

Ski with Dick Durrance



NO. 1- CHOOSE GOOD EQUIPMENT!

ALL GOOD SKIING IS BASED
ON CONTROL. CONTROL
BEGINS WITH A GOOD OUTFIT
GOOD SKIS, GOOD BOOTS AND
GOOD SKI BINDINGS.

BUY THE BEST
SKIS YOU CAN
AFFORD

LOOK FOR A
STRAIGHT-RUNNING
FLEXIBLE SKI. STIFF
SKIS ARE HARD TO
HANDLE. DOUBLE
CAMBER IS A
DESIRABLE FEATURE.

THE BETTER SKI IS HANDCRAFTED
FROM CAREFULLY SELECTED
STRAIGHT GRAIN HICKORY.

YOU'LL WANT
METAL EDGES

THE RIGHT LENGTH
OF SKI FOR YOU IS
WHEN THE TIP FITS
NICELY INTO PALM
OF HAND (AS SHOWN)
WITHOUT STRETCHING.



DRAWINGS AND CONTINUITY BY

H. Ray Baker

COPYRIGHT 1947 BY H. RAY BAKER AND DICK DURRANCE

...CONTINUED

Ski with Dick Durrance

NO. 2 SELECT A GOOD SKI BOOT

BACK LACE HELPS
KEEP HEEL
FROM
SLIPPING

EXPERIENCE HAS SHOWN
THAT IT IS BETTER TO HAVE
A RIGIDLY CONTROLLED
SKI THAN A LOOSE, EASILY
DISCARDED SKI. THE RIGHT
BOOTS AND BINDINGS ARE
TWO MAIN ESSENTIALS
IN CONTROLLED SKIING

STRAPS HELP HOLD
FOOT FIRMLY IN BOOT

CAP TOE
PROVIDES WARMTH
AND DOESN'T
PINCH.

NOTCHED
HEEL KEEPS
CABLE BINDING
IN PLACE

HEAVY, STEEL-
REINFORCED SOLE
PREVENTS FOOT FROM
BUCKLING

BOOTS LAST LONGER WITH
METAL SOLE PROTECTORS

HAVE BOOTS FITTED WHILE
WEARING ONE HEAVY AND
ONE LIGHT PAIR OF WOOL
SOCKS. BE SURE FIT IS SNUG.
REMEMBER, LEATHER STRETCHES.

DRAWINGS AND CONTINUITY BY *H. Ray Baker*
COPYRIGHT 1947 BY H. RAY BAKER AND DICK DURRANCE



Ski with Dick Durrance



NO. 3 GOOD BINDINGS ARE IMPORTANT



GOOD BINDINGS ARE IMPORTANT—Since good skiing is based on control of the skis, good bindings, properly aligned, and good boots are possibly the two most important items in ski equipment. Leather bindings stretch and allow the boot to become loose in the toe irons, causing loss of control. Select a binding similar to the above. Skiing with improper bindings may be compared to driving a car with a very loose steering wheel and bad brakes. You'll need to stop or turn whenever you wish. You can't do it with faulty brakes or a loose steering wheel.

Ski with Dick Durrance

NO. 4 CHOOSING SKI ACCESSORIES



AFTER SELECTING THE ALL-IMPORTANT SKIS, BOOTS, BINDINGS AND SKI POLES, IT IS POSSIBLE TO SKI WELL IN NOTHING BUT YOUR SKIN... BUT YOU MIGHT AS WELL BE COMFORTABLE!

SKI POLES OF METAL OR CANE. SHAFTS

TELESCOPE ADJUSTMENT FEATURE IS GOOD.

WATER-RESISTANT MITTENS WITH WOOL LINERS.

YOU'LL NEED LONG UNDERWEAR AND A WOOL SHIRT FOR COLD WEATHER.

DRAWINGS AND CONTINUITY BY *H. Ray Baker*
COPYRIGHT 1947 BY H. RAY BAKER AND DICK DURRANCE

WIDE STRAP IS MORE COMFORTABLE

THE CAP

INSTRUCTOR TYPE SKI PANTS OF GABARDINE ALLOW FREEDOM OF MOVEMENT AND HELP KEEP YOU DRY.

FOR BETTER STYLE, THEY SHOULD PULL SLIGHTLY ON BOTTOM OF FEET WHEN IN STANDING POSITION

SUIT YOURSELF ABOUT YOUR JACKET BUT A LIGHT, WATER-RESISTANT MATERIAL IS BEST.

GOGGLES SHOULD BE COMFORTABLE, HAVE WIDE VISION AND NON-FOGGING FEATURES.

CHOOSING SKI ACCESSORIES — Poles of bamboo are easily broken; that's why you should select steel or cane. As for clothing, light wind-resistant, moisture-resistant cloth is best. Skiing is exercise and you'll usually find yourself shedding instead of putting on more clothing. Avoid the fuzzy type of clothing. It picks up snow which later melts, then freezes. And don't overdress because you'll perspire, chill later, and possibly catch cold.

Ski with Dick Durrance

NO. 5 CARE OF EQUIPMENT



TO PRESERVE CAMBER, SKIS SHOULD BE STRAPPED AND BLOCKED AS SHOWN WHILE IN STORAGE

GOOD BOOTS DESERVE GOOD SHOE TREES



USE WAX ONLY ON BOOTS... NEVER GREASE



WAXING CORK IS USUALLY ABOUT RIGHT THICKNESS, TO HOLD SKIS IN POSITION. STORE SKIS IN A COOL DRY PLACE.

DON'T DO THIS



SAME AS ABOVE STRAP

EQUIPMENT LASTS MUCH LONGER WITH PROPER CARE

DRAWINGS AND CONTINUITY BY *H. Ray Baker*
COPYRIGHT 1947 BY H. RAY BAKER AND DICK DURRANCE

...CONTINUED

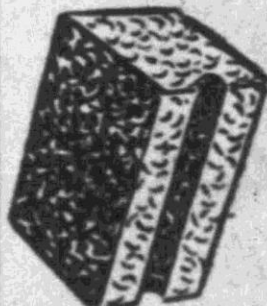
CARE OF EQUIPMENT—Ski equipment will last many seasons if it is properly serviced and cared for. Now is a good time to shellac the leather soles of the boots to prevent them from becoming water-logged and mushy later, and wax the uppers. Always keep the bare wood of your skis covered with varnish. It's hard to keep camber in a wet ski. A wet ski also loses its springiness.

Ski with Dick Durrance

NO. 6 "WHAT'S WITH WAX"



"WAX IS PUT ON THE BOTTOM OF SKIS TO MAKE THEM SLIDE WITHOUT STICKING. THERE ARE ALMOST AS MANY KINDS AS THERE ARE SKIERS. GENERALLY SPEAKING, USE HARD WAX ON HARD SNOW...SOFT WAX ON SOFT SNOW; BUT START WITH A GOOD BASE LACQUER."



WAXING CORK

SOME WAXES, WHEN APPLIED PROPERLY WILL STICK SLIGHTLY FOR EASY CLIMBING THEN SLIDE SMOOTHLY ON DOWNHILL RUN.

APPLY RUNNING WAXES EVENLY OVER ENTIRE BOTTOM OF SKI... EXCEPT GROOVE. SMOOTH BY HAND OR BLOCK OF CORK.



BASE LACQUER PROTECTS BARE WOOD FROM MOISTURE.



APPLY SEVERAL COATS

DRAWINGS AND CONTINUITY BY *H. Ray Baker*
COPYRIGHT 1947 BY H. RAY BAKER AND DICK DURRANCE

WHAT'S WITH WAX—Wax serves many purposes. Put on in a certain way, it helps a downhill racer come down faster. Put on in another, it helps a cross-country skier climb up more easily, yet slide down rapidly. There are different grades and textures, the proper use of which only comes with practice or instruction. Let me suggest that you settle on one brand of ski wax and experiment with the uses of the different grades.

Ski with Dick Durrance



NO. 7 LET'S GO SKIING!



"THERE'S NO REASON WHY ANY ABLE-BODIED PERSON SHOULD NOT ENJOY SKIING ~~BUT~~ YOUR SAFETY AND ENJOYMENT WILL DEPEND ON YOUR USING COMMON SENSE. LEARN THE BASIC MANEUVERS CAREFULLY AND WELL. PLEASE DON'T TRY TO SKI BEYOND YOUR CAPABILITIES."

A FEW INCIDENTAL POINTERS:



IN CROWDS, CARRY YOUR SKIS IN UPRIGHT POSITION... NOT LIKE THIS.



MARK SKIS "LEFT" AND "RIGHT" SO YOU'LL BE SURE TO PUT THEM ON THE CORRESPONDING FEET.



PUSH FRONT THROW WITH HEEL OF HAND AND AVOID PINCHED FINGERS. PLACE SKIS ON LEVEL GROUND BEFORE PUTTING THEM ON.

DRAWINGS AND CONTINUITY BY *H. Ray Baker*
COPYRIGHT 1947 BY H. RAY BAKER AND DICK DURRANCE

LET'S GO SKIING—Ready to go? Skis waxed? Bindings properly fitted? O.K.! Then let me remind you about the commandments of good skiing which appeared in the first of this series. The ultimate enjoyment of skiing will only come after you have learned the fundamentals one at a time—and in order. Your final skiing ability will rest on how well you learn the fundamentals of skiing.

Ski with Dick Durrance

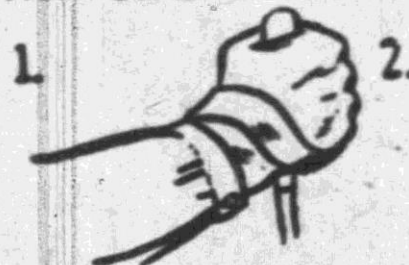


NO. 8 USE OF THE SKI POLES



"SKI POLES GIVE YOU AN EXTRA PAIR OF LEGS. YOU USE THEM TO HELP YOU IN WALKING ON THE LEVEL AND IN CLIMBING. THEY ALSO HELP YOU MAINTAIN BALANCE WHILE SKIING DOWNHILL."

HOLD THEM LIKE THIS:



BRING HAND UP THROUGH BOTTOM OF LOOP SO THAT STRAP PULLS DOWN ON WRIST WHEN HANDLE IS GRASPED.



NEVER LIKE THIS



SKI POLES CAN BE DANGEROUS. KEEP THEM IN SUCH A POSITION THAT YOU WON'T RUN ONE INTO YOUR BODY...OR INTO SOMEONE ELSE.



DRAWINGS AND CONTINUITY BY *H. Ray Baker*
COPYRIGHT 1947 BY H. RAY BAKER AND DICK DURRANCE

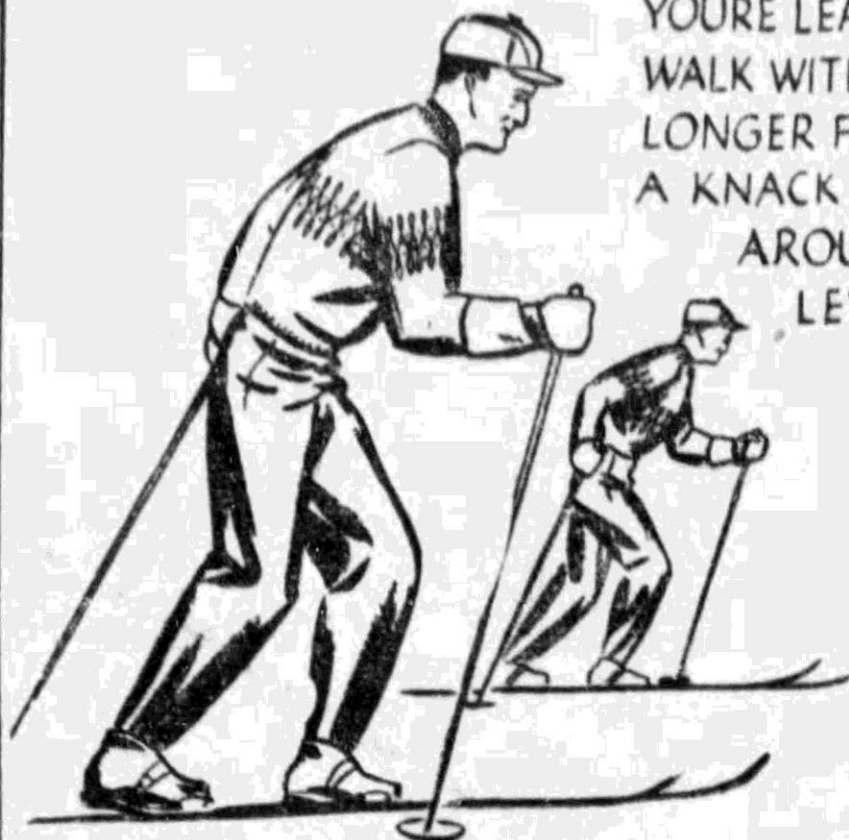
USE OF THE SKI POLES—Like ski wax, ski poles serve many purposes. They aid forward motion when walking on skis because the thrust of the foot causes the ski to slide backward lightly. The bracing use of the poles checks the backward motion. They also help maintain balance while sliding downhill. (They should never be put between the legs and sat on to provide a braking effect.) They are also used as a brace when making kick turns and for stability in the pole christie. (Optional: A bound volume of *Ski with Dick Durrance* for easy reference on the slope may be obtained by sending 15 cents in stamps or coin to this newspaper.) (Wednesday: Walking On Skis.)

Ski with Dick Durrance

NO. 9 WALKING ON SKIS



YOU'RE LEARNING TO
WALK WITH A MUCH
LONGER FOOT. THERE'S
A KNACK TO IT - WALK
AROUND ON THE
LEVEL AT FIRST.



RELAX AND LEAN FORWARD -
PRETEND THAT YOU'RE SNEAKING UP
ON SOMETHING. SLIDE YOUR SKIS
AND USE THE POLES AS A BRACE
TO PREVENT SKIS FROM SLIPPING
BACKWARD FROM THRUST OF STEP.



PRACTICE! PRACTICE!
PRACTICE!

DRAWINGS AND CONTINUITY BY *H. Ray Baker*
COPYRIGHT 1947 BY H. RAY BAKER AND DICK DURRANCE

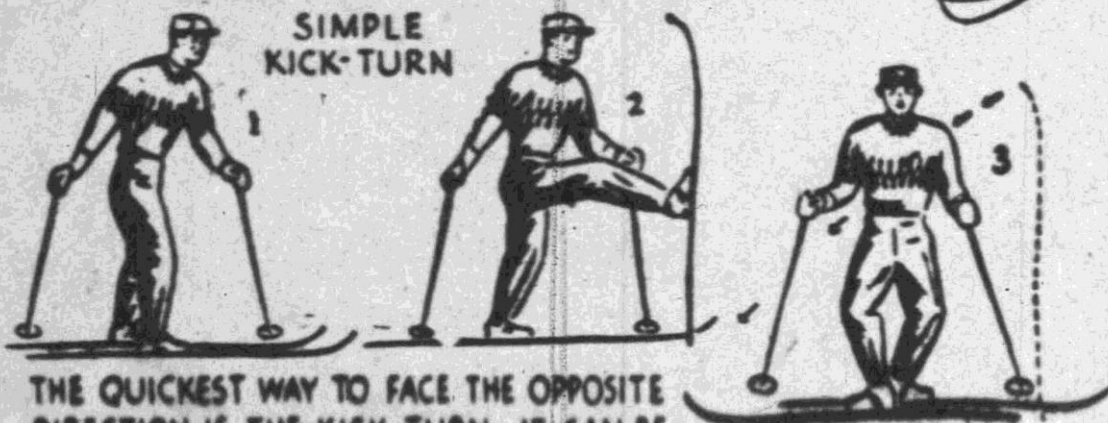
When you remember that you're only learning to walk with a much longer foot and that you glide with that foot, much as in dancing, using the poles to check any backward slide, then walking on skis is easy. It only takes practice. While you are learning to walk with them, you are also becoming accustomed to their weight and maneuverability. This is a fundamental. Learn it well before undertaking the next one.

Ski with Dick Durrance

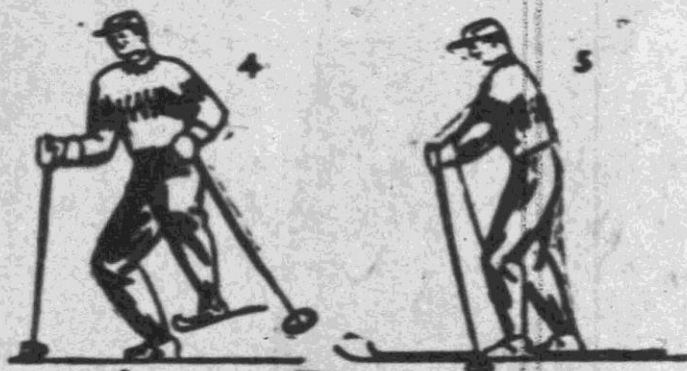


NO 10 STATIC TURNS

SIMPLE KICK-TURN



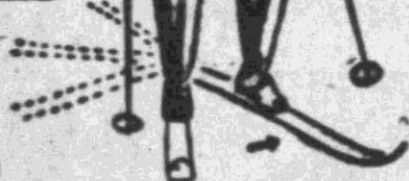
THE QUICKEST WAY TO FACE THE OPPOSITE DIRECTION IS THE KICK-TURN. IT CAN BE USED ON BOTH THE LEVEL AND THE SLOPE.



THE STEP-AROUND



REMEMBER TO USE THOSE POLES FOR STABILITY, BUT KEEP THEM OUT OF THE WAY OF YOUR SKIS.



THIS TURN WILL HEAD YOU ANY DIRECTION AND IS SIMPLEST ON THE LEVEL

DRAWINGS AND CONTINUITY BY *M. Ray Baker*
COPYRIGHT 1947 BY M. RAY BAKER AND DICK DURRANCE

(...CONTINUED

STATIC TURNS—The step-around is fine when you're on the level; but a kick turn will be needed on the slope. Might as well learn it too while you're on the level. It's faster than the step-around and consequently more useful. It's not as difficult as it may appear, either. Just remember to place your poles as illustrated so that you won't trip over them while they serve as a brace when you're standing on one ski.

Ski with Dick Durrance



NQ 11 FALLING DOWN, GETTING UP

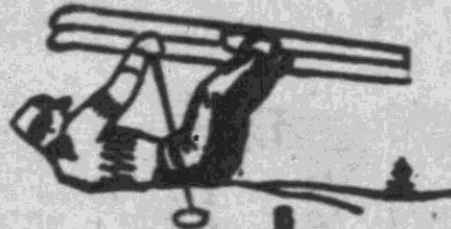


FROM A TANGLED POSITION,
ROLL OVER, BRINGING YOUR
SKIS PARALLEL BELOW YOU.

YOU'RE GOING TO FALL DOWN.
DON'T THINK YOU WON'T.
LEARN TO FALL EASILY. WHEN
YOU KNOW YOU'RE GOING
TO FALL, DON'T TRY TO
FIGHT IT. RELAX AND KEEP
YOUR POLES OUT OF THE
WAY. FALL BACKWARD, IF
POSSIBLE.



DRAW SKIS UP CLOSE
TO YOUR BODY THEN



BY USING YOUR POLES,
PUSH YOURSELF UP



OF COURSE, YOU MAY SOMETIME
END UP LIKE THIS. THAT'S ANOTHER
REASON WHY YOU SHOULD NEVER
— GO SKIING ALONE.



DRAWINGS AND CONTINUITY BY *H. Ray Baker*
COPYRIGHT 1947 BY H. RAY BAKER AND DICK DURRANCE

FALLING DOWN AND GETTING UP—Let's start off slowly and learn how to fall correctly. You may as well, because you're going to fall—even when you least expect it. The big trick in getting up is to bring the skis parallel to each other and at a right angle to the fall line below you. Use the poles as illustrated to push yourself up. Simple, isn't it?

Ski with Dick Durrance

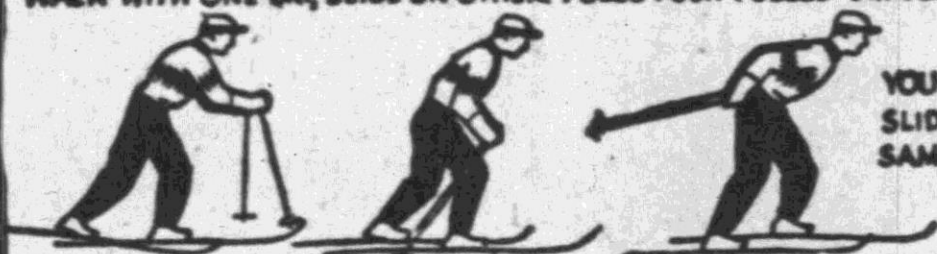


NO. 12 SKI RUNNING

THE SLIDING STEP
MAINTAIN A SLIDING MOTION AND "PUSH-PULL" WITH POLES.



THE TWO-STEP
WALK WITH ONE SKI, SLIDE ON OTHER. POLES "PUSH-PULLED" SIMULTANEOUSLY.



YOU ALWAYS
SLIDE ON THE
SAME SKI

THE THREE-STEP
TWO WALKING AND ONE SLIDING STEPS. POLES PUSHED HARD ON THIRD.



PUSH AND
SLIDE

YOU CAN TRAVEL ACROSS FLAT AND ROLLING COUNTRY AT
FASTER SPEED BY MASTERING THESE STEPS. COORDINATE A
RUNNING, SLIDING STEP WITH A PUSH ON ONE OR BOTH POLES
AS ILLUSTRATED.

DRAWINGS AND CONTINUITY BY *H. Ray Baker*
COPYRIGHT 1947 BY H. RAY BAKER AND DICK DURRANCE

SKI RUNNING—The steps in ski running may be compared to dance steps in that they are gliding steps and in rhythm. The poles and their coordination with these steps are important. Practice them, if only to learn what they are. In spite of the chair lift, you may someday have to make fast time cross-country. Besides, they're fun to do.

Ski with Dick Durrance



NO. 13 STEPS IN CLIMBING



UPHILL TRAVERSE:
USE POLES TO KEEP
FROM SLIDING BACK.
USE THIS STEP FOR
SLIGHT INCLINES. IT'S
THE SAME AS WALKING
ON THE LEVEL WITH
SKIS EXCEPT FOR
BRACING USE OF POLES.

YOU HAVE TO CLIMB UP
BEFORE YOU CAN SLIDE
DOWN. THE KNACK OF
DOING IT TAKES
PRACTICE.

THE SIDE STEP IS
FOR THE STEEPEST
INCLINES AND MAY
BE COMBINED
WITH FORWARD
MOVEMENT FOR
ADVANCING
DIAGONALLY
UP THE SLOPE



NOTE EDGING



THE HERRINGBONE STEP MAY BE
PUT TO USE FOR SOME INCLINES.
TRY TO KEEP YOUR METAL EDGES
FROM CHEWING UP THE TOPS
OF YOUR SKIS ON THIS ONE...

DRAWINGS AND CONTINUITY BY *H. Ray Baker*
COPYRIGHT 1947 BY H. RAY BAKER AND DICK DURRANCE

AND PRACTICE!

The easiest way to climb a slope is to advance across and up it diagonally (or in traverse) then kick-turn and take the opposite tack like a mountain road. The herringbone step is the most tiring and often causes damage to the tops of your skis where the metal edges sometimes touch. Remember that the proper use of the poles is even more important than in walking because there's apt to be more backward slip.

Ski with Dick Durrance



NO. 14 THE SCHUSS



PICK OUT A GENTLE SLOPE AT FIRST. BEFORE GOING ON TO STEEPER ONES, YOU MUST LEARN HOW TO STOP AND TURN.



THIS IS THE POSITION OF GREATEST STABILITY IN SKIING. FEET ARE SPREAD SLIGHTLY, SKIS ARE PARALLEL, HANDS FORWARD AND CHEST HIGH. LEARN IT, PRACTICE IT. FROM THIS POSITION BEGINS THE KNACK OF BALANCE WHILE MOVING DOWNHILL ON SKIS.



THE TWO KEY IDEAS:

LOW AND FORWARD

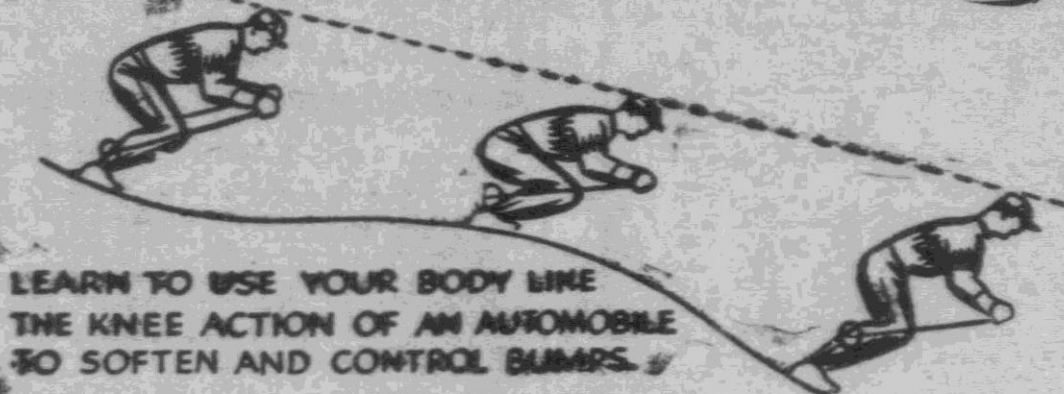
DRAWINGS AND CONTINUITY BY *H. Ray Baker*.
COPYRIGHT 1947 BY H. RAY BAKER AND DICK DURRANCE

THE SCHUSS—This is what you've been waiting for. The schuss is a straight-down-the-hill run and is one of the most exhilarating phases of skiing. But before you go further, remember that you must also learn to stop and turn whenever you wish or must. That's why you should choose a gentle slope with a level run-out to start with. As soon as you have learned elementary balance while skiing downhill, you should start learning the snowplow.

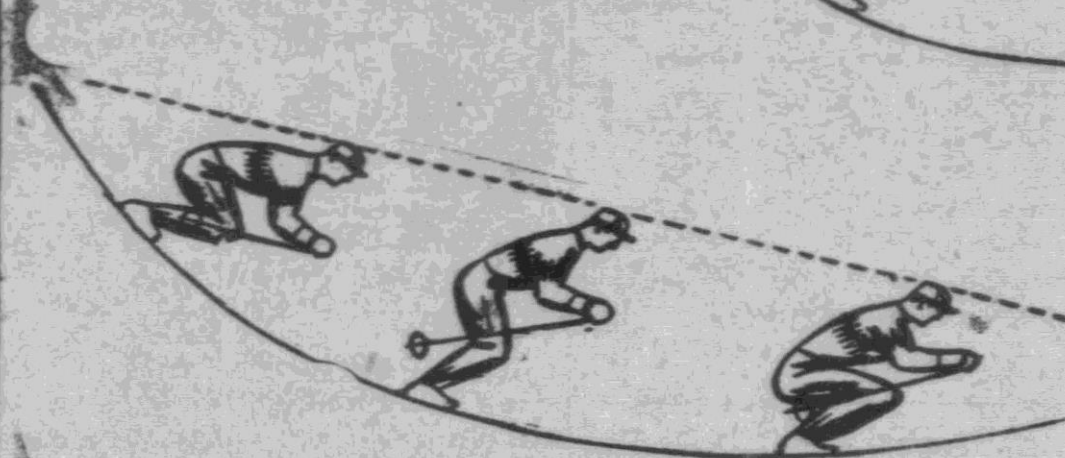
Ski with Dick Durrance



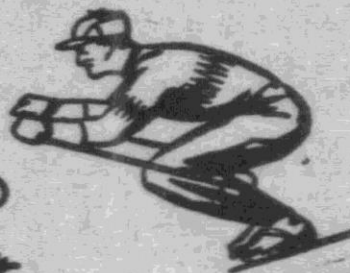
NO. 15 BUMPS AND DIPS



LEARN TO USE YOUR BODY LINE
THE KNEE ACTION OF AN AUTOMOBILE
TO SOFTEN AND CONTROL BUMPS.



HERE AGAIN IS PUT TO USE
THE POSITION OF GREATEST
STABILITY. VARY IT TO FIT
THE TERRAIN. DON'T WORRY
ABOUT "SKIING PRETTY" ...
KEEP LOW AND FORWARD



DRAWINGS AND CONTINUITY BY *H. Ray Baker*
COPYRIGHT 1947 BY H. RAY BAKER AND DICK DURRANCE

While you're learning to schuss, pick out a gentle run with a few bumps and dips. Keeping low and forward, learn how to use your knees like a spring to maintain stability. Incidentally, control of bumps and dips is one of the major things the downhill racer has to contend with. When you hit a bump, your tendency will be to straighten up and fall backward. That's only another reason why you should always try to keep low and forward. A bound volume of **SKI WITH DICK DURRANCE** for easy reference on the slope may be obtained at Ski Club headquarters at Kistlers.

Ski with Dick Durrance



NO. 16 THE STRAIGHT SNOW-PLOW

LEARN IT WELL!

FALL LINE OR STRAIGHTEST COURSE DOWN SLOPE



SCHUSS POSITION
(ON A GENTLE
SLOPE AT FIRST)

— —
SKIS FLAT

THE SNOWPLOW IS THE FIRST MANEUVER OF CONTROLLED SKIING. WITH IT YOU CAN STOP OR PREPARE TO TURN. IT IS THE FOUNDATION OF ALL THE TURNS TO COME. PRACTICE IT UNTIL YOU HAVE COMPLETE MASTERY OF IT.



FORCE THE HEELS
OF YOUR SKIS OUT,
YOUR WEIGHT
EVENLY DISTRIB-
UTED ON BOTH SKIS.

— —
VERY SLIGHT, EQUAL
EDGING OF SKIS.



BY INCREASING
EDGING OF SKIS
YOU COME TO
A STOP.

DON'T TRY TO DO IT BY
PULLING THE TOES IN...
PUSH THE HEELS OUT
AND --

KEEP LOW AND FORWARD.

DRAWINGS AND CONTINUITY BY *H. Ray Baker*
COPYRIGHT 1947 BY H. RAY BAKER AND DICK DURRANCE

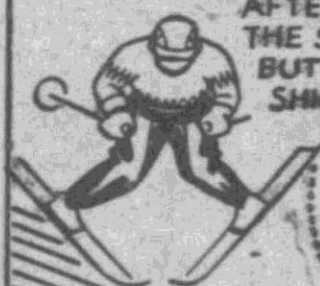
THE STRAIGHT SNOW-PLOW — This is the beginning of controlled skiing, the only kind of skiing to do. The snow-plow can be compared to the brakes on an automobile — and you wouldn't drive an automobile without brakes, would you? To try it first, schuss down a moderate slope, then with very slight edging on the inner sides of the skis, force the heels out so that your skis make a fairly wide "V." Then by increasing the edging gradually, you come to a stop. Follow this series in The Item. A bound volume of Ski With Dick Durrance for easy reference on the slope may be obtained by sending a 3-cent stamp to this newspaper.

Ski with Dick Durrance



NO. 17 THE SNOW-PLOW TURN

AFTER LEARNING TO SNOW-PLOW, THE SNOW-PLOW TURN IS SIMPLE BUT IMPORTANT. YOU MERELY SHIFT YOUR WEIGHT ONTO THE SKI WHICH IS POINTED IN THE DIRECTION YOU WISH TO GO. SMOOTHLY...AND AT THE SAME TIME, TURN YOUR BODY IN THE SAME DIRECTION.



WEIGHT ON RIGHT SKI

LEARN TO LINK RIGHT AND LEFT TURNS



WEIGHT ON LEFT SKI

LEARNING THE SNOW-PLOW AND THE SNOW-PLOW TURN PROPERLY CANNOT BE OVERSTRESSED. PRACTICE THEM ASSIDUOUSLY. THEY ARE THE BASIS OF SAFE, CONTROLLED SKIING AND THE FOUNDATION OF HIGHER SPEED TURNS.

REMEMBER,

KEEP LOW AND FORWARD

DRAWINGS AND CONTINUITY BY A. Ray Baker
COPYRIGHT 1947 BY H. RAY BAKER AND DICK DURRANCE

Just as a straight snow-plow is used while skiing straight down the slope, the snow-plow turn is made while skiing straight down the slope. You assume the same position that you do for the straight snow-plow, then by gradually shifting your weight to the ski which is pointed in the direction you wish to go and turning your body in the same direction, you turn into the same degree that the ski is pointed. That's controlled skiing! A bound volume of **SKI WITH DICK DURRANCE** for easy reference on the slope may be obtained at Ski Club headquarters in Kistlers.

Ski with Dick Durrance



NO. 18 WHAT MAKES A SKI TURN—



NOTE: SKIS ARE SLIGHTLY CURVED AT SIDES (OR HAVE SIDE CAMBER)

MOMENTUM

PLUS POINTING

PLUS EDGING

PLUS SHIFT OF WEIGHT TO IT

A SKI DOESN'T BEND SIDeways, YOU HAVE TO POINT IT IN THE DIRECTION YOU WISH IT TO GO, AND EDGE IT SO THAT SIDE CAMBER ON SKI TAKES EFFECT.



SINCE YOU WANT TO MAINTAIN BALANCE AND ALSO FOLLOW THE COURSE YOU'VE POINTED YOUR SKI, YOU TURN YOUR BODY WITH THE SKI...

AND FOR STABILITY —

KEEP LOW AND FORWARD.



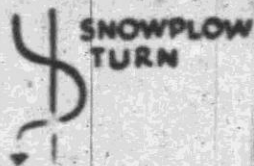
DRAWINGS AND CONTINUITY BY H. Ray Baker
COPYRIGHT 1947 BY H. RAY BAKER AND DICK DURRANCE

Skis, as you'll notice, have side camber or are curved in toward the boot on each side. Naturally, if you ride one edge or the other, the ski will describe a long arc when riding down hill. For shorter turns, however, the ski must also be pointed in the direction you wish to go and the weight of the body shifted to it, initiating skid which pivots around the point. It's that simple.

Ski with Dick Durrance



NO. 19 THE STEM TURN



SNOWPLOW TURN



STEM TURN

FALL LINE

STEM TURN TO THE LEFT



TRAVERSE

STEM DOWNHILL SKI

PUT YOUR WEIGHT ON IT WHILE YOU POINT UPHILL SKI DOWNHILL OR IN SNOWPLOW POSITION.

THEN BY SHIFTING WEIGHT TO RIGHT (OR UPHILL SKI) AND SLOWLY TURNING BODY TO THE LEFT, YOUR SKIS COME AROUND JUST AS IN THE SNOWPLOW TURN



SLIDE SKIS PARALLEL AS YOU GO INTO TRAVERSE ON THE OPPOSITE TACK. PRACTICE LINKING RIGHT AND LEFT STEM TURNS TOGETHER



THE STEM TURN IS NOTHING MORE THAN ADAPTING THE SNOWPLOW TURN TO A TRAVERSE COURSE. THE SNOWPLOW TURN STARTS WHILE TRAVELLING DOWN THE FALL LINE; THE STEM, DIAGONALLY FROM IT. REMEMBER TO...

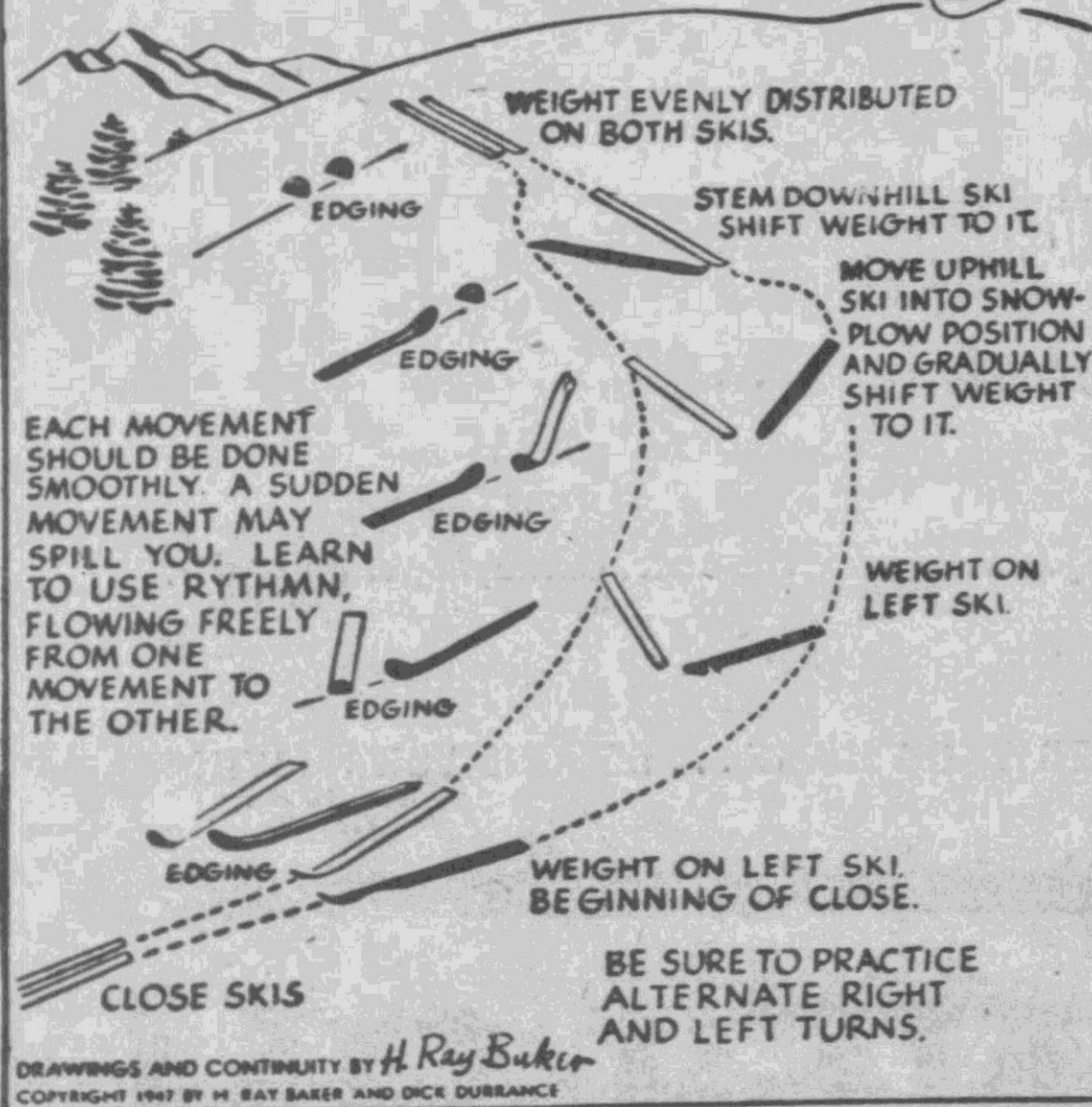
KEEP LOW AND FORWARD

DRAWINGS AND CONTRIBUTION BY *H. Ray Baker*
COPYRIGHT 1947 BY H. RAY BAKER AND DICK DURRANCE

THE STEM TURN—The stem turn is hardly more than a snow-plow turn from the traverse rather than the fall line. While traversing, maneuver the lower ski into snow-plow position. Then briefly shift your weight to it while you place the upper ski into snow-plow position. Shift your weight back, then, to the upper ski and turn, just as with the snow-plow turn.

Ski with Dick Durrance

NO. 20 TOP VIEW OF STEM TURN



Because the skis only are illustrated in the upper panel, we must point out that the body must also be turned in the direction of the turn. Each motion should be coordinated smoothly and with rhythm. Jerky, abrupt shifting of weight may cause a spill. Remember to keep low and forward. Don't bend from the hips; bend the knees too. A bound volume of **SKI WITH DICK DURRANCE** for easy reference on the slope may be obtained at Ski Club headquarters at Kistlers.

Ski with Dick Durrance



NO. 21 TRAVERSING

STRAIGHT DOWN THE HILL IS THE FASTEST LINE; BUT WHEN THE HILL GETS STEEP, TRAVERSING BACK AND FORTH IS THE SLOWER AND THEREFORE SAFER WAY.



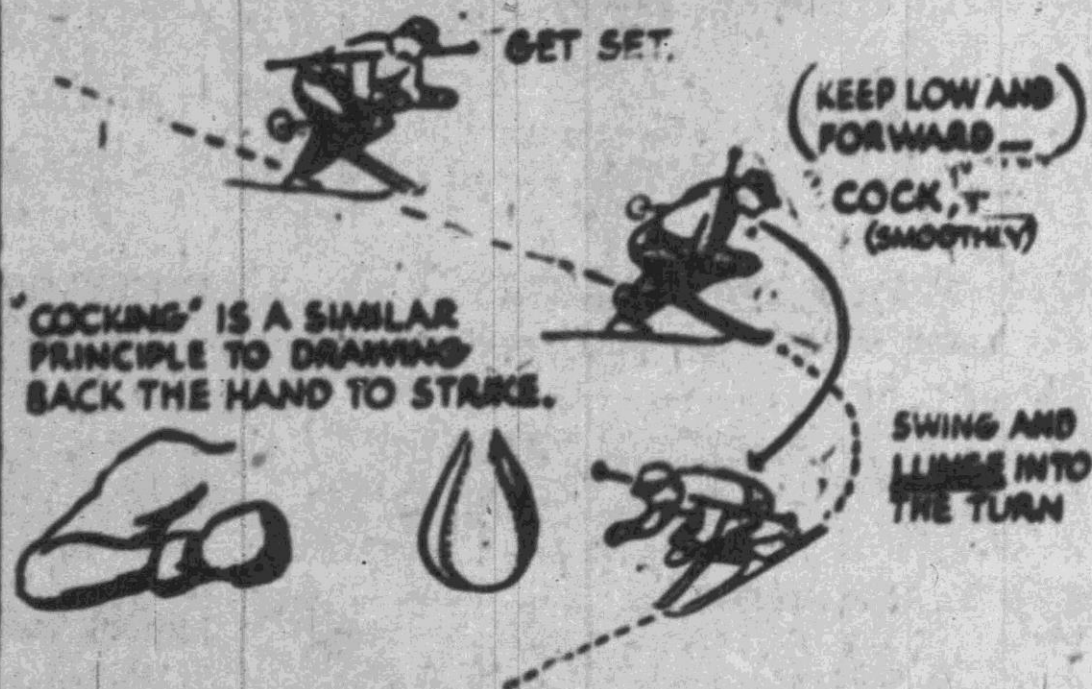
When the slope becomes steep enough that you can't stop or turn when necessary, it's wiser to traverse because it's safer. The angle or pitch of the traverse will determine your speed. Because traversing at one time or another is always necessary, that is why you should learn the stem turn as a basic part of your skiing enjoyment. A bound volume of **SKI WITH DICK DURRANCE** for easy reference on the slope may be obtained at Ski Club headquarters at Kistlers.

Ski with Dick Durrance



NO 22 "COCKING"

"COCKING," OFTEN CALLED "COUNTER-ROTATION," CAN BE OVER-DONE TO THE POINT OF THROWING THE SKIER OUT OF BALANCE. IT MEANS ONLY THAT THE BODY (AS ILLUSTRATED) IS FIRST "COCKED" TO GIVE ADDITIONAL HELP TO THE BODY SWING WHICH ACCOMPANIES THE TURN.



"COCKING" IS A SIMILAR PRINCIPLE TO DRAWING BACK THE HAND TO STRIKE.

LUNGING, SINCE YOUR BODY IS CHANGING BOTH DIRECTION AND PLANE, HELPS KEEP YOU LOW AND FORWARD... AND, THEREFORE, STABLE:

DRAWINGS AND CONTENTS BY *H. Ray Baker*
COPYRIGHT 1947 BY H. RAY BAKER AND DICK DURRANCE

OR IN BALANCE.

"COCKING"—Cocking helps you to shift your weight to the proper ski at the proper time and helps you to keep facing the direction of the turn. Lunging is important also because of the different angle your body takes in reference to the slope when you plunge into the fall line from the traverse. Lunging keeps your skis from running out from under you.

Shi with Dick Durrance



NO. 23 SIDE SLIPPING

SIDE SLIPPING IS NOTHING BUT CONTROLLED SKIDDING, HOWEVER IT TAKES PRACTICE. YOU'LL LATER ENCOUNTER SKIDDING IN HIGH SPEED TURNS. LEARN TO USE AND CONTROL IT.

LEARN THIS WAY FIRST



SKIS EDGED
PREVENTS SLIPPING.



NOTE: CHANGE
OF ANGLE ALLOWS
SKIS TO SLIDE DOWNHILL
SIDEWAYS.



SKIS BACK IN
FIRST POSITION
HALTS SIDE SLIP

THEN PRACTICE
COMBINING TRAVERSE
(SKIING DIAGONALLY
ACROSS THE SLOPE)
WITH SIDE SLIPPING.

DRAWINGS AND CONTRIBUTION BY *H. Ray Baker*
COPYRIGHT 1947 BY H. RAY BAKER AND DICK DURRANCE

SLIDE SLIPPING—In any kind of a turn, even the snow-plow, you'll encounter skidding of one ski or both. In the higher speed turns both skis while traveling down the fall line must skid to prevent too sharp a turn. It's wise to learn how to side slip by practice first so that you can use it to advantage later. Let us repeat that side slipping is only controlled skidding.

Ski with Dick Durrance



NO. 24 SKID TURNS

THE SNOW-PLOW TURN AND THE STEM TURN ARE BOTH STEERED TURNS. FROM NOW ON YOU'LL ENCOUNTER SKIDDING IN THE HIGHER SPEED TURNS.



PERHAPS YOU SHOULD PRACTICE SIDE SLIPPING A
LITTLE MORE ?

DRAWINGS AND CONTENT BY *H. Ray Baker*
COPYRIGHT 1947 BY H. RAY BAKER AND DICK DURRANCE

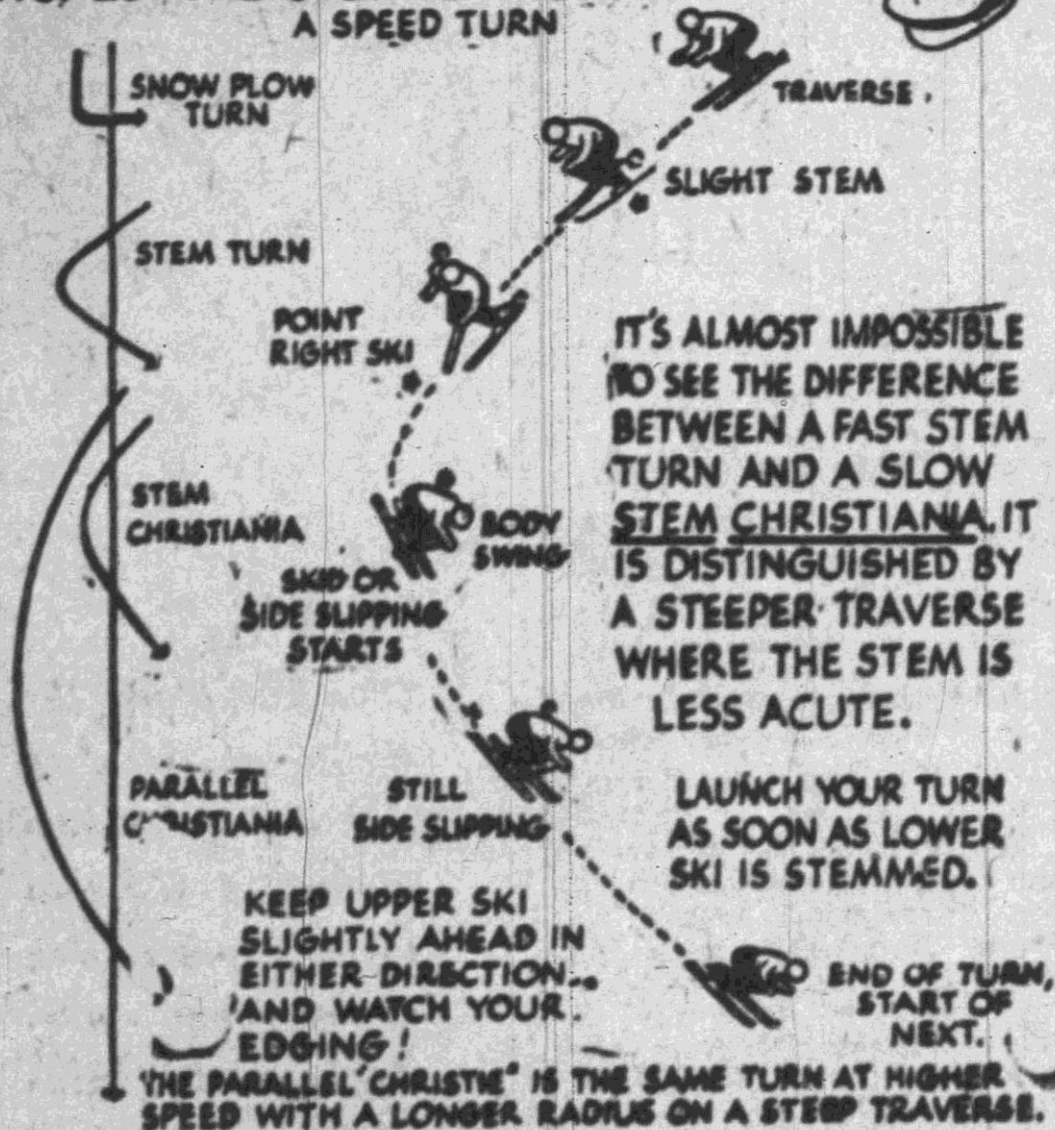
SKID TURNS—Since the snow-plow and the stem turn are steered turns at comparatively slow speeds, skidding at higher speed turns plays an increasingly important part. Skidding is controlled by both momentum and the amount of edging you use. The amount of edging may vary with snow conditions. That's why you should practice every step in skiing until you learn what you and your skis can do safely.

Ski with Dick Durrance



NO. 25 THE STEM CHRISTIANIA

A SPEED TURN



DRAWINGS AND CONTINUITY BY *H. Ray Baker*
 COPYRIGHT 1947 BY H. RAY BAKER AND DICK DURRANCE

THE STEM CHRISTIANIA—The above illustration is self-explanatory. Remember back to the lesson where the reasons "why a ski turns" is explained? Have you noticed that on various turns the different elements come into play? On the snow-plow, for instance, steering or pointing the ski is probably most important. As you progress you encounter faster timing, cocking and lunging. You'll depend more on side camber of the ski for directional change, with less stemming. But don't forget, slight stemming is still necessary for all high speed turns.

Ski with Dick Durrance

NO. 26 THE STOP CHRISTIE

START LEARNING STOP CHRISTIES ON THE LEVELLING OUT PART OF THE HILL BEFORE YOU USE IT ON THE SLOPE.



SCHUSS

COCK IN PREPARATION FOR RIGHT TURN AND STEM SLIGHTLY WITH LEFT SKI



IF YOU'VE FOLLOWED AND PRACTICED THE PRECEDING LESSONS, YOU HAVE LEARNED ALL THE ELEMENTS

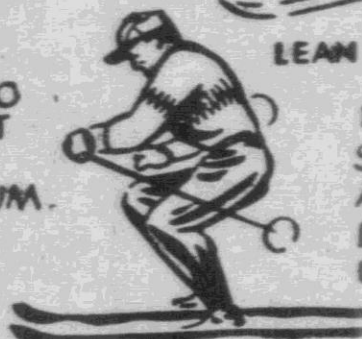
OF THIS MANEUVER ---

SCHUSS, STEM, COCK, SWING AND CONTROLLED SIDE-SLIPPING.



TURN WITH SMOOTH FOLLOW THROUGH.

BE CAREFUL NOT TO EDGE TOO MUCH TOO SOON YOUR WEIGHT HAS INCREASED THROUGH MOMENTUM.



LEAN INTO HILL.

END UP IN SIDE-SLIPPING POSITION AND INCREASE EDGING OF SKIS UNTIL YOU STOP.

DRAWINGS AND CONTINUITY BY *H. Ray Baker*
COPYRIGHT 1949 BY H. RAY BAKER AND DICK DURRANCE

Back in the days when the heels weren't held close to the heel plate by the bindings, the Telemark turn was the thing at the end of a run. Now the stop-christie brings you to a halt at the end of the tow-line. It's only a christie, short and abrupt, that brings the skis at a right angle to the fall line. Knowledge of controlled side slipping again becomes useful to prevent too abrupt a halt. A bound volume of **SKI WITH DICK DURRANCE** for easy reference on the slope may be obtained at Ski Club headquarters at Kistlers.

Ski with Dick Durance

NO 27 THE POLE CHRISTIE

FOR EASIER TIMING AND BALANCE
IN DIFFICULT SNOW.



- PLACING LOWER POLE FORWARD.
- 1. GIVES ADDITIONAL REINFORCEMENT TO PRELIMINARY STEM.
- 2. KEEPS YOU LOW AND FORWARD.
- 3. HELPS YOU COCK YOUR BODY.

DRAWINGS AND CONTINUITY BY *H. Ray Baker*
COPYRIGHT 1947 BY H. RAY BAKER AND DICK DURANCE

THE POLE CHRISTIE—The use of the pole christie can be overdone. It is primarily for difficult snow and for additional help to cocking and rhythm. It's fine for slalom courses at times, too; but learn how to make a normal christie first before you supplement it by use of the pole. The reason for that is: until you have learned the other fundamentals thoroughly, a pole placed anywhere in front of you can be dangerous, particularly at high speeds.

Ski with Dick Durrance



NO. 28 THE DIXIE DOODLE!

ORIGINATED BY DICK DURRANCE

A FAST FALL-LINE DESCENT WITH NO TRAVERSE

ULTIMATE PLEASURE
IN DEEP SNOW SKIING,
THIS STRAIGHT-DOWN-
A-STEEP-SLOPE
MANEUVER IS FAR
EASIER THAN YOU
MIGHT THINK.

WEIGHT SHIFTS RAP-
IDLY FROM ONE SKI
TO THE OTHER AS
IN SKATING INSIDE
ARCS. WHILE YOU
RIDE ONE SKI,
OTHER BUILDS BANK
OF SNOW TO SUPPORT
YOUR WEIGHT WHEN
YOU SHIFT TO IT. USE
RHYTHM, COCKING
AND LUNGING.

IT'S EASY, FAST
AND FUN!



SNOW PLOW

LUNGE
WHILE
RIDING
RIGHT SKI
AROUND



LIFT LEFT SKI
AND LET IT,
BY HALF-
SKIDDING IT,
BUILD UP A
BANK OF SNOW

LUNGE
RIDING
LEFT SKI
AROUND



SHIFT WEIGHT
TO LEFT SKI
WHILE YOU,
BY HALF-
SKIDDING
RIGHT SKI
BUILD A
BANK OF
SNOW WITH
IT

RIDING
RIGHT SKI
AROUND



KEEP
ALTERNATING
STRAIGHT
DOWN THE
HILL.

DRAWINGS AND CONTINUITY BY *H. Ray Baker*
COPYRIGHT 1947 BY H. RAY BAKER AND DICK DURRANCE

THE DIXIE DOODLE — This takes a little nerve and is for deep snow only. However, it's surprisingly easy and lots of fun. It's almost like a series of snow-plow turns except that you rapidly shift weight from one ski to the other and that you lift the ski you aren't riding. Follow this series in The Item. A bound volume of Ski With Dick Durrance for easy reference on the slope may be obtained by sending a 3-cent stamp to this newspaper.

Ski with Dick Durrance



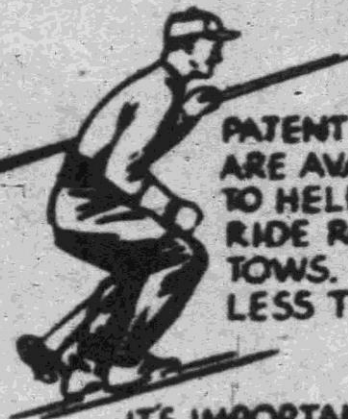
NO. 29 LIFTS AND TOWS

ROPE TOW

THIS POSITION
KEEPS POLES
SAFELY IN
BACK.



PATENT STRAPS
ARE AVAILABLE
TO HELP YOU
RIDE ROPE
TOWS. THEY'RE
LESS TIRING.



IT'S IMPORTANT TO
KEEP THE SKI POLES
BACK WHERE YOU
WON'T RUN INTO
THEM.

T-BAR LIFT

DON'T TRY TO
SIT ON THE
T-BAR. LET
IT SHOVE YOU
ALONG.



CHAIR LIFT

YOU MAY ARRIVE
WITH ONLY ONE
SKI POLE IF YOU
FORGET TO PUT
THE STRAPS
OVER YOUR
WRIST.



DON'T LET YOUR SKI TIPS
DRAG IN THE SNOW!

DRAWINGS AND CONTINUITY BY *H. Ray Baker*
COPYRIGHT 1947 BY H. RAY BAKER AND DICK DURRANCE

DONT'S—This is where you should refresh your memory from the opening panel of this series. Remember? Don't ski out of control. Keep poles pointed back when skiing downhill. Fill your sitzmarks. Don't ski when tired. These are possibly the four most important ways of avoiding accidents. Again, let us say that "Courtesy on the slope means safety on the slope." Follow this series in The Item. A bound volume of Ski With Dick Durrance for easy reference on the slope may be obtained by sending 3 cents in coin to this newspaper.

Ski with Dick Durrance

NO. 30 "DON'T'S"



DRAWINGS AND CONTINUITY BY *M. Ray Baker*
COPYRIGHT 1947 BY M. RAY BAKER AND DICK DURRANCE

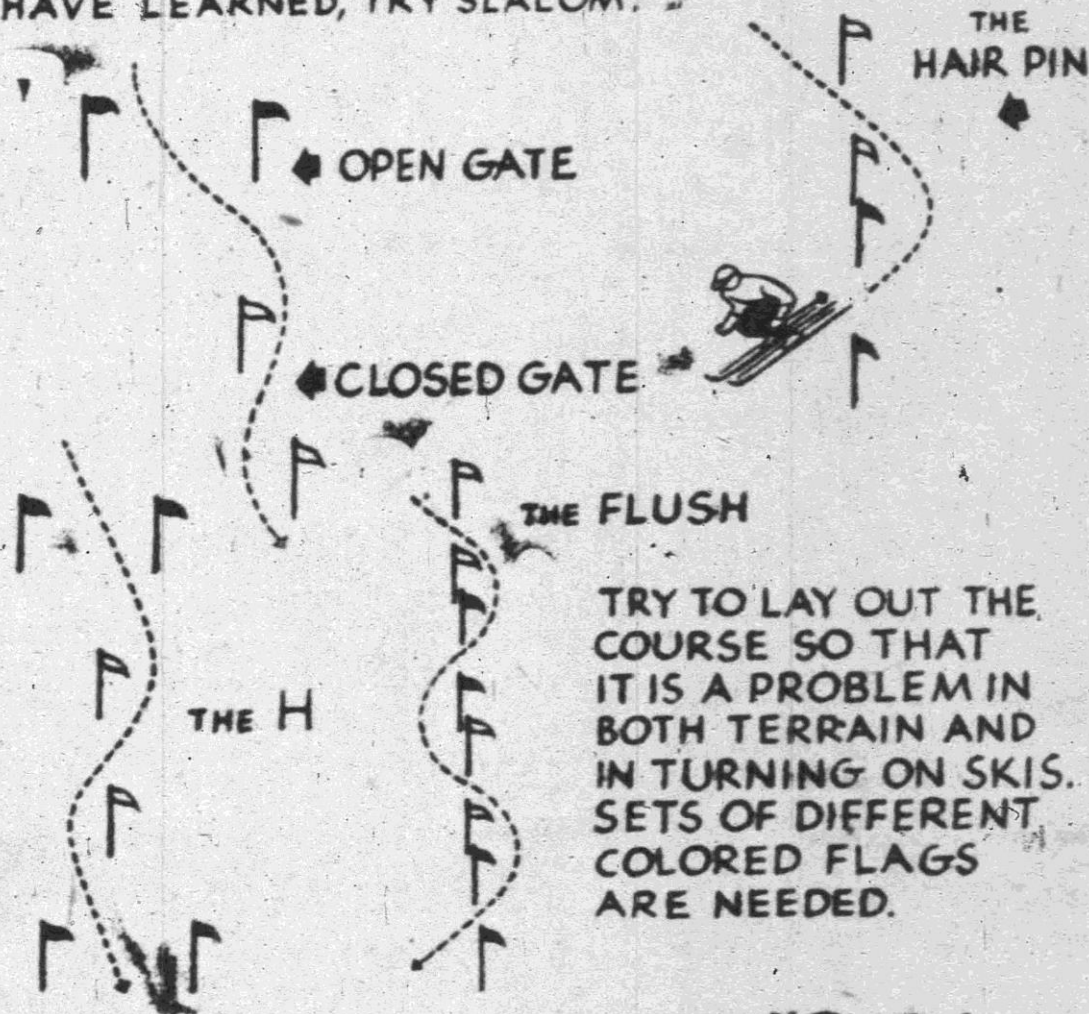
DON'TS—This is where you should refresh your memory from the opening panel in this series. Remember? Don't ski out of control. Keep poles pointed back when skiing downhill. Fill your sitzmarks. Don't ski when tired. These are possibly the four most important ways of avoiding accidents. Again, let us say that "Courtesy on the slope means safety on the slope."

Ski with Dick Durrance



NO. 31 SLALOM COURSES

FOR THE UTMOST IN SKIING FUN AND MAKING FULL USE OF THE CONTROLLED TURNS YOU HAVE LEARNED, TRY SLALOM!



TRY TO LAY OUT THE COURSE SO THAT IT IS A PROBLEM IN BOTH TERRAIN AND IN TURNING ON SKIS. SETS OF DIFFERENT COLORED FLAGS ARE NEEDED.

DRAWN BY *H. Ray Baker*

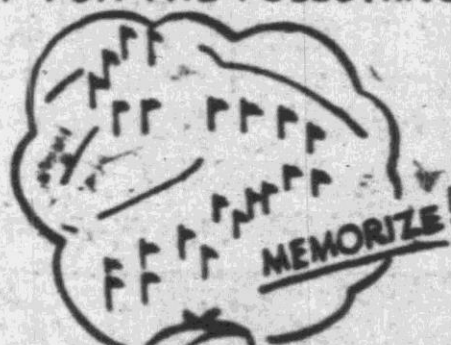
SLALOM COURSE—You can make a slalom course as easy or as tough as you wish. To begin with, lay it out the easy way until you put all the turns you have learned to use. Then gradually increase the difficulty of the course until it is a problem in both terrain and in turning. Don't use short metal poles for gates. It's unsafe. Follow this series in *The Item*. A bound volume of *Ski With Dick Durrance* for easy reference on the slope may be obtained by sending 3 cents to this newspaper.

Ski with Dick Durrance

NO. 32 SLALOM TECHNIQUE



ALWAYS MAKE YOUR TURN BEFORE YOU ENTER THE GATE AND IN SUCH A WAY AS TO BE LINED UP FOR THE FOLLOWING ONE.



IN SLALOM RACING YOU

MUST LOOK AT COURSE AND MEMORIZE IT. DECIDE

HOW YOU'LL RUN IT BECAUSE YOU ARE NOT PERMITTED TO PRACTICE ON IT IN ADVANCE.

REMEMBER THAT EVERY TURN TIES IN WITH THE NEXT ONE.

DRAWN BY *H. Ray Baker*

SLALOM TECHNIQUE—Probably the safest type of ski racing. Slalom demands not only your best in controlled turns, but smart planning in running the course. Remember that all the turns tie together and should be mapped in your mind so that you can take advantage of every bump and turn to be ready for the next in line.

Ski with Dick Durrance



NO. 33 DOWNHILL RACING

(FOR EXPERT SKIERS ONLY)



PRACTICE EACH PART OF COURSE UNTIL YOU CAN HANDLE IT BEFORE RUNNING FULL LENGTH.

DOWNHILL RACING IS RACING AGAINST TIME. THE STRAIGHTEST LINE IS THE FASTEST; BUT MUST BE DEPARTED FROM TO FIT TERRAIN AND YOUR CAPABILITIES.



A LOW, WIDE STANCE IS THE MOST STABLE. IT'S FASTER TO GO SLOWER AND KEEP YOUR FEET THAN TO GO FAST AND FALL DOWN.

PRACTICE BUMPS AND DIPS!

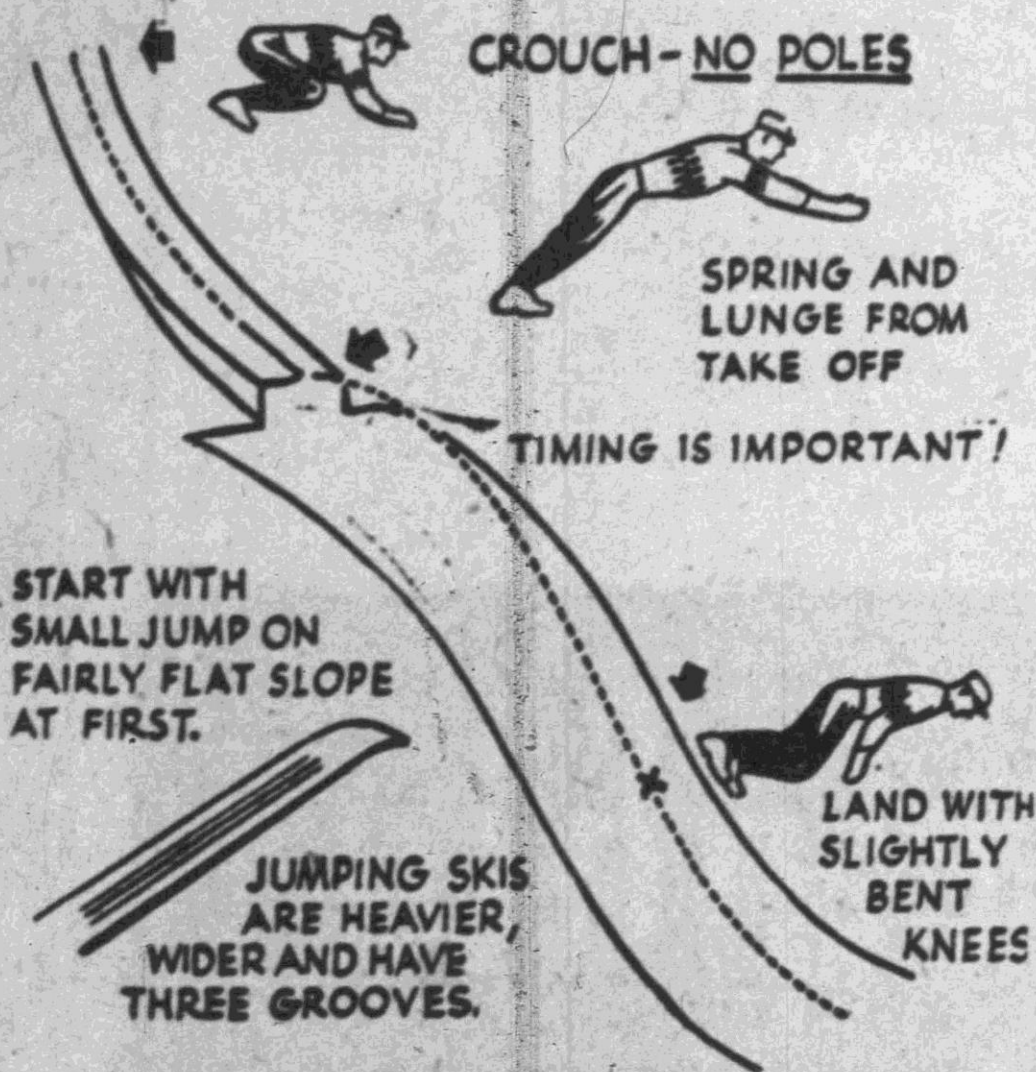
DRAWN BY *H. Ray Baker*

DOWNHILL RACING — Downhill racing is not to be undertaken unless you have built up your stamina by steady, consistent training and practice. It demands courage and plenty of conditioning. Never try it until you have learned all the fundamentals of controlled skiing. Practice in controlling bumps and dips is especially needed. Follow this service in The Item. A bound volume of *Ski With Dick Durrance* for easy reference on the slope may be obtained by sending a 3-cent stamp to this newspaper.

Ski with Dick Durrance

NO. 34 SKI JUMPING

(FOR EXPERT SKIERS ONLY)



DRAWN BY *H. Ray Baker*

SKI JUMPING—Ski jumping is not merely a leap into space. It demands timing, balance and a knowledge of how to put wind or air resistance to work. Beyond that, only experience can tell you how. You're likely to fall backward at first due to lack of lunge. That's why you should start off easy, no matter how good a controlled skier you are otherwise. That's all for this year. Have fun!

Dick Durrance.