

RISSLING BOBSLEIGH UPDATE FALL 2017

World Cup #1

Lake Placid, NY

The first race of the year I teamed up with rookie Kristen Bujnowski. After a rough week of training with 2 crashes, it took a lot of mental prep to get back into the sled and push hard. With the 9th and 13th ranked starts we finished just off the podium in 7th, and were in the Canada 3 position.

World Cup #2

Park City, Ut

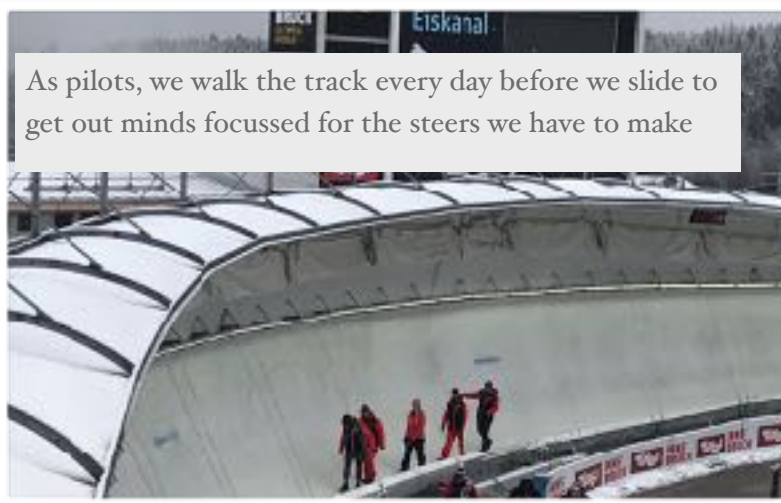
Snow Race! Again teamed up with Kristen Bujnowski, we were up against strong winds and dumping snow. With the 9 and 10 fastest starts again we drove into the 7th place. We moved up to the Canada 2 sled.

World Cup #3

Whistler, BC

This time teamed up with Cynthia Appiah. Unfortunately, the ice was shaped quite differently than when we had been there in October.

As pilots, we walk the track every day before we slide to get our minds focussed for the steers we have to make



Since the day our season began, I feel like I haven't had a second to spare. From the time we left to Korea for the training trip, we have been to Toronto for our team announcement media event, Lake Placid, Park City, Whistler, back to Park City, Calgary for 1 day, and then 18 days in Europe. I just arrived home to Calgary Monday and finally have some time to sit down and fill you all in on how the last 8 weeks have been. With 45 days until we go back to Korea for the Olympic Games, it has been quite the ride!

We are **currently the 2nd ranked Canadian and 6th overall in the world!** There are just 2 World Cup races left to qualify. I wish I could say to you all that is a done deal, but the standings are incredibly close, and it may come down to the wire January 13th.





(Whistler)- It kind of took away from our “home ice advantage”. Cynthia and I had the 6th and 5th fastest push times in what was a tight race. After the first heat we were in 10th but only 14 hundredths out of 5th. Unfortunately on the load of the second push, my foot got caught in my steering ropes and we hit the wall before corner 1, killing all of our velocity. I had a fantastic drive, and we moved all the way up to 7th, and were only 3 hundredths of a second out of 5th spot. It was a learning moment for sure. Still the 2nd ranked Canadian sled.

World Cup #4

Winterberg, Germany

Another snow race. Winterberg was the biggest challenge of the year so far. Christine’s and my sleds coming from Park City were delayed due to a cargo worker stike in the Frankfurt airport. We had to borrow older sleds (and helmets and EVERYTHING) for the first 2 days of training, and then when sleds were delayed

Why we went back to Utah

There is a rule that any woman ranked in the top 8 in the world is not allowed to compete in development races, but the rule says if there is a development race at the same time as a World Cup race and does not specify if there is a race in a World Cup “off week”. In Whistler we found out the Americans were going to great lengths to go back to Utah to get “back up points”, so we followed in suit. Instead of heading home for 4 days of rest and recovery after 5 weeks on the road, Christine De Bruin (Canada 3 pilot) and I each shipped our sleds down to Park City and hopped on a Plane back to Utah. We arrived on the first day of official training for the NAC, and by day 2 our sleds still hadn’t made it down. Day 3 of OT we only got 1 run as the warm weather was breaking down the ice. The next 2 days were races. The first day I was with Canadian Track star now rookie bobsledder Phylicia George, and day 2 I was teamed back up with Kristen Bujnowski. We came 5th and 4th in these races, which equate to about a 16th and 17th place finish in a World Cup points. The idea being depending how the standings work we could potentially skip the last race and come home to get ready for the Olympics sooner, or in case anything happens in a race (crash), at least we will have “back up points”.





World Cup #4

Winterberg- even further we made arrangements to share sleds with our men's team. This was also the first race that Heather Moyse had returned to the team. My sled finally showed up less than 24 hours before our race, so I didn't get a single day of practice in it for the race. Heather also didn't get a chance to practice our hit on it, then there was the snow. With an early start draw, we were snow plowing for the rest of the field, and came a worst-ever 17th place. Disappointing but still remained Canada 2.

World Cup #5

Igl, Austria

Just when Heather was getting more comfortable at the back of my sled, I managed a silly injury while jumping off a sled truck 2 days before the race that resulted in a bone bruise. I could barely walk but we still managed to blast off top. We finished 7th, and remain Canada 2, and 6th overall in the World.

Qualification

Rank	Driver	Points
1	JUNG JUNG JUNG	1044
2	JUNG JUNG JUNG	1038
3	JUNG JUNG JUNG	979
4	JUNG JUNG JUNG	862
5	JUNG JUNG JUNG	807
6	JUNG JUNG JUNG	720
7	JUNG JUNG JUNG	715
8	JUNG JUNG JUNG	706
9	JUNG JUNG JUNG	702
10	JUNG JUNG JUNG	676

Only 2 nations are allowed to send 3 sleds to the Olympics. Unfortunately, there 3 nations with 3 sleds in the top 9 in the World, which means whoever is ranked 9th in the World is NOT going to the Olympics. (Crazy right?!?) The Olympics are a representation of the World based on geography, so teams representing continents that have minimal representation have an automatic qualification. The system sucks for the teams working their butts off to move up in the rankings. As you can see, the points are incredibly close. Ideally, we have Christine De Bruin pass either Reinbolt or Koehlr in the next 2 races, so we can qualify all 3 Canadian sleds.

My job remains the same. I have to perform well in the next 2 races, and ideally stay ahead of the girls in 7th, 8th, and 9th to have my spot secured as Canada 2. If I have a spectacular race in Altenberg on January 6th, there is a chance I could secure my spot based on my "back up points" but most likely it will come down to the race on January 13th in

St. Moritz, Switzerland.

