

# The Ski Bug Will Bite You—If You Let It

By BEN VAN SANT

If you haven't been bitten by the "ski bug," perhaps you've wondered why your otherwise normal friends turn into fanatics as soon as the ski season starts.

There's a reason—skiing is fun, and it's easy to learn to have fun on skis.

If you can walk, you can learn to ski (people in their 70s have done it). It's that easy, if you start with the correct equipment, then take a few lessons.

To begin with, you can rent the basic equipment (skis, boots, and poles) from some ski shops

## SKI TIPS

and at most ski areas, if you want to try skiing before you invest in your own outfit.

When you're ready to get your own ski clothes and equipment, choose a shop that can outfit you completely. Tell them you want to start skiing and you will get much helpful information, as well as a practical ski outfit.

**IT'S WISE TO BUY** the best boots you can afford. Through them you transmit to your skis what you want them to do.


The modern trend is toward shorter skis, especially for beginners, but you can depend on the ski shop of your choice to help you select equipment that is "just right" for you.

Your ski clothes should be of smooth-finish, wind and water-resistant material. You'll want downhill-model ski pants, a jacket or parka, wool sweater, wool sox, long underwear, leather mitts with wool lining, cap or hood, a warm shirt and sun goggles.

**WHAT NEXT?** Snow slopes. And whether you go to a local ski area or a famous mountain resort you'll be way ahead of the fun side and healthier, too, if you start taking lessons from a certified ski instructor.

One reason skiing has become so popular is because women can learn to ski as easily and as well as men (often better, we might as well admit. Only two American skiers ever have won Olympic medals and both were women.)

There's also that insidious factor (so far as husbands are concerned) of "having to have" another completely different wardrobe. Never underrate the designs of women.



# SKI TIPS

*(This is the second in a series of eight articles on various phases of skiing. Authors are different instructors from ski areas and resorts in the Upper Midwest.)*

**By GLEN STANLEY**  
Buck Hill Ski School Instructor

Assuming that you have the correct ski equipment and you are ready to start skiing, the first thing to do is to spend some time on level ground just walking around in loose snow to get the "feel" of having long boards fastened securely to your feet.

First thing one should learn is to walk and climb on skis. There are two basic walking steps. The first is the one step which is similar to walking without skis in that the left arm swings forward when the right leg moves forward. It is different in that the foot slides forward on the ski and is not lifted. The body weight shifts to the forward sliding leg and the skier sinks down on the forward knee at the same time pushing with the opposite pole.

**BEFORE THIS** slide is completed, the skier repeats the same process with the other leg and pole. The glide will be long on level ground and will grow shorter as the skier starts up a slope and changes to a climbing step.

The second walking step is the two step. The skier takes two short, quick steps at the same time swinging both poles forward to the tips of the skis, then giving a strong push with a long follow-through and glide. This process is repeated beginning each new thrust before the momentum from the last is gone.

In both walking steps, a regular rhythm should be set up by counting 1,2, 1,2.

The most common difficulty beginners have is to try to climb too straight up the hill. The easiest way to climb is by sidestepping, where the skier

stands with his skis across the hill and then steps sideways 8 to 10 inches up the hill and then shifts his weight to that ski and brings the lower ski up to it.

However, this method is slow and tedious, so by combining it with the one-step described above the skier will go diagonally across the hill and up easier.

The third climbing step is the herringbone, so called because of the pattern which it leaves in the snow. The skier faces directly up the slope, then opens the tips of his skis like scissors, lifting the skis forward and up alternately and pushing with his poles. Care should be taken in using this method to push directly away or at right angles from the ski with each pole and not back along the running surface. This avoids slipping backwards.

**WHEN THE** beginner skier has mastered the walking and climbing steps, he will begin to feel at home on his skis and will be better equipped to start downhill skiing.

A beginner's downhill slope should be wide, gentle and reasonably free of obstacles, have a good run-out, and be away from slopes used by more advanced skiers.

*NEXT: Jimmy Johnston of Theodore Wirth discusses "snowplow" and "snowplow turns."*

**Wayzata Tips**

**Ramsey 52-50**

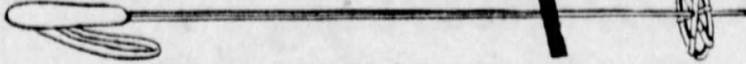
Wayzata defeated visiting Alexander Ramsey 52-50 Tuesday night. Doug Hill bagged 21 points for the winners, while Dave Hahn picked up 18 for Ramsey.

**MOTOROLA**

**CAR RADIOS**



# Ski Tips



*(Third in a series on various phases of skiing. Authors are different ski instructors of ski areas and resorts in the Upper Midwest.)*

**By JIMMY JOHNSTON**

Park Board Ski School Head Instructor

**T**HE STRAIGHT snowplow is the most popular basic position for controlled skiing for the beginning skier.

This position is assumed by spreading the heels of the skis apart while the tips of the skis remain fairly close together until the skis form a large "V". The farther the spread of the legs, and as a result of the skis, the more braking power the skier will have.

This position slows the skier's downhill descent and allows the skier to stop sooner at the bottom of the hill.

To explain in detail, the legs are pressing apart in a "splits" position with the ankles turning in toward each other so that the skis grip into the snow on their inside edges much like the sides of an actual snowplow.

Then the knees are pressed forward and down toward the tips of the skis (not toward each other). The body is lowered into a crouching position until the skier feels he is in the middle of the "V" made by the skis.

He presses the skis apart sideways with outward thrust, but always maintains

a "V" position with the tips of the skis fairly apart.

A method of turning, changing direction several times while descending a hill, can be learned from this basic snowplow position. That turn is called the snowplow turn. The skier's success in doing this turn will depend on how well he has learned the straight snowplow.

To make a snowplow turn, the skier simply moves into a full snowplow position and presses or weights one ski more than the other. Since in the snowplow the skis are at angles to the direction the skier is going, each counteracts the other, resulting in the skier going straight.

When more weight is pressed on one ski than the other, the weighted ski will overcome the action of the unweighted ski and the skier will slowly turn in the direction the weighted ski is pointing.

Naturally, if the skis are parallel to each other or almost so, no amount of weight on either ski will change the skiers' direction. Turning comes from the combination of being in a full snowplow position and then pressing or weighting one ski more than the other. That is most easily done by pressing the knee down and forward on the ski the skier wishes to weight.

*NEXT: Ed Locke of Lockhaven discusses how to fall properly and get up.*

# Ski Tips



*(Fourth in a series of eight articles on various phases of skiing written by ski instructors of Upper Midwest ski areas and resorts.)*

**By ED LOCKE**

*\* Director of Lockhaven Ski School*

In skiing one of the most important turns to learn when you first start out is the kick turn.

The kick turn has many advantages for the beginner. Knowing how to do the kick turn will help a beginner cover many more miles of slopes even if he doesn't know any other kind of turn. A person doing the kick turn in combination with traversing can very easily come from the top of a mountain without much trouble.

The kick turn is done on the flat when you first learn how to walk on your skis. Stand with your weight even on both feet, one pole at the tip and one at the heel of your ski. Keep your weight even on both the skis and poles and kick up your lower ski so that the heel of the ski comes where the tip of the other ski is.

Your weight is now on your one ski and you turn the ski that is in the air back so that you now have one ski going in each direction. Then you put your weight on that ski and bring your other foot around in the same direction.

One tip to remember is to al-

ways use your downhill ski on a slope, because it is impossible to do a kick turn with the uphill ski on a very steep hill.

Another phase of skiing is falling down and getting up. Everyone that takes up the sport will find that it happens quite often.

When you fall down, remember not to try to stop yourself by sticking your knees into the snow. The best thing to do is to try to relax and fall on your side, either one, it doesn't matter, and slide with the hill. One of the chief causes of injuries is their inability to relax. If a person just lets himself go when falling he will be much safer than when he is tense.

Getting up sometimes is rather difficult for the beginner. Getting up wrong can tire out a person.

One thing I have found in beginners is that they are a little too anxious to get up and get going again without getting ready to get up.

Remember to always get your skis crosswise with the hill so that the minute you start to put your weight on your skis they don't slide on down the hill. Always have your skis below your body with your body uphill. Try to put your poles under your seat and push up with your arms. This method is usually the easiest.

**NEXT: Bob Cammack of Tele-mark discusses stem turns, reverse-shoulder and side-slipping.**





*Fifth in a series of eight articles on various phases of skiing. Authors are ski instructors of ski areas and resorts in the Upper Midwest.*

**By BOB CAMACK**

**Mt. Telemark Ski School Director**

If you have learned to do snowplow turns, you are ready to advance to the stem turn.

Actually, the stem turn is half of a snowplow turn in that you only snowplow or stem with one ski to start the turn. Assuming that you are skiing down or across a slope and you want to turn to the right . . . starting with your weight equal on both skis, which are parallel, rush the heel of your right ski out, keeping the tips of your skis together.

This is known as stemming. As you push the heel of your right ski away from the left ski, it starts the rotation of your body with your right arm and shoulder going forward. This makes it natural to shift your weight to the right ski.

**THIS ACTION** will reduce your speed, preparing you for the turn. As soon as you have shifted your weight to the right ski and swung your arm and shoulder forward, you reverse the process and shift your weight to the left ski, at the same time rotating your left arm and shoulder forward, and bending your left knee.

This will start you to turn to the right, and as you do so, slide your right ski parallel to the left ski to complete the turn. Turning to the left is done by reversing the above directions.

Only practice will smooth out the turn so that you can do it easier each time you try. If you are going straight down a hill and turn in either direction, you will turn into the slope which will bring you to a stop. It is better to

start doing stem turns this way.

As your ability increases, you can use the stem turn when going diagonally across the slope to increase your speed by turning and going straight down, but don't try this until you've gotten the fundamentals of the stem turn under control.

**ONE OF** the most practical maneuvers for controlling your skis is known as sideslipping, besides being the basis for all high speed turning.

Skiing diagonally across a slope, with your weight even on the skis, release the bite of the edges by flattening the skis against the snow. A slight outward lean away from the hill will weight the downhill ski and assure more stability as the skis slip downhill.

Sideslipping is one of the safest methods of losing altitude and is especially useful when you encounter a steeper slope than you want to ski.

In sideslipping, your skis are kept parallel at all times. Actually, you are slipping down the hill sideways, so you can control your speed by the degree which you point the tips of your skis down the hill. Master stem turning and sideslipping and you can go anywhere on skis with assurance.

**NEXT: How to ride ski tows.**

## Lantz High Gun

C. W. Lantz of St. Cloud broke 49 of 50 targets Monday to win trapshooting laurels at St. Anthony Gun club. Tied for second with 48 each were Roy Long, St. Paul; Pete Revsbeck and Harvey Keefe, Minneapolis.

## VETERANS

**Knowledge is Power**

and Essential to Success in Business

Begin NOW for Success

# Ski Tips



*(Sixth in a series of eight articles on all phases of skiing. Authors are ski instructors of various ski areas and resorts in the Upper Midwest.)*

**By EARL HAMMER**

Deepwood Ski Area

If you never have been on skis before, don't try to ride up a ski tow until you have had some instruction on the use of skis.

For your own good and safety, you should be familiar with the fundamentals of skiing before you try to ride a ski tow. If for no other reason than it will take you to the top of a higher hill than you'll want to, or should try to ski down.

To ride up a rope tow, the first thing to do is to be sure that all of your clothing is tucked in, your parka at the waist and your scarf. This is to prevent any loose ends from becoming twisted onto the rope.

Next, approach the moving rope with your skis going in the same direction as the rope is, in other words, parallel to the rope. Start moving with the rope before you take hold of it, and when you do start to grasp the rope, let it slide through your hands. Then gradually tighten your grip (like letting out the clutch when driving a car).

After you have started to be pulled up the hill by the rope, put the hand farthest from the rope behind you so as you grip the rope with this hand, you can lean most of

your weight against that arm. This saves using too much of your strength in hanging onto the rope, and ending your day of skiing with the feeling that one arm has been pulled out inches longer than the other one.

If you do fall down when riding up a ski tow, the first thing you should do is to get yourself and your skis and poles out of the way of other skiers coming up behind you. Then, don't try to get back on the rope. Instead, ski back down the hill and start over again.

Another word of caution, good sense and common courtesy. When you reach the top of the hill and let go of the rope, ski away so other skiers will have room to get off the tow. In the same department, when starting up the tow, get in line and get ready before it is your turn to start your ride up.

As with all phases of skiing, your ability to ride a ski tow with ease can only improve with practice. Ski tows are provided so that you can get as much downhill skiing in a short time, an hour or two, as you could in a whole day, if you had to climb back up the hill each time you skied down.

If in doubt about how to ride a ski tow, just watch the people who are doing it. It's easy and will greatly increase your fun of skiing.

**NEXT: Tips for ski competitors by Oscar Cyr of Pine Bend.**



# Ski Tips

*(Seventh in a series of eight articles on all phases of skiing written by ski instructors of various ski areas and resorts in the Upper Midwest.)*

**By JACK HUGHES**

**Trollhaugen Ski School Director**

The parallel Christiania is the most beautiful and graceful of all turns and is the final objective in skiing.

Perfection of the parallel Christiania is the goal of all skiers. It is the simplest form of turning with the skis parallel and close together. This is a high speed turn and executed most in or near the fall line.

It should be practiced on a slope of about 20 degrees. Start straight down the fall line in the normal running position, windup (counter rotate) with a down motion in your knees.

Start rotation with an up and forward motion from the knees. This momentarily unweights the skis. Continue rotating with a forward and down motion. Success of the turn is dependent on complete rotation or follow-through with forward leaning.

The inside ski should always be advanced slightly and the weight equally distributed on both skis with the hips square across the skis. Rotation should end with the outside shoulder and hand in line with the outside ski and the inside hand close to the inside hip.

You will find as you ski close to the fall line on a

steep slope and with greater speed that less rotation is required.

There are many variations of the parallel Christiania and one of the most useful, is the "Ruade," which is a lift christy or a hop christy. It is particularly useful when coming out of a shallow traverse or on steep slopes where short, quick turns are desired.

From a traverse make a windup, start to rotate and at the same time retract the legs, raising the heels of the skis off the snow. As the skis make contact with the snow, they are close to the fall line and rotation is half completed. Continue to rotate, following through as in a normal christy.

One of the many advantages of this lift is that the skis are set down hard, taking a good bite especially where there is hard, rough, chopped up snow.

Constant practice of the parallel christy and its variations will result in smooth, effortless skiing. To be able to swing down a slope doing linked christies, a skier will be well rewarded for the time spent learning these turns.

**NEXT: Ski tips for competitors by Oscar Cyr.**

**WHAT FORM!**


when you wear an

**OTC abdominal belt**

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# Ski Tips



*(Last in a series of eight articles by Upper Midwest ski instructors.)*

**By OSCAR CYR**

**Pine Bend Ski Instructor**

Downhill and slalom competition require the kind of skiing anyone can learn and do, depending on the time one is willing to spend practicing.

With the birth of controlled downhill skiing, it was inevitable that competition should be developed to test the skill of skiers who wanted to excel.

First came downhill racing, which as the name implies, is a matter of getting from the top to the bottom of a hill or mountain in the fastest time. This requires more skill and nerve than spectacular ski jumping. But it does not test one's ability to ski under control as slalom racing does.

So far as the midwest is concerned, there just aren't hills high enough to test one's ability as a downhill racer according to big-time competition standards. So let's talk about slalom racing.

Pairs of flags through which a skier must ski are placed on the steepest slope available in combinations to test one's ability to ski as fast as possible under control.

To be really great, one

must have the most intense desire to win. All champions must and do spend countless hours in practice and training, perhaps more so in skiing.

Start slalom practice by placing 10 to 15 flags (on poles) about 10 feet apart down a 20 to 30 degree slope. Then snowplow through them alternately.

Increase your speed, as ability permits, until you are swinging through the flags with your skis parallel in perfect rhythm.

Perhaps the most important thing to do to win a slalom or downhill race is to study and memorize the course. Know every foot and how you can take it. This means walking up and fixing in your mind the line you will ski down.

Granted that under the pressure of racing, you won't follow it because of split-second decisions you'll have to make once you are on the way. Nevertheless, regardless of your physical ability, more races have been won by the ones who ski with their heads as well as their skies.

Whether you are a beginner trying to prove you are better than you were last week, or better than your ski-class-mates by entering a slalom race for your class of competitors, or a potential Olympic champion, use your head and ski to the utmost of your ability, not beyond it.