perfect balance and running myself into the ground. I don't know the answer; I suppose there isn't a perfect solution, because there is no predictable snowfall or weather pattern. Perhaps the club could attempt to modify people's expectations through education, that is, communicate through newsletter articles that we don't have unlimited human resources for the grooming, so it can't always be perfect when they arrive, with no groomer in sight

Tom Roos
April, 2007



Moving the bed onto the footings

Note From Ann

I hope everyone has had a healthy off-season. There have been several improvements in the Club since the spring, from Grooming Manuals to Trail Improvement.

I am pleased with the amount of volunteers we have, but we are always looking for more, it seems that every year there is more work to be accomplished.

These are the following areas:

- Grooming
- Membership Drive
- Swap Meet
- Newsletter (editor)
- Newsletter (addressing and mailing)
- Fee Attendants
- Trail Work
- Valentines Night Ski
- Directors
- The Ski League (formerly BC Rabbits)
- Jr. Racers Program
- Parking Attendant
(Sundays during the Ski league program)
- Kootenay Cup

We are also looking for an experienced tree faller. There are several “danger” trees that need to come down. If you are unable to volunteer for this job, the Club is willing to pay for this task.

So, please take a moment to ponder over this list, and if you are available please let us know at the Membership Drive or Swap Meet.



Membership Info

Please note: that the format of the membership form has had some changes.

IMPORTANT REMINDERS:

- A master list of volunteers and the amount of your discounts will be at the Pre-Season Membership Drive. Therefore no vouchers will be mailed.
- **APPLICATION THAT ARE INCOMPLETE WILL BE REFUSED RE: SIGNATURES OF BOTH ADULTS IF APPLICABLE, PHOTO ID'S (If not present at the time of membership renewal, a \$5 fee will be applied)**
- Photos will be taken during pre-season membership drive and swap meet.

Membership Applications will be available at Gerick Cycle & Sport or online at www.nelsonnordicski.ca

Feel free to contact me if you have any questions @ 354-4299 or email ajpop@netidea.com.

Thank You,
Ann Popoff



Work Bee

Various projects to be completed.
If there is an area in which you can be of some help, please indicate this with your RSVP
Oct 13,2007 9:00 - 3:00
(approximate)

See attached list of work details.
Please RSVP to ajpop@netidea.com
or leave a message at 354-4299

We require this info in order to have sufficient food for a hot lunch, which will be provided.



NNSC Survey 2007

The Executive would like to thank all the members who participated in the survey in March.

There were 156 surveys returned representing approximately 350 skiers. There were many excellent comments that we will be taking into account in our activities.

The survey was also very helpful for writing the strategic management plan. The results of the majority of the questions are listed below.

Congratulations to Cheryl Elliott and Jillian Harvey who were the lucky winners of the one year free membership draw.

Here are some of the results:

1. Are you satisfied with grooming?
Yes 66%
2. Would you support new trail development?
Yes 89.7%
3. Are you satisfied with the current facilities at the NNSC:
Apex shelter: Yes 91.7%
Clearwater shelter: Yes 92.3%
Outhouses: Yes 82.1%
4. Would you support the construction of:
 - A new main lodge larger than current Apex shelter: No 68.6%
 - Replace existing Apex shelter with one of similar size: No 69.9%
 - A new shelter at Busk parking lot
Yes 50.6%
 - Replace existing Clearwater shelter:
No 89.1%
5. We are trying to determine what is most important in a Nordic skiing centre. These were the top ranked answers:
 - 1) Quality of grooming
 - 2) Trail system
 - 3) Elevation – snow conditions
 - 4) Close to town
6. Would you support NNSC purchasing private land that we now ski on? No 57.7%.



Photo: Dave McIntosh

Nelson Nordic Ski Club

Summer Work List			October 8, 2007	
Item	Description	Materials Required	Responsible	Comments
1	Some machine work needed to improve new Trail diversion near river on Euphrates			backhoe or excavator
2	improve trail south of big cedar junction. Need either trailer decks or old bridge decking	sledge hammer, pry bar, chain saw if old bridge deck is used		Need pickup truck at least and 3-4 people. Could use some of the old decking left near bridge?
3	check north side of Anderson bridge. Very wet. May need corduroy	chain saw, local wood		
4	Salvage bridge decking from Busk & Euphrates before it is sawn up for fire wood.	pry bars, chain saw, pickup truck		
5	Repair Sled/Ginzu shelter. Install power and heater		Jim/Dave	Hot glue a patch over the rip
6	Check oil seperator pit and empty as needed		Dave	
7	Brushing		Curt Nixon	
8	Limb pruning with gas pruner			Priority on Busk/Euphrates, then Clearwater loops. Need pickup truck and minimum 2 person
9	remove stumps on Cottonwood		Roger/Doug	Needs a machine. Roger to talk to Doug re: permission from Dejongs
10	screw plywood over the larger holes on bridge decks. 4 bridges on Busk	4 sheets of 5/8" plywood. Deck screws		need skill saw to precut pieces then screw onto decks over holes
11	small trail signs as key locations			
12	reinstall nylon cord in PB shop drain (to oil seperator)	nylon rope in PB shop. Garden hose or something to thread cord back into drain (about 30ft?)		I think Richard left some garden hose in the shop last year. Need to check.
13	remove large logs next to entrance steps			
14	do some more work on the trails in the woods. Some corners difficult to negotiate with sled. Improve general grading. Remove some branches to improve snow collection. Remove danger trees			*inspect sensors and wiring for damage by animals. Ensure adequate cover over wiring *finish mounting signs/animals, wipe clean
15	Cleanout basement of cabin			
16	gather pallets for use on trails			Likely could do with more??
17	cleanup around old fuel tank stands. Remove old steel tank			waiting on tank removal
18	put out trails signs		Jim	
19	Finish painting inside of Busk ticket office		Ann	
20	Check/Sweep lodge chimney		Ann	
21	Clearwater stove boot needs inspection/repair			leaks evident on floor
22	Complete wiring of GFI to outdoor circuits	GFI's in stock?	Dave/Roger F?	
23	Install vent fan & control in outhouse		Dave/Roger F?	
24	Wire up lodge lights to night light timer circuit		Dave/Roger F?	Need to loop existing circuits into night light timer control. Should be sufficient materials available. Need to add extra light switch next to timer control to bypass this function.
25	Install additional electrical outlets outside for waxing irons	materials needed, some in store. Need to check	Dave/Roger F?	
26	check status of all fire extinguishers		Ann	
27	cleanup around 160 shop			pickup truck and trip to dump
28	Firewood		Richard	log truck load to be delivered. Need to arrange splitter and crew for working bee
29	Clearwater A-Frame check (new door, firewood, outhouse, clean up)			
30	weld Apex cable gate closed		Dave	
31	fall large Cottonwood on Busk railgrade & other identified danger trees		Ann	Ann to arange faller
32	work on Bunnies area to improve terrain		Dave/Darcy	
33	put some form of decking inside Ginzu shelter. Maybe necessary if shelter is heated (will get muddy)		Dave/Jim	maybe use pallets. Fill in spaces in pallets with wood from other pallets?
34	Cleanup burnt pallets and broken glass on Euphrates trail (junction)			
35	remove small tree at NL exit to Busk, near hwy			need to traighten out this corridor and widen a little
36	Clear rocks from Clearwater road			