

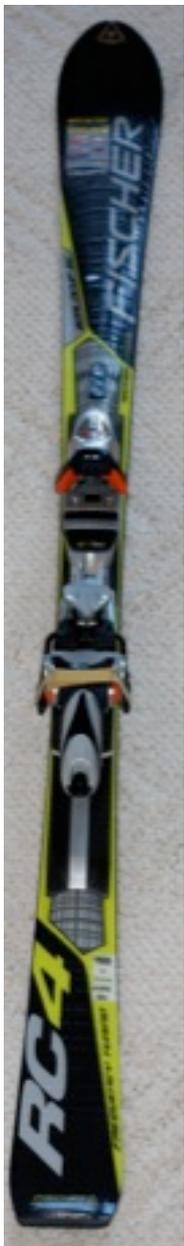


# REVIVAL OF THE STEERED TURN

TAKE YOUR SKIING TO A NEW DIMENSION  
WITH THIS FORGOTTEN METHOD OF  
TURNING

I've been wanting to write this article for the website for some time now, but have been overwhelmed with producing the DVDs. Well, I finally have a moment and it really needs to be done, so here goes.

A terrible injustice has been perpetrated on one of our friends. The reputation of a very valuable turning technique has been viciously denigrated, and it's time we set things right. This article is meant to launch a campaign to do just that.



Back in the mid 1990's a new type of ski burst on the scene, and the face of skiing changed forever. It was then that the parabolic ski, now known as the shape ski, made its debut. I remember when it happened. Bode Miller had just won the Junior Nationals on a pair of off-the-rack recreational skis that had a strange new shape. Parents of my racers were coming up to me in droves to ask if these new skis were for real. "Should we buy them for junior?"

My answer was a resounding, 'yes, they are for real, and they're going to change the sport. Everyone is going to be skiing on these things, courses are going to be set differently, and teaching models are going to change. You need to buy these skis for junior or he'll be left in the dust!'

We'll jump forward a dozen years. My predictions came true. Almost everyone now rides on shape skis. The straight skis of yesterday can only be found on Ebay for a dollar a pair, or on the feet of a few old die hard traditionalists who don't really understand what they're missing.





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Before the shape ski, carving was a turn only racers and a very select group of high level free skiers knew of and practised. The size of the turns and speeds that resulted from carving on those old 2x4 skis were so intimidating mere mortal recreational skiers never ventured to try it. For 98



percent of the skiing public, turning was accomplished by manually twisting the skis. Instructors did not teach students to carve. Most didn't even know how to do it themselves.



The shape ski changed all that. Suddenly a carved turn could be made in much smaller shapes, and at much slower speeds. Carving became something average recreational skiers could experiment with. The marketing efforts of the ski manufacturers promoted the idea of carving, and the public scurried to buy the skis and give it a try. Ski instructors hurried to learn how to do it themselves so they could teach students who were demanding to learn. Carving became the golden egg that everyone coveted.



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Over the years that followed teaching models evolved to cater to this mad desire to learn carving. This new turning technique came to be viewed as the epitome of expert skiing, and foot twisting was relegated to the scrap pile, never to be respected again.



I'm here to change that misguided view. Yes, carving is a great turning option. There truly is something magically about tipping a ski on edge and riding the sidecut on a precise line down the mountain. The smoothness of the ride, and the feel of the G forces as you arc through the turn is inspirational and addictive.

But carving is not a turn for

all occasions. The speed you travel when carving is the fastest possible over any particular course of travel down the mountain. Most people don't want to spend every moment of their skiing time travelling mach fast. In fact, doing so can prove very hazardous to both the person carving, and the people around him or her.

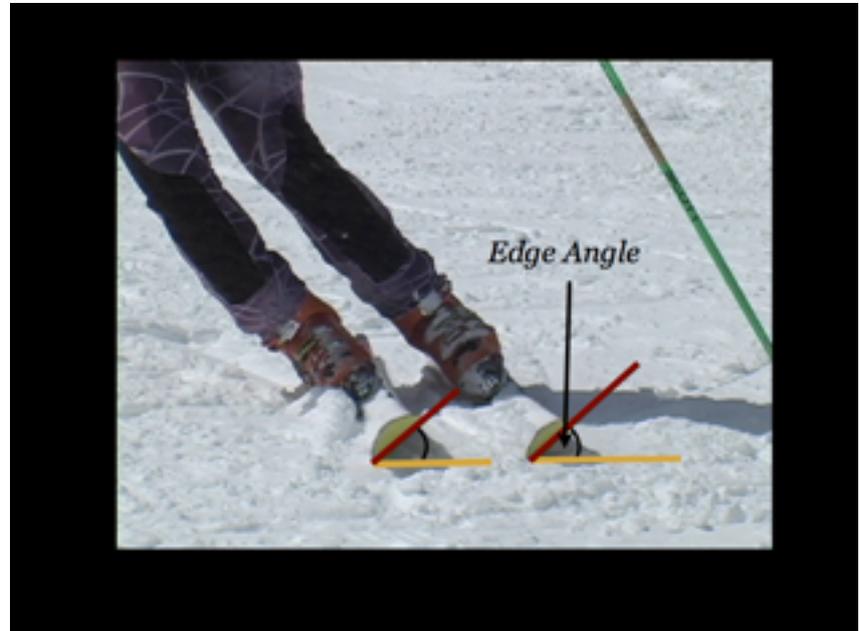




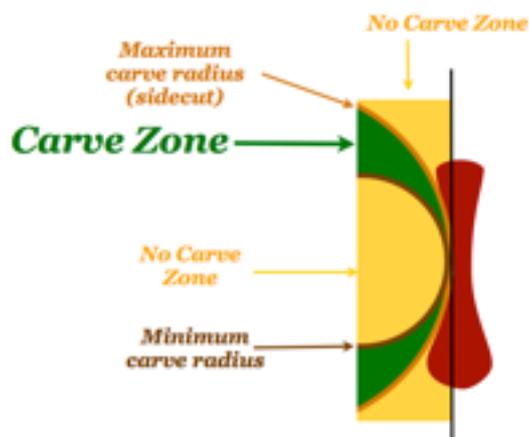
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With carving, your only means of controlling your speed is by how far you tip your skis on edge. Tipping them higher on edge sharpens the turn and reduces the speed. But there are limits to those controls. You can only tip your skis so high, and bleed so much speed. And the higher you tip up on edge, the more you have to contort your body to stay in balance, and the larger the G forces you have to resist. Bottom line, carving is hard work, with only limited speed control parameters.



## Carve Zone



Same goes for turn shape. Yes, you can control the sharpness of your turn when carving by how high you tip your skis on edge, but only within a strict and narrow range of radius parameters. At the long end of the spectrum, you can make your turn no straighter than the dimensions built into the sidecut of your ski.

In a ski with a large sidecut that's not very straight. And on the other end of the spectrum, there's also a limit on how sharply you can turn. Outside of those turn shape parameters is what I call the "NO CARVE ZONE". In that zone resides turn shapes impossible to make by means of carving.



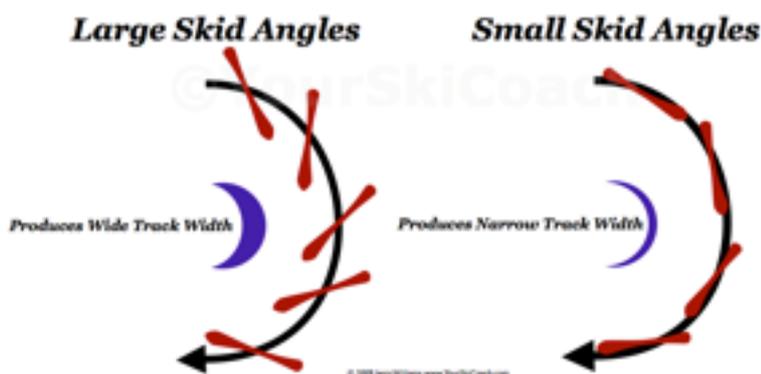
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Now let me reintroduce you to steering. There are many ways to turn the skis outside of carving. We call them rotary turns. In rotary turns the skier provides the turning power. Steering is one of the most elegant and efficient forms of rotary turning. In steering, the legs produce a turning force that twists and turns the skis in the exact manner the skier wants. Any turn shape, from dead straight to turning on a dime, can be accomplished with steering. Just add a touch more leg steering force and the skis turn sharper. Back it off and the turn straightens. The turn shape limitations of carving do not apply.



## SKID ANGLES



You also have much more control over your speed with steering. In steering any speed can be mixed with any turn shape. Just add a bit more skid angle to your turns and the speed drops. You can ski long turns down the fallline very slowly, or small turns out of the fallline comparatively fast. This is not at all a luxury you have with carving. You can steer down any slope, no

matter how steep, at a comfortable speed with total confidence and in complete control. Try carving on that same steep slope and it will in comparison feel like an edge of your seat run away train ride.



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Finally, in steering sharp turns do NOT require big edge angles, contorted body positions, and big muscles to resist mega G forces. Steering is done on lower edge angles and more upright body positions. It's an easy, relaxing way to ski. Spend a day doing high edge angle carving and your body will know you did some work. Spend a day doing well executed steered turns and you'll head home feeling fresh as a daisy.



**Carving**

So there you have it; steering, the Rodney Dangerfield turning technique of the skiing world. Yet steering is a technique that provides a range of turning and speed options that carving can't touch with a 10 foot pole. It's time for a steering revival. So many skiers have quickly sped by learning to steer well, in their rush to learn to carve, and in doing so have missed the opportunity to benefit from the many virtues this versatile turning technique has to offer to their skiing prowess. A quick observation of any ski slope around the globe will quickly



**Steering**

confirm that fact. It's time to take a step back and revisit this useful technique. That's exactly what Building Blocks Basic Edging DVD does.

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