

ELAN MAGAZINE

NO.6

WINTER 2019/20

Always Good Times



TWO BROTHERS
WINGMAN & AMPHIBIO

INTERVIEW
BRADY LEMAN

RIPSTICK
THE PERFECT MOSAIC

GLEN PLAKE
DOWNHOME TOUR

THE PLAYGROUND
BRITISH COLUMBIA

FUNKY INTERVIEW
INGEMAR STENMARK

ELLESMERE ISLAND
NORTHERN EXPOSURE

SCX
25 YEARS OF CARVING

Always Good Times



WINGMAN 86 CTI

_STABILITY
_REBOUND & ENERGY
_ALL TERRAIN VERSATILITY

Feel the freedom of open terrain and get ready to explore, Wingman has your back. It's not always about the conditions, it's about maximizing the good times.

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COVER PHOTO
Klemen Razinger



CREATING FOR YOU

Pleasure needs to be taken seriously! Without it the world is just a boring place. And all good things always come from love, joy and dedication. Success is not riding in an elevator, success is taking the stairs. We know because we have been doing it for over seventy years and in that time our views of what skiing can be have become well known throughout the world. First we were dismissed as a gimmick, then we became a source of wonder and astonishment, at times even envy. Today the concepts we developed have become industry standard. We earned the respect of the skiing world through our own thinking and dedication. Our products have always been the fruit of Elan's own knowledge and experience and an expression of our boundless love for skiing and winter.

The list of our innovations is very long. Hardly a year goes by without at least one of our skis celebrating a big anniversary. This year marks a quarter of a century from our perhaps most important invention. It was back in 1994 when Elan built the first commercial ski with a pronounced sidecut. The SCX was a visionary and pioneering ski that turned the world's ideas about skiing on their heads. Its SCX moniker is now much more than just the name of one of many legendary Elan ski models. It stands today as a standard, something like the Edison light bulb, like Microsoft Windows or like bread and milk. These novel skis transported all of the world's two meter long straight planks to the scrapheap of history in one fell swoop and brought skiing closer to the masses along the way. Nowadays pronounced sidecut skis allow just about anybody to easily learn to ski and gain a completely new viewpoint of winter and its inclement weather.

That is why the fact that just about every ski made today is based on our vision makes us immensely proud and happy. This vision is the very source of our confidence. But that does not mean we rest on our laurels. Quite the opposite. Successes just motivate us more. So we continue to invent, develop, create new ideas, improve and never stop. The SCX was the grandmother of the modern Amphibio, Ripstick, Element, Wingman, Delight, Insomnia ... All of them share the same amount of audacity, vision and technological perfection. Their most important mission is to help create unforgettable moments in the snow covered mountains in the company of family and friends. Nothing is more important than that. The moment when you stand on top of a snow covered mountain, admire the view of the valley below and think to yourself: "Always Good Times".

LEON KOROŠEC, Director of Winter Division Elan, d. o. o.

SAVENE

Digital transformation

The modern world moves at lightning speed. What used to be fully in line with modern trends could already be on the way out. That is why Elan decided for a digital transformation. Our Magento Commerce based web page will soon open an online store where all Elan products will be available for purchase in all European markets.

Awards 2019/20

Elan products have again received praise and numerous prestigious awards. In early 2019 many Elan skis received plenty of attention. The Elan Wingman 86 CTI and Elan Amphibio Porsche Design ski, created in cooperation with the world renowned F. A. Porsche design studio, won the Show Stopper 2019 award. The Elan Amphibio 18Ti2 Fusion X received the Plus X award due to their breakthrough design, quality and functionality. The Elan brand was also awarded Plus X Award as The best brand of the year 2019.

AGT Tour 2019/20

The motto of Always Good Times perfectly expresses Elan's established philosophy. The company's products guarantee unforgettable adventures and lifelong memories created in the company of family and friends. As in the years before, Elan will again organise free equipment testing days throughout Europe as part of its 2019/20 AGT Tour. The Elan ski test fleet will travel to over thirty locations across Europe between December 2019 and March 2020. Events will also host Elan ambassadors and heroes that will be happy to share their knowledge and experience with visitors. Dates and locations are published at the website www.elanskis.com.

Elan Wear

Elan has a seventy year tradition in making superb skis and its innovations have thrilled skiers all over the world. In addition to the skis the company has also always produced a range of accessories including ski poles and bags. Now their range has expanded further with a brand new clothing line. Winter 2019/20 marks the launch of a clothing line aimed at skiing and free time. Garments are made using outstanding materials, modern cuts and graphics that combine tradition with dynamics and agility.



WINGMAN 86 CTI
ELAN AMPHIBIO
PORSCHE DESIGN



AMPHIBIO 18 Ti2
FUSION X



New ski tuning line

Edges are one of the most important parts of a ski as they provide the necessary grip skiers need to carve perfect arcs into the snow. That is why we pay special attention to their treatment. Our production line was recently expanded by a state of the art machine that allows the setting of razor sharp angles - a first in the ski industry. Thanks to the new machine Elan ski edges will now be even more accurate and precise and make skiing even more effective.

Smart Ski Concept

At last year's ISPO fair in Munich Elan presented the innovative smart ski concept that enables the measuring of different dynamic skiing parameters. The innovation was presented again this year at the Interski congress in Bansko, Bulgaria.

It features Elan SLX Fusion skis equipped with special sensors that measure weight, flex and balance and collect the information for further analysis and processing. All data is immediately transferred into the cloud. "Our smart ski technology is the pinnacle of innovation. It is a new way of connecting the skier to the ski and an excellent basis for accurate analytics for faster progress in skiing," says Melanja Korošec.



1

MEASURE YOUR
SKI DYNAMICS



SKIER'S BALANCE
DISTRIBUTION

2

EASY TO USE



ALL THE DATA COLLECTS
INTO THE CLOUD

3

PRECISE
SELF-COACHING TOOL




POST
ANALYTICAL
DATA

4

SENSES ACTION
& REACTION OF THE SKIER



RECEIVE REACTION



YOU CAN BE MY WINGMAN ANYTIME

The Wingman ski will always have your back. Its unique characteristics combine the best of two worlds and fulfill the desire and needs of skiers between Elan all mountain (Amphibio) and freeride (Ripstick) skis.

📷 Martin Tekše 📷 Klemen Razinger, Alex Štokelj



Maverick



Iceman

Maverick (Tom Cruise) and Iceman (Val Kilmer) were fierce rivals in the late eighties classic movie Top Gun. We can safely say they could hardly stand the sight of each other. This often happens when the paths of two talented, capable and tenacious aces cross. But when things got serious they had to join forces. At the end of the film, after the American pilots successfully complete their mission and return to the safe haven of the carrier, an epic scene is played out. In the middle of the celebrations Iceman suddenly calls out: "Hey you!" And points to Maverick. "You can be my wingman anytime." Maverick smiles back his irresistible cocky smile and replies: "You can be mine!"

A wingman is somebody that stands by you in any situation and always has your back. It is somebody you can rely on one hundred percent. It is somebody you trust to never ever let you down. The only wingman you have on a steep icy slope are the skis you are standing on. Their resilience can make or break the next turn. Their flexibility sets out your path. Their edges keep you on your feet. And their abilities determine just how much fun you will be having.



The New Standard for All Mountain Skiing

The Wingman bridges the gap between the Amphibio and Ripstick collections, effectively covering both their backs. The construction story blends the power and finesse of the Amphibio with the lightweight, versatility of a Ripstick. When conditions are perfect groomed snow, the Amphibio shines. On deep days and untracked terrain, the Ripstick is the right tool for the job. When the conditions are somewhere in between, the Wingman takes flight. This is how the Wingman earned its callsign.

As the Amphibio, the Wingman too has a dedicated left and right ski due to the Amphibio Truline technology concept. The main difference is in the width of the ski. The Wingman is wider over the entire length, giving it better flotation and stability in softer snow and ungroomed terrain.

Off piste freedom

The Wingman is your all-access ticket to the freedom of what lies beyond the groomers. The ski combines award winning Elan technologies with a fresh take on all mountain skiing. It is designed to boost the energy of the all mountain skier in all conditions and on all terrain. As the closest relative of the Ripstick, the Wingman is based on an evolution of Elan's state of the art asymmetrical Amphibio Tech ski design with Truline technology. The award winning concept utilizes different profiles and constructions to create a dedicated left and right ski for endless perfect turns.

Amphibio Truline heralds a new dimension of asymmetrical ski design by strategically adding material over the edges. A new reinforcement across the entire length of the inner edge dramatically increases stability and power through turns while material taken away from the outside edge makes perfect turns even simpler and smoother.

The Wingman series consists of six skis, in three different widths, and different constructions ranging from tip to tail carbon rods to titanium in the CTi models. New for the 2019/2020 season: the Wingman 86Cti, 86Ti, 82Cti, 82Ti, 78T, 78C.

"The Wingman will always have your back. It's your best friend in deep fresh snow or while cruising the pistes. The skis are always ready for anything."

Melanja Korošec





TRUE CANADIAN

Brady Leman is living proof of what can be achieved with persistence and perseverance. His career has seen many highs and lows. But last year he ascended Mount Olympus. His medal closet is adorned with a gold medal from the PyeongChang Olympic Games. But Brady is not just a skier, he is a true Canadian who knows how to enjoy all the gifts of mother nature. He is also an avid mountain biker and keen fisherman.

Gregor Šket Getty Images

BRADY LEMAN - OLYMPIC GOLD MEDALIST, HOW DOES THAT SOUND?

Pretty amazing! I still get a smile each time I hear it. I had a lot of success on the World Cup before winning the Olympics in 2018, it still amazes me a little bit that it actually happened.

YOUR OLYMPIC STORY HAD QUITE SOME UPS AND DOWNS. DUE TO INJURY YOU WERE FORCED TO QUIT THE OLYMPICS ON YOUR HOME SOIL IN VANCOUVER, IN SOCHI FOUR YEARS LATER YOU FINISHED RIGHT BEHIND THE MEDALS ON THE FOURTH PLACE AND THEN IT ALL PAID OFF IN PYEONGCHANG?

Yea it was quite the journey through my three different Olympic results. Each time I got a little bit closer, and a little more of a taste of what it was like to compete on the olympic stage. I feel like I really needed those set backs in both Vancouver and Sochi to put me in the right head space to succeed in PyeongChang. I knew that my focus had to be more on the experience and the process versus focusing just on bringing home a medal. It was a hard way to learn that lesson but it paid off in the end.

YOU ARE ALSO THE WINNER OF THE LEGENDARY X-GAMES. IS THERE ANY WAY YOU COMPARE THOSE TWO ACHEIVEMENTS?

X games started the sport of ski cross. Before there was a World Cup, a World Championship or an Olympic Games for Ski Cross, there was the X Games. It was the first time I saw a ski cross race on TV, it was totally nuts and it looked so freaking cool! It was the first big event I dreamt of winning in this sport, so I hold my X Games title in very high regard still.

YOU WERE ONLY TWO YEARS OLD WHEN ALBERTO TOMBA WON TWO OLYMPIC GOLD MEDALS IN CALGARY, ALBERTA - THE TOWN WHERE YOU WERE BORN. WERE YOU ALREADY SKIING AT THAT YOUNG AGE?

My parents tell me I was on skis by the end of that winter, but that I went up in one of those backpacks that carries kids to watch the Olympic events in Calgary in 88.

FAMOUS CANADIAN POET LEONARD COHEN WROTE THESE FAMOUS WORDS: "I WAS BORN LIKE THIS I HAD NO CHOICE I WAS BORN WITH THE GOLDEN VOICE". COULD YOU SAY SOMETHING LIKE THIS FOR YOURSELF AND SKIING?

For sure, both of my parents worked in the ski industry, my mom at two small ski hills in Calgary, and my Dad as a race coach. I sort of grew up at the hill, I was really lucky in that sense. They never forced me into skiing or anything, it was just kind of always there. I grew to love it and as a kid its all I remember thinking about.



DO YOU REMEMBER THE DEFINING MOMENT IN YOUR LIFE WHEN YOU KNEW YOU WANTED TO BECOME A SKIER?

I don't have one big moment in my memory where I knew I wanted to be a professional skier, it was a dream that kind of evolved over several years. I always just loved skiing, and racing, and pushing my limits with my friends. When I was younger I was more about who could do the biggest air or who was the first to land a backflip, and then as I got older that competitiveness turned to racing and then eventually to ski cross. As I moved up the ranks at each level I was exposed to a whole new level of training, of thinking and a much more professional approach to skiing. As I did this, I started to really love that side of the sport, what goes on behind the scenes, working all year every day towards getting better and faster on the hill, and that was what made me want to stick with it.

DID YOU HAVE ANY ROLEMODELS AS A KID AND YOUNGSTER?

My role models as a kid were Thomas Grandi and John Kucera. They are both Canadian ski racers who come from my home province of Alberta. I grew up watching them train and race and they both went on to be world class alpine skiers, Thomas winning two World Cup GS races and John having a ton of success on the speed side, highlighted with a Downhill World Championship.

IF I AM NOT MISTAKEN YOU CAME INTO SKI CROSS FROM ALPINE SKIING. WHICH WERE YOUR ALPINE DISCIPLINES AND HOW DID YOU DECIDE FOR THE TRANSITION INTO SKI CROSS?

I was really a 4 event skier in alpine, but I always saw myself as more of a speed and GS guy. But while I was racing, I always had a love for being in the air, and I spent all of my free time in the terrain park or free skiing off piste. I actually got pretty good in the park, and would go in local contests for big air, slope style and halfpipe and I actually did pretty well. So once ski cross became an Olympic sport it seemed like the perfect fit for me.

IF YOU HAVE ONLY FIVE WORDS TO DESCRIBE SKI CROSS WHICH ONES WOULD YOU CHOOSE?

Exciting, Fast, Thrilling, adrenaline, fun.

HOW OFTEN DO YOU GO SKIING JUST FOR YOURSELF, WITH YOUR GIRLFIEND OR FRIENDS?

As often as I can but these days that doesn't happen as much as I would like. I usually get a few days in the spring to ski with Catherine (my girlfriend) or with my buddies. I still love free skiing and touring into the backcountry, its so nice to get back to the sport that i love without the stress of racing.

ANY FAVOURITE SPOTS?

My favourite place to ski in the world is still at home at Lake Louise.

INJURIES HAD A PRETTY IMPORTANT ROLE IN YOUR CAREER. HOW DO YOU MANAGE TO COPE WITH THEM AND TO GET THE MOTIVATION WHEN YOU HAVE TO COLLECT YOURSELF FOR THE COMEBACK?

For me with injuries it has always come down to a really cut and dry approach. Ok this is what happened I broke my leg or my shoulder or whatever it was, what do I need to do to make it better? Will I still be able to be fast once I am all healed up? I was always able to answer these questions, often with lots of help from those around me, but it made it easier to come back knowing how I would do it and that I could still be fast once I was all healed up.

IN CANADA YOU COULD FEEL REALLY STRONG CONNECTION TO NATURE BASICALLY ON EVERY STEP. WHAT IS YOUR PERSONAL ATTITUDE TOWARDS NATURE AND OUTDOORS?

I try my best to respect our environment and nature, its tough as I live a pretty crazy life travelling a lot and racing all over the place. I do what I can to help our planet and environment at home. I am an obsessive recycler and composter, and I ride my bike as much as I can at home. It's not much but I really believe that if everyone could change a few small habits it could have a huge effect on our planet.

YOUR OUTDOOR PASSIONS ARE VERY OBVIOUS ALSO ON YOUR INSTAGRAM PROFILE. ARE THERE ANY PARALLELS BETWEEN SKIING, MOUNTAIN BIKING AND FLYFISHING?

With biking, anytime you are looking ahead and reacting at speed, it has a big relation to skiing. Some of the feelings are also the same in banked corners and turns and also over jumps. It's also a good way to get a bit of a rush in the off season. As far as the fishing goes, not much I can attribute to skiing there!

THE CALMNESS OF FLYFISHING SEEMS TO BE QUITE A CONTRAST TO THE ACTION OF SKIING AND MOUNTAIN BIKING?

Fishing for me is a passion that I picked up from my dad. It is something we still do together, and I just love the quiet and calmness of being on the water.

COULD YOU SPEAK A LITTLE BIT ABOUT MOUNTAIN BIKING WHICH IS ALSO A PURE CANADIAN OBSESSION. WHAT KIND OF RIDING DO YOU PREFER AND WHERE DO YOU GO FOR A RIDE?

For me I love mostly enduro style riding. Almost everything I ride is pedal access, but I suffer on the ascent to get the fun and rush of the downhills. My favourite riding zones are all in western Canada. Around Calgary, my hometown Moose mountain is a blast. The trails there are pretty flowy and fun, much like a ski cross! Further west Squamish and north Vancouver have some amazing trails and the riding on the west coast is some of the most technical and challenging anywhere in the world.

A LOT OF SKIERS SAY THAT THE FEELING OF CARVING ON SKIS AND ON THE MOUNTAIN BIKE HAVE SOME SIMILARITIES. WHAT IS YOUR VIEW?

They definitely have some similar feels, the way you have to keep your pressure on the downhill side of the turn, the feeling of driving the bike through a turn is pretty similar to finishing a turn on your skis as well. But I don't see myself as a very good bike rider so I may be a little bit off with this stuff!

HOW DO YOU LIKE SUMMERTIME? DO YOU ENJOY IT OR YOU ARE COUNTING DOWN THE DAYS WHEN THE NEW WINTER WILL BEGIN?

Usually by the time summer rolls around I am ready for a break from my skis. I really look forward to getting some time on the bike and out on the water or the golf course. But once fall rolls around and the temperature starts to drop I can't wait to get back in the start gate.

THE ELAN TEAM SEEMS ALMOST LIKE A CANADIAN NATIONAL TEAM. HOW DO YOU LIKE WORKING WITH BLAŽ AND THE GUYS WHO PAY THE ATTENTION THAT YOUR SKIS ARE ALWAYS WELL PREPARED AND FAST?

The relationship with Elan and Team Canada has been an amazing one over the past few years. At first, Elan was a smaller company with not as much of a presence in ski cross. They were willing to offer a lot of support to a few guys on our team and in the early days of the relationship Blaž was great working with us and our service guys to make sure we had everything that we needed and

that the skis were fast on the hill. We had some good success and the program grew really quickly, but all through it the skis have always been fast and I have been able to have some input on new designs and this is a pretty cool chance for me.

SKIING ON THE HIGHEST LEVEL IS AN INDIVIDUAL SPORT. BUT THE CANADIANS ARE ALWAYS GIVING THE IMPRESSION YOU ARE GREAT BUDDIES AND FRIENDS. HOW IMPORTANT IS THAT?

Working as a team in this sport is huge. Even though you compete and win or lose as an individual, your teammates are the guys you are travelling and training with for a huge part of the year. If you aren't having good times with the guys on your team it will show on the hill! We are lucky in Canada that we have one of the best teams, so in training when you are pushing with the other guys you can know that if you are fast with are team, you are going to stack up well against the rest of the world.

DO YOU AGREE THAT WINNING OLYMPIC MEDALS WITH TWO FELLOW CANADIANS AND ELAN TEAM MEMBERS IS A VERY UNIQUE FORM OF ALWAYS GOOD TIMES?

Oh for sure! Winning an Olympic Gold and then having Kelsey and Brit go first and second just two days later was the best form of Always Good Times!

"My three Olympic games were quite different. Each time I got a little bit closer to great success."



A MOSAIC OF 36 STONES



The Ripstick thrills the most demanding skiers in all corners of the globe and takes on any slope and style with full confidence. It is a playful, friendly and deftly capable ski. But their development took a lifetime of knowledge, innovation, deliberation and persistence.

✍ Martin Tekše 📷 Alex Štokelj and Mason Mashon

"The skis are
amazing,
powerful,
responsive...
I was totally
blown away..."

Glen Plake

A great pair of skis is like a trusty workhorse. They sleep while standing, work in the most challenging weather, and can reliably endure being pushed, pulled, twisted and tortured, without complaint. A workhorse's stamina knows no limits and operates under the premise "It's all in a days work". And just like the farmer appreciates the workhorse, skiers appreciate the dependability of their trusted tools.

Nothing can get in the way of carving tight arcs, smearing turns, straightlining chutes and floating in powder. True skiers know how to appreciate its loyalty. They spoil their skis with a hot coat of wax, quickly care for any damage, gently finesse the edge with a diamond stone and carefully prep them for another day of work. And the next morning they do it all over again, throughout the winter until springtime consumes the snowpack. Their story is an epic poem of sports, sung by two bodies merged into a single spirit. Skis can be beautiful and smart or unattractive and clumsy. Skis can be envious too, because some can achieve anything they want while others just skid around and burn out after a moment of glory ...

Versatile Footprints

All of the above holds true for the Elan Ripstick series. The collection ranges from 86 to 116 millimeters wide and are designed to rip through powder and variable conditions. Their width provides enough float for the deepest champagne powder days and the pronounced sidecut provides relentless on piste performance. "When I first grabbed a pair I was a bit skeptical. The skis were so light, perhaps even too light. When I dropped them on the snow they made a different sound. But when I stepped in the bindings and made a few turns my initial reservations melted away. The skis are amazing, powerful, responsive ... I was totally blown away," said Glen Plake, one of the greatest freeride skiers of all time, about his first meeting with the Ripstick skis that have since become his most trusted gear.

Of course, none of this visually stunning ski's performance characteristics happened by chance. Elan's engineers have surprised the skiing world and thrilled skiers countless times with innovation over the years. The task we set out for them with the Ripstick took plenty of digging into their arsenal of knowledge and experience. The goal was to create a lightweight, high performance freeride ski with no limitations. But no existing solution was enough to satisfy the challenge, so they went back to what they do best - thinking laterally and inventing new solutions. If you need something that does not exist, there is nothing else to do but to make it from scratch.

Innovative design

“Making a lightweight ski is easy. But making a lightweight ski without compromising performance is a different ballgame. It requires careful selection and application of the best materials. If we take some material away in one place, we need to make up for it somewhere else,” says Marko Kozjek, one of Elan’s chief development engineers and the brain behind many innovations and solutions that made the skis from Begunje the first choice of many skiers around the world.

“It is a fact that racing skis are the best in terms of ride characteristics, but they are heavy. Recreational skis are a different story because light weight is a very desirable feature. At the same time, the skis must not be too light. We believe that a good recreational ski must weigh at least a kilo or so for optimal performance. The weight of a ski gives it a certain momentum that helps when turning and blasting through the snow. Current trends in ski construction point towards reducing weight and using materials that provide the necessary ride characteristics,” adds engineer Kozjek.

Weight is not a major factor in racing skis. But freeride skis such as the Ripstick require finding an effective compromise due to their width. When making skis it is not just the materials that are important, but also where they are used. Careful calculations must be made in order to create a perfect flex pattern with the core.

There are several factors that make the Ripstick perform as well as it does. “First and foremost is the sidecut. We experimented a lot with different options to arrive at the optimal solution. The skis are designed so that the tip retains its role of leading into turns without any unwanted chatter or diving. At the same time the skis have enough of a sidecut to allow fast and controlled skiing on groomed surfaces. The elevated Amphibio profile tip provides lift and flotation in deep snow as well as grip on more demanding and hard surfaces. In terms of construction the ski is lightweight due to its light poplar core reinforced with carbon tubes for plenty of flexibility and pop. In technical terms, we increased the ski’s modulus of elasticity. This is a particularly effective use of carbon fiber, since traditional longitudinal carbon reinforcements are prone to cracking if the skis flex too much. In our case the carbon fiber is not the primary load bearing element. Its tubular structure inside the wood core provides exceptional controlled flexibility.”

The Amphibio rocker profile is another major factor in performance. “Since the tip is there to provide flotation, it must be light in order to rise up from the snow as soon as possible and allow normal control of the ski. That is why we took some of the material out of the tips and filled the voids with Vapor Tip inserts for rigidity and low weight. The Amphibio rocker also ends with a nice radius at the tip which enables the ski to track well in deep snow,” explains Marko Kozjek.



36 Constituent Parts



Each Ripstick series ski is made of 36 parts. The base at the bottom of the ski is hugged by the edges from both sides. Between them lies a layer of laminate which is also the first load bearing element. Over it is another layer of laminate that also covers the edges. The sides are then built up by sidewalls that hold the laminated wood core. In case of the Ripstick, the core also holds carbon tubes. The core is then covered by layers of longitudinally and transversely braided layers of fiberglass. Placement of fibers in laminates above and under the core determine the optimal stiffness and torsional profile of the ski. The area where bindings are mounted utilizes additional layers of fiberglass for screw retention. Only a solid connection between the skis and bindings assures good feel and safety on skis. Sufficient reinforcements under the bindings are especially important in lightweight skis such as the Ripstick. The final layer is the topsheet that carries the graphics.

A Symphony of Engineering

Of course the 36 elements only work if they are put together well. This is where the experience, attention to detail, knowledge and skill of Elan’s craftsmen come into play. Their careful, skilled and loving hands make all the perfect turns and unforgettable days on snow possible. The Ripstick is a supremely confident ski that performs without compromise in all circumstances and gives discerning skiers the joy and energy for endless good times.

DOWNHOME TOUR

It is impossible to put the Down Home Tour in words. It's a LIVE Show! Instagram would have to be called Hourgram. Those of you that have been part of it know what we're saying. "Big Red", God bless it, has 9000 more miles, but that's nothing compared to the millions of smiles and memories made along the way. We cannot talk about the "best, biggest, etc ..." categories. We have never had "the best day" or skied "our favorite". And we never will. Every skiing experience is unique and cannot be measured to against another.

 Glen Plake  Glen Plake





Every skiing
experience is
unique and
cannot be
measured
against
another.

In the days before social media I received a lot of fan mail, letters, cards, pictures etc. from people expressing appreciation and admiration of various aspects of my career. This correspondence usually came from a town or a ski area that I was unfamiliar with, or had never heard of. My curiosity of where my fans lived and skied began to grow. A brief encounter with a skier from North Carolina and some dressed skiers while doing a promo in Minnesota “yeah, the ski hill is just down the road”... All these got me thinking I would love to go ski these local hills with the people who ski them. Would it be a “Thank You” for the career I’d been given? Goodwill? A little, but no, not entirely No, I genuinely wanted to go do this! I thought, wouldn’t it be cool to sign posters in the ski lodge after taking a run together at Your Local Mountain.

Kimberly and I were dating long distance and a chance to drive from New York City to Houston Texas together came about. “Any chance we could go through North Carolina and ski this area I’ve heard about?” Kimberly replies: “No problem!” In fact, she had skied there before! Growing up in the Texas Baptist Church Ski Club a road trip to NC was not uncommon. So, on a midweek morning completely unannounced we showed up to ski! It was not long before the folks at the mountain realized I was not the average skier enjoying the pastime and eventually the lift operator along with a shop employee confirms my identity, by holding up a current magazine with my picture on it - like a “Wanted” poster in the Wild West. “It’s him!” We skied, laughed, told stories and I signed everything I could before saying goodbye. During the rest of the drive to Houston, Kimberly and I couldn’t stop talking about the fun we had and how much we wanted to do it again. Our long distance dating led to marriage, we used it as an excuse to do something that would take up a lot of time from my career obligations ... “You have to give me time off, it’s my Honeymoon”. The seed that was planted that day at Beech Mountain North Carolina was about to sprout.

1991 Original

DownHome Tour was born circa 1991. The loose plan, just the two of us, ski every state east of the continental divide, unannounced, no direct route, or dates, a true vagabond itinerary; to ski with whomever, wherever. 68 days, 33 States 13,000 miles and 50 ski areas later we arrive back home. Over the years that tour had a huge impact on us, as well as the tens of thousands of other people. Most of the posters signed on that tour are still hanging on the ski lodge walls as well as the bedrooms and garages at their homes. It wasn’t long before we starting thinking about other regions to do “The Tour”. Southwest, Pacific Northwest, Midwest, California, back to the East skiing local, predominantly owner operated mom and pop areas, where generations of people learn how to and grow up skiing; cafeteria food is made fresh to order and the ski ticket hangs from a piece of wire called a “wicket”. There are literally hundreds of these ski areas around the USA, and thousands around the world. These ski areas are not resorts - some with have less than 200 feet of vertical, but I’ve found that the smaller the hill the bigger the heart.



DOWN HOME TOUR:

- ▲ **Alpine Valley**
- Mt Holly** ▲
- ▲ **Pine Knob**
- Peak N Peak** ▲
- ▲ **Holiday Valley**
- Bolton Valley** ▲
- ▲ **Stowe Mountain**
- Mad River Glen** ▲
- ▲ **Sugarbush Resort**
- Northeast Slopes** ▲
- ▲ **Whaleback**
- Sugarloar Mountain** ▲
- ▲ **Camden Snow Bowl**
- Mount Hermon** ▲
- ▲ **Titcomb Mountain**
- Black Mountain – Maine** ▲
- ▲ **Black Mountain – New Hampshire**
- Pico Mountain** ▲
- ▲ **Willard Mountain**
- Royal Mountain** ▲
- ▲ **Oak Mountain**
- Hunter Mountain** ▲
- ▲ **Windham Mountain Resort**
- Ski Plattekill** ▲
- ▲ **Thunder Ridge Ski Area**

8 Tours

8 Tours in total, each tour has been unique in itself. The weather and logistics always seem to steer the journey in one direction or the other. This past season, the logistic standpoint was unique as it required crossing the continental US and back again during the winter months. This, in itself is not an easy feat; Midwest blizzards, clippers, and nor’easters are serious weather problems. Fortunately, our crossing went well and we started skiing in Detroit, Michigan weaving thru New York into New England up to Maine and back down to New York again, making new friends and skiing new places in classic “Down Home Tour” mode; no warning, no real plan, typically awakened by a night groomer, snowmaker, lot attendant or area owner knocking on the camper door “Is Glen Plake really in this truck?” - “YES, and I am here to ski with you.” Details and highlights of the 2018/19 can be found on instagram @glenplake

Enjoy and ski ya at your hill ...

Glen



COLD AND CAMARADERIE

Adventure. What is it? Is it the search for the unknown, is it necessity, or is it simply a mishap? Adventure starts when you can no longer predict what will happen. When the unpredictable defeats the planned. It is the root of a tree called story.

✍️ Carmen Kuntz, Rok Rozman 📷 Andrew Burr



Before television, iPads and smartphones, stories were one of the most important things in people's lives. In the past, we didn't have the time or freedom to go out into the backcountry out of just boredom or the draw of adventure. We went out there out of need; to harvest or hunt food, to trade or to fight battles. Today, we buy food instead of bartering or hunting, and passively let others fight wars in our name. All this to buy back some extra time that we use to get out there; to get that same thrill and fulfill the need. The magic element of a story is that it gives the past a chance to be present again, even just for a moment. Stories still hold the power to transport us through time, but what is different now, is how people tell them. Books, magazines and webpages are packed with stories about adventures. But you don't get to tell stories by reading them. You have to experience it yourself. And that is what we did. We put 3 crazy people, 3 seemingly unrelated sports, freezing cold winds, the elements of water and snow and mapped out a journey from one place to another to prove what human psychology and storytelling is really about.

The Playground, British Columbia, Canada

The idea was simple; paddle a river to get to the foot of the mountain. Ascend the mountain on skis, to ski down the other side and paddle another river down to the ocean. An idea is one thing, and reality is usually another. And that is how an adventure is born. Where can you find the ocean reaching into the mountains? Our knowledge on world geography pointed us to the fjords of Norway and Greenland, the wilds of Kamchatka and British Columbia. We chose B.C., because it's the homeland of our aspiring skier Carmen, not far from the home of our photographer, Andrew, and a place of Rok's dreams. Snow-capped peaks pepper the province and countless wild rivers wind between them, using gravity to feed fresh mountain snowmelt into the ocean. The Coast Mountains proved to be the spot to get our paddles wet and our skis to the alpine. In a country known for its wilderness and winters, we didn't need to go far to find the terrain and water required. Like so many good things in our lives, it seems that the hunt for exotic, backcountry adventure means many people forget to look close to home. Our home base was Squamish and the Sea-to-Sky corridor and western edge of the province, which has amazing terrain to offer. Helicopters and snowmobiles make access to the wilds of Canada more time-effective, but self-propelled adventure is where testing yourself, your gear and your will power become so much a part of the journey that any other option seems like cheating. We weren't setting out to conquer the Canadian wilderness. We went out there to get to know it and feel small. Our plan was to have not much of a plan, but rather just a direction. We wanted to explore water in all forms; from the whitewater of the Cheakamus River to the fluffy snowflakes of Cloudburst Mountain. From the sharp crust of the 1,870 m wind-swept peak down to the moist coastal snow that melts into the mellow, moving water of the Squamish River, before blending into the salty spray of Howe Sound and the Pacific Ocean. Our route wasn't super remote, but a loose plan, and only a paper map as our navigation tool (along with mountain experience and a solid dose of common sense) this trip held the promise of adventure.



Cheakamus River - The Story Begins

It's cold on this early Tuesday morning and the arctic wind is howling. Wearing ski gear and heavy backpacks we delivered hugs and high fives to our kayaker friend who dropped us at our put in. We tucked sleeping bags, tents and food inside the tubes of the aptly named packrafts before inflating them. Then, we left footprints in the snow leading to the river edge. Anyone who peered over the Cheakamus River bridge on highway 99 between Whistler and Squamish, would be left wondering where these humans evaporated to. Navigating the upper reaches of the Cheakamus for a few exciting kilometers, we paddled amongst giant mushroom ice formations, river rocks festooned with ice caps formed by the splash and spray of ice water. We picked lines and weaved our boats through relics of railroad construction and logging, imagining the tales that pioneers of the region used to tell around the fire, or of the legends the first nations people wove out of the banks of these rivers they used as highways and homes.

The Tools - Planks and Paddles

In times of abundant outdoor gear, we wanted to use the most radical equipment as our vessels for this trip. Skis and rafts have been around for a long time, but they have just become packable and small enough to make some seemingly impossible journeys happen. Outdoor enthusiasts and creative engineers in the same body and mind are a rare breed, but it seems Elan and some other cool brands have found a way to recruit them. This is how foldable skis and packrafts became the tools in/on our backpacks. As we spread out our gear – tools for fishing, paddling and skiing – there was uncertainty all over our faces. Why attempt this trip during a time of frosty, arctic outflow winds? Is it ok that one member of our crew has only spent five days on skis? How will we ski with packs that weigh 20kgs? We have no previous experience of combining paddling and skiing; is this a good idea? Deep inside, we each knew the answer to these questions. We were searching for the simplicity of a self-propelled, self-supported mission in the mountains. Where all the noise of life is muted and your next step, next turn or next sip is always directly related to simply surviving. Humans are animals that only really learn by trial. This is how we get to the truth. To the moment. Everything else is just defending a belief. You can get a therapist or go to workshops on mindfulness to find inner-peace. Or, you can simply put yourself in a situation where you are cold and lost and be just be there. We decided for the latter.

Humans are
animals that only
really learn by trial.
This is how we get
to the truth.

Much like our traveling company, the semi-aquatic bird American dipper, we reached shore and transformed from aquatic to terrestrial animals at the base of Cloudburst Mountain. This sprawling granite massif blanketed in snow marked the southernmost point of the Squamish-Cheakamus divide, two rivers which feed fresh snowmelt to the Pacific Ocean some 60 km away. Paddling is an invisible activity, leaving no trace in the water. Skiing, on the other hand, tells a loud story of where you have been, if only until the next snowfall or wind storm.





Cloudburst Mountain - The Ascent

Snowy footprints embedded with river sand led up from the river where we created our own version of snow angels, rolling and folding packrafts before extending poles and unfolding skis previously tied on/tucked inside these inflatable vessels. It would be days before we would need skirts, boats and paddles again. Some chose to shoulder packrafts while some chose to tow their boat, telling more confusing stories in the snow as we skinned across a frozen lake and up the steep bank to the wide, switch-backed logging road-turned snowmobile trail. We got lost half way through the day, thrown off by the maze of logging roads. We passed the hours of ascent in equal parts talking, laughing, and joking, or caught in the silence of the methodical rhythm of breath. Skis have always been a tool to access remote spots and as night started to dim the lights, we used these skis to pack down a spot for our small tent and melted snow for a calorie-packed, re-hydrated dinner and a cup of tea.

Misery loves company and a night of falling snow meant the breathable tent was suffocated. The warmth was nice for a while, but when condensation from the tent walls started raining onto our down sleeping bags, we knew tomorrow would be an interesting day. The stories of this adventure were starting to develop and the bond between friends – starting the day emerging from cold, wet sleeping bags – grew stronger.

Our tracks and trails from the day before were erased by the fresh snow, but we packed camp and toiled upwards, past the tree line and into the exposed alpine. In snowfall and fog our paper map wasn't a great deal of help. But as the old Slovenian saying goes "The carefree farmer gets the thickest potatoes," and we were soon passed by a couple of local old-timers – who were seeking clean turns on fresh legs – and were lucky to follow their sharp skin tracks. With daylight in short supply on this late-February afternoon and a persistent cloud embracing the top of the mountain ahead of us, we were forced to set camp early. Glancing up from camp tasks, the clouds started to burst and we got to enjoy the intermittent view of sunshine on the long cornice leading to the peak of Cloudburst Mountain. Our camp became our fortress as we fought off cold by keeping moving, shoveling snow to make a wind block and grabbing a few turns, free from the shackles of a full backpack. As temperatures dipped below -10°C , then below -15°C to rest somewhere around -20°C , we tucked into sleeping bags to wait for the arrival of the morning sun, and the chance to enjoy some well-earned turns down the other side.

We watched clouds form over the edge of the mountain, and wondered if this was the source of the mountain's name



Cloudburst Mountain - The Descent

Anyone who has spent a frosty night in the alpine in a wet sleeping bag knows it is more about waiting for morning than actually sleeping. Breaking the forced silence of three people pretending to sleep by singing 'Wake up, little sunshine', team morale was instantly lifted and everyone experienced the immediate warmth that bursting into laughter produces. Simple camp tasks take a while when you are half-frozen so we did await the sun's arrival and were greeted by clear skies while we made our way to the mountain top. Steep skin tracks soon turned to boot-packing as we found the summit of Cloudburst. Enjoying a summit snack (and cigarette) in the sun, we watched clouds form over the edge of the mountain, and wondered if this was the source of the mountain's name, a spot that encouraged the production of clouds – the same clouds that prevented a summit push the day before. With a view of the ocean, the group was encouraged by the closeness of their destination while also being very much aware of the number of twists and turns visible in the Squamish River below as it snaked to the Pacific. Using the local geography – peaks, drainage basins, and some logging cut blocks – as points of reference, we selected a route and happily ripped off skins to start the descent.



The scale-like patterns of emerald lichen clinging to gnarled, bonsai-like summit pines transitioned to lacey, electric green "Old Man's Beard" lichen, that dripped from cedar trees as we sloped towards the river. Some made turns fit for the pages of magazines, while others struggled to find their flow, spending almost equal parts sliding as skiing, heavy packs, tired legs and lack of ski experience all to blame. From the wind-swept alpine to the dense, packed trees and wet snow, hitting logging roads provided a fast and fun zig-zagging route down the mountain with options for play and pop over rollers, humps and jumps. The snow started to thin and bare road was exposed, so we collapsed our skis and shouldered our packs for a long, slow walk to the riverside where our paddles would get wet in another river; the Squamish.

Squamish River - To the Sea

For this crew of river people, coming back to the water was like coming home. A good night sleep beside the flowing water lead to a slow morning of coffee and re-organizing gear. With rafts packed – collapsible skis and fishing rods strapped to the outside – we pushed off from an ice sheet that rimmed the small river eddy, and floated in the sunshine, shedding layers and letting the sun warm us after days of wind and snow. Even our vocal cords seemed to defrost, with songs previously used to lift the mood, now transformed to expressions of happiness.

Watching the river banks run past us, we were privy to a unique perspective of this river. Although roads, homes and civilization inch ever closer to the Squamish River, few people get the chance to experience such a long stretch as the one we floated over the next few days. Small rapids, swifts and fast-moving water pulled us along, and we reveled in the ease of traveling by liquified snow. We observed the river and its dynamic nature. The story of the rivers' history told in the sand and gravel deposits and the erosion of the banks. We could feel the river as a living thing. There was more life in us too, and we even had enough energy to stop at nice pools and runs to try our luck with colourful flies at the end of our fishing lines, trying to convince a migrating west coast “unicorn” – the steelhead – to take a bite.

Setting camp on a rocky beach was strategic as we sought a spot where morning sun would shine, providing the hope of warmth to chew on throughout the long windy night that awaited us. We sipped whiskey and roasted dinner over a fire bent horizontal by the wind. Tents flapped and whipped in the wind and we climbed in, wearing all the layers we had (including fishing waders), feeling the tent pressed up against our sleeping bags during the biggest gusts of the night. In the morning we were still fighting the wind to boil water for coffee and oats inside a hollow tree trunk. We were singing again as we left shore for our final day of the trip, and the wind diminished as we floated, fished and laughed towards the ocean.



As the stories
spilled out,
the cold nights
started to seem
less cold.

Pulling rafts ashore amongst the wooden skeletons of the old shipyard at Nexen Beach, downtown Squamish, we toasted cold beers and started sharing our stories with friends who came to greet us. As the stories spilled out, the cold nights started to seem less cold. The struggle of skinning and skiing with cumbersome packs went from painful to funny. And plans for the next trip started hatching as another round of beers were cracked by wind chapped fingers and sun burnt smiles. Being warm, dry and comfortable at home during the long winter seemed to numb us, and the cold sensations from this trip opened our eyes and spirits again. One thing is certain – stories are a part of us, and we thrive through them, coming alive through the struggle and pleasure that we use to create them.



Drifting closer to town people started appearing on the banks, walking the riverside trails with kids on bikes or dogs off-leash. Our invisible mode of travel became visible and people waved or asked about our trip - curious for the story behind these bright boats and skis strapped to them. Pre-trip tidal chart reading paid off as we timed our transition from fresh water to salt with the receding tide. Compared to other parts of our trip the last leg was one for the romantic books. A slight tail wind, the draw of the tide pulling us through the estuary and a group of curious seals escorted us into Howe Sound and the water of the Pacific Ocean. The sun dipped below the mountainous horizon as we high-fived paddle blades and celebrated all the little moments of a trip that blended together to make a story of rivers, mountains and friends. We did not conquer anything. We simply experienced it. And it was done in a packraft with foldable skis!



focus on

IBEX TACTIX CARBON ION 12

Traditional ski equipment poses many limitations for easy transportation during adventures in the mountains across snow, rocks and other mixed terrain. In order to improve the mobility and transport of skis, Elan created a foldable ski with high-end ski performance and zero limitations of movement. It easily attaches to a pack quickly and securely.

LEGEND

Ingemar Stenmark - the greatest skier of all time.

Ingemar Stenmark raced on Elan skis throughout his entire career. And he is the greatest skier of all time. His 86 World Cup race wins stand as an unmatched achievement against the attacks of ski aces racing in all five disciplines while Ingemar Stenmark achieved the number in just slalom and giant slalom. With the wins, crystal globes and World Champion titles, he also gained the reputation of a quiet and thoughtful man who let his skiing do the talking. But his answers below are proof that he is far from a recluse. He shows us how much can be said with few words.



WHICH TWO WORDS WOULD YOU USE TO DESCRIBE YOURSELF?

Diplomatic, lagom (a swedish word meaning not to much and not to little, just in the middle).

WHAT IS YOUR DEFINITION OF SKIING?

Freedom.

DID YOU HAVE ANY ROLE MODELS WHILE GROWING UP?

Kjell Isaksson, swedish pole vault world record holder.

WHAT DOES SPEED MEANS TO YOU?

Speed is relative to me, I sometimes appreciate speed more in a perfect GS turn than in a fast car even though the difference can be more than 100 km/h.

WHAT IS YOUR FAVOURITE SKIING MOMENT?

X-country skating on crust in the mountain when it is quiet or a perfect powder skiing. Unfortunately it happens seldom because of the risk of avalanche.

AND THE FAVOURITE MOMENT OF YOUR CAREER?

My first world cup victory in Madonna di Campiglio after being 22nd in the first run.

WERE YOU COUNTING YOUR VICTORIES?

No, I wasn't, only the even ones 60, 70 and 80.

WHERE DO YOU KEEP ALL THE CRYSTAL GLOBES, OLYMPIC MEDALS AND OTHER TROPHIES?

They are hidden in a safe place.

COULD YOU DESCRIBE YOUR PERFECT SKIING DAY?

Nice weather, good snow, -5 C, skiing with my family, having a good lunch in the sun.

YOUR BEST AND WORSE SKIING MEMORY?

My best was in Heavenly Valley, a world cup GS victory, California sun and +17 C. My worst was a child race at a temperature of -35 C.

WHAT WOULD YOU BE IF YOU WERE NOT A SKIER?

I would probably have been a pole vaulter.

WHO WOULD YOU VOTE FOR THE BEST SKIER OF ALL TIME?

Marcel Hirscher.

WHAT OTHER SPORTS YOU PRACTICE?

Bicycling and jogging.

WHEN WINTER IS OVER, DO YOU START COUNTING DOWN FOR THE NEXT ONE OR YOU ARE LOOKING FORWARD FOR THE SUMMER?

I like both winter and summer but winter more.

WHAT ARE YOUR FAVORITE SUMMER ACTIVITIES?

Bicycling.



FAVORITE SUMMER AND WINTER PLACE?

Summer at home and winter wherever the snow is good. Japan is good most of the time and really good food.

WHAT WAS YOUR LAST VACATION?

California.

WHERE WOULD YOU GO, IF YOU'VE HAD A WEEKEND, A WEEK, AND A MONTH – AND MONEY WOULDN'T BE A PROBLEM?

Tärnaby.

HOW WOULD YOU DESCRIBE YOUR PERSONAL STYLE?

Relaxed.

DO YOU WEAR JEWELRY OR DO YOU HAVE A LUCKY CHARM?

I don't even wear a watch.

WHAT DO YOU DO FOR CHARITY AND FOR REDUCING CARBON FINGERPRINT?

I don't know the word in English (källsortering) maybe it is recycling.

WHICH IS YOUR FAVORITE SPORTS TEAM (HOCKEY, FOOTBALL, BASKETBALL ...)

I don't have any favorite team.

LAST BOOK, MOVIE, CONCERT, THEATRE, EXHIBITION?

Last book was a Grisham book.

DO YOU HAVE ANY PETS?

No, I don't.

DO YOU COOK YOURSELF?

Yes I do, but not all the time.

WHAT IS THE BEST DISH YOU CAN MAKE?

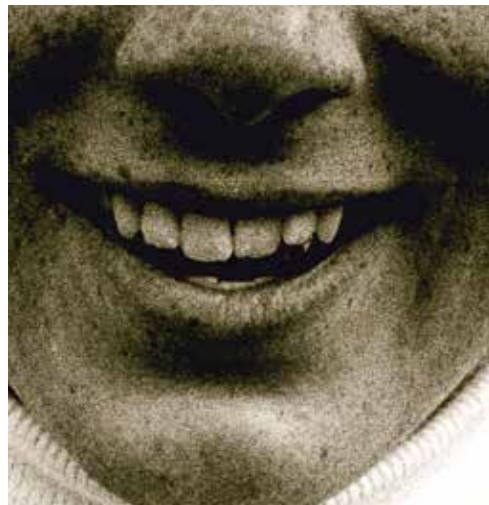
Palt, witch is a speciality from northern Sweden, kind of dumplings.

WHAT WERE YOU MOST STONED OF?

I was star struck when I met Clint Eastwood in Paris many years ago.

GUIDING PRINCIPLE IN LIFE?

I don't have any.





SKI TRIANGLE

Three girls, three days, three resorts. An all girl skiing road trip through resorts in the tri-border area of Slovenia, Italy and Austria - Vogel, Monte Lussari and Nassfeld. Girls just want to have fun!

 Nina Prevc  Klemen Rodman





It was a crystal clear March morning. Usually March is pretty much springtime but it appears winter has again postponed its departure for a month. It seems to be a trend over the recent years. In December we start to get restless when snow is nowhere to be found, but when March comes around the spring sunshine reflecting from the still snow clad peaks always brings a smile to our faces. We girls are a sleepy sort but when it is time to go skiing we don't even bother to set an alarm. We are up before six o'clock every time. Ever since we turned eighteen and got our drivers licenses we do a three day ski trip each winter - girls or women or females only, however you want to call it. The tradition has been going for almost ten years now and they tend to be some of the best days of our winters. The memories we gathered over the years will never fade and we will proudly share the photos of our ski road trips with our children and grandchildren. I often find myself thinking about our trip to the Dolomites and all the Germknödeln we had on our Austrian tour. I remember the view of the Matterhorn and the ski highways of France ...

Every proper tradition must have a fixed starting point. For the past ten years we have met on the parking lot of the Elan factory in Begunje. We park our cars and get into a shared MPV that becomes our common home, disco and adventure mobile for the next three days. Every time we set off I am transfixed by the early morning view of the mountains around Begunje. Mount Triglav shines like a diamond in the sun and invites us to seek higher elevations. This year we answered the call and took a trip into the heart of its kingdom. We decided to explore the area around the triple border of Slovenia, Italy and Austria. The chosen ski resorts are all close to our starting point and provide an exceptional combination of winter nature and well groomed pistes.



The tradition has been going for almost ten years now and they tend to be some of the best days of our winters.



Vogel

Over the years we naturally developed a few rituals that must be observed. We were all born in the eighties so it is only fitting to start the adventure with a period correct theme song, one that seems just perfect for what we are up to - Cyndi Lauper's Girls Just Want To Have Fun! Our first station is Vogel. The Slovenian high mountain ski area is in the middle of the Triglav National Park and boasts the winter view our grandmothers swore by. As the gondola starts rising up from the gloomy parking area a fairytale view starts to open before our eyes. The perfectly still Lake Bohinj reflects early morning sunshine like a mirror and the kingdom of the Julian Alps opens up just for us. It is breathtaking. Vogel is not exactly the most modern of resorts. Its placement in the heart of the Triglav National Park means it does not even have artificial snow. But it is actually a blessing in disguise because Vogel has held on to a romantic aspect of skiing that is dying out in most European ski centers. It is also fortunate that Vogel is positioned in the part of Slovenia that gets the most snowfall. Since snow conditions were perfect both on and off the piste, we decided to take the Insomnia for the day. We chose well. In the morning we cruised the perfect groomers and after lunch we sought some of that freeride fun that Vogel is known for. To top off the day we even skied all the way down the mountain to the car park. It was quite a miracle that the track down was still covered in snow in March.

We decided to spend the night in Bled. After arriving early we had a combination run and walk around the lake and then treated ourselves to a well earned pampering session of dinner, sauna and a glass or two of red or white.



Moments
like this truly
are priceless.

Monte Lussari

Next morning we got up early again. It was an hour's drive to our next stop - Monte Lussari. Driving through the upper Sava valley we passed two of the holiest places of Slovenian skiing. Looking left after passing through Kranjska Gora we watched the Podkoren track, venue for World Cup slalom and giant slalom races held each year and regarded as one of the toughest in the world. Seeing the steep icy slope always leaves us in awe. And then the memories of all those legendary moments that Ingemar Stenmark and Bojan Križaj created on that very mountain on Elan skis flood in. Just a few minutes further up the valley we passed the turn for Planica valley, home of the famous Bloudek Giant ski hill, birth place of ski flying and venue for the first ever ski jump over 100 meters. Each year the Planica Nordic Centre hosts massive crowds that come to cheer for their favorite ski fliers in the last event of their season and in 2023 the valley will host the Nordic World Ski Championships.

Just a few minutes further down the road we enter Italy, pass Tarvisio and park up at the Monte Lussari gondola. If Vogel is a bit of an open air museum then Monte Lussari is a typical example of a newly developed modern winter sports centre. The top of the mountain holds an idyllic village that gives the ski centre its name - Monte Lussari in Italian or Svete Višarje in Slovenian. The village is so quaint that countless car manufacturers chose it as the setting for their commercials. Italians are famous for meticulously grooming their pistes and Monte Lussari is no exception. Carving long giant slalom arcs down the piste that also hosts women's World Cup races is a thrilling experience and our Speed Magic skis squeal with delight. The piste is long and doing the entire run top to bottom is sure to cause a nice burn in the quads, making the gondola ride back up that much more welcome. Sometimes I even take my ski boots off for those precious few minutes. Monte Lussari is also the perfect place for a good midday lunch, you know, luscious Italian pasta, prosciutto and the perfect cappuccino. We could also do with a bright orange Aperol Spritz but alcohol and skiing just do not mix. It is late afternoon when we pack up and take off towards our third destination. The road takes us further into Italy towards Pontebba where we turn right and start climbing towards Nassfeld Pass and Austria at 1530 meters above the sea.



Nassfeld

At about seven in the evening we unpack in a comfortable apartment and head out to dinner. Who says the Austrians can't cook? Not only are they excellent cooks, they are masters of creating a comfy folksy atmosphere. We decided to move to our last station already on the second day for several reasons. The main being that we commonly believe Nassfeld to be the best ski resort in the area. It is also a place where it pays to be early and in line for the first chair of the day and sleeping on the mountain definitely makes it easier. It also means that we can sleep in just a little bit longer. Waking up on the mountain is a special privilege, no looking for a parking spot in the morning and no cold ski boots. Everything is calmer this way, especially with the inviting scent of hot scones and coffee from the kitchen. When Hans the lift operator starts up the chairlift our butts are firmly planted on the no. 1 chair. Nassfeld is truly a world class resort. The different pistes provide lots of room and fun for any style of skiing. Steeps demand technical skill and physical power while the wider and more gradual slopes provide more than enough space for easygoing indulgent carving. We must also mention the excellent on-piste restaurants which blast modern takes on Austrian folk music all day, but also provide delectable Austrian ski food classics from Wienerschnitzel to Kaiserschmarrn and Germknödel.

Unfortunately all good things must come to an end. After three days of fun we really should not complain too much. We take off home down the Austrian side of the mountain and pass back home into Slovenia through the Karavanke tunnel. When we arrive back to Begunje the sun has well and truly set. The stars are out and they seem to smile and share our sense of fulfillment. Moments like this truly are priceless. What could be better than making happy memories with friends and people we love the most? And if skiing is what brings us together, so much the better ...

NORTHERN EXPOSURE

How far is North? The question has many answers.
One of them is Ellesmere Island in Canada.
Or in other figures and letters: 83° north.

✍️ Matthias Mayr 📷 Jonas Blum

Where do we go next? What is it all about?

These are the two main questions everyone asks themselves. Answering the second question is probably the most difficult task in the world. I would say it is about being happy. But do I feel happiness when I stand on a mountain peak in the Antarctica ready to ski down? Yes I do, both in that moment and even more so 30 seconds later halfway through my descent. Happiness is not a constant emotion, it's a feeling that we reach again and again, but never keep for good. The thrill would be lost if we felt it all the time. Of course, it's hard to feel happy while pulling a 100 kg sled through an icy desert, but I do feel happiness while planning the adventure and happy after the haul is over. This is what keeps me energized and eager to seek unique journeys to super remote places around the globe.



The next adventure

Where do we go next? The answer to that question usually appears by accident. It was in late 2017 while walking around a base camp on the continent of Antarctica when I figured out that the experience was not the ultimate adventure I wanted to experience. A well furnished base camp with 60 other adventurers just didn't feel remote enough, even if it is 3000 km from civilization. Later, I got to talking with another adventurer who told me about an expedition he did on Ellesmere Island. He talked about polar bears, wolves and absolute remoteness. The conversation had me thinking about the next adventure already.

So just where the hell is this Ellesmere Island?

Like most people I had no idea where the place was, so I started googling the location. Ellesmere Island is in a remote part of Canada and is home to the world's northernmost mountain range. Jackpot! Freeride skiing as close to the North Pole as possible! The next goal was set!

Here we are

Two years later it is mid April. We - Matthias Haunholder, a skier and producer like me, Johannes Aitzetmüller, a filmmaker, and Jonas Blum, a photographer - are on a plane from Ottawa to Iqaluit. When we arrive to the capital of Nunavut, 63 degrees north, on Baffin Island, we are welcomed by a balmy - 12 degrees Celsius and the friendly faces of famous adventurers Sarah McNair-Landry (youngest human to ever reach the South and North Pole) and Erik Boomer, pro kayaker and winner of the Adventurer of the Year award.

They both spend half of the year there and are set to help us complete our mission. Our destination is the mountains of the north coast and Erik is one of the few people to ever see the North Shore of Ellesmere Island during his circumnavigation on foot and by kayak. He tells us that he could never imagine skiing would be possible where we are going, but also admits he would not put his money on his assessment. His talk of the area motivated us even more. Missions with a very low probability of success are our speciality.

Sarah is providing us with special equipment like sleds and bear flares. We also need another piece of gear, a dog. Why? It's polar bear country where we are going and if a bear shows up the chances of staying alive without a gun and a watch dog are pretty slim.



Happiness is a feeling
that we reach again and again
but never keep for good.

Flying further north

A week later all four of us are on another plane heading further north, with the addition of Meeka - our strong, alpha sled dog that was on loan to us from an Inuit woman in Iqaluit. It was the first time she has given her dog to complete strangers. It seems we looked trustworthy enough and passionate about our plans. One of the greatest things that happens on our expeditions is meeting people from different cultures and building long lasting friendships.

We step out of the plane at 74 degrees north, Resolute Bay. -28 degrees Celsius welcomes us when we step off the plane, but no luggage, not even Meeka's dog food. Time to get flexible! Within minutes we meet a very nice young man from Resolute. Devon is 18 years old and as open minded as someone who travelled the world for 4 decades. He is a hunter, owns a team of sled dogs and has just shot a polar bear recently. People in the north sometimes shoot bears and seals, but never for fun. They use the meat for food and fur for clothing. In Resolute, temperatures are below zero for ten or eleven months of the year so animals are the only food. No plants would ever grow there. Devon took us with him to his sled dogs, showed us the polar bear and seal meat and gave us several kilos for Quiju, our dog. Having a wolf-like husky by your side is something most boys dream about, I sure did. He is wild, independent and restless, a force of nature.

Even further north

Two days later we are loading a small Twin Otter plane with almost 400 kg of equipment. Every single piece of which we will be hauling on our sleds once we get there. The flight takes almost 5 hours. After 3 hours we have to land at Eureka, the northernmost civil weather station in the world, permanently staffed with 9 people. Then 2 more hours due north. We still don't know where to land. We agreed with the pilot, a veteran of 30 years and 20.000 flight hours, that we will decide on where to land while we are in the air. He has never flown out to the north shore of Ellesmere either, so we will have to figure out the possibilities once we get there. We are flying down a huge fjord, 10 kilometres wide and more than 80 kilometres long, frozen over with icebergs everywhere below us. The pilot is trying to land the plane among the icebergs on the snow covered sea of ice. My heart is thumping... If something goes wrong, there is no help within thousands of kilometres.

Three hours later Quiju, the dog, is no longer wild and restless, just active and efficient. He likes to pull and run, but as soon as we stop he lies down, covers his nose in his thick fur and the wind starts slowly covering him up with snow. We are heading north very slowly. The snow is deep, up to 70 cm on the sea ice, which slows our progress. I decide to take out the kite and pull some luggage with it, which works out great for about 2km. Then the wind stops and the kite falls down. We decide to make camp. The -25 Celsius is tolerable when there is no wind. While I pack the kite the others start putting up the tent. In a second the storm comes back. All of a sudden, the tent flies up in the air. I run after it but I have no chance to catch it. The others rally and try to catch it on their skis. Meanwhile, I try to get the kite back out. Fortunately after 800 meters the tent stops. If we would have lost it, we would have had serious problems. Surviving out here without a tent is tough. It takes us several hours to build our camp and secure it.



Meanwhile Quiju is completely covered with snow, sleeping at -25 degrees Celsius and 60 km/h wind. Nature is awesome.

Our noses and toes are already frostbitten due to the harsh conditions in our very first hours here. Never before we have faced such serious problems with our skin and toes. Fingers become white within seconds. It looks like Sarah, a veteran of both Poles, was right. It's way harder up here in the north than in Antarctica. We will see if we can make it to any skiing up here, only 740 km away from North Pole at almost 83 degrees north.

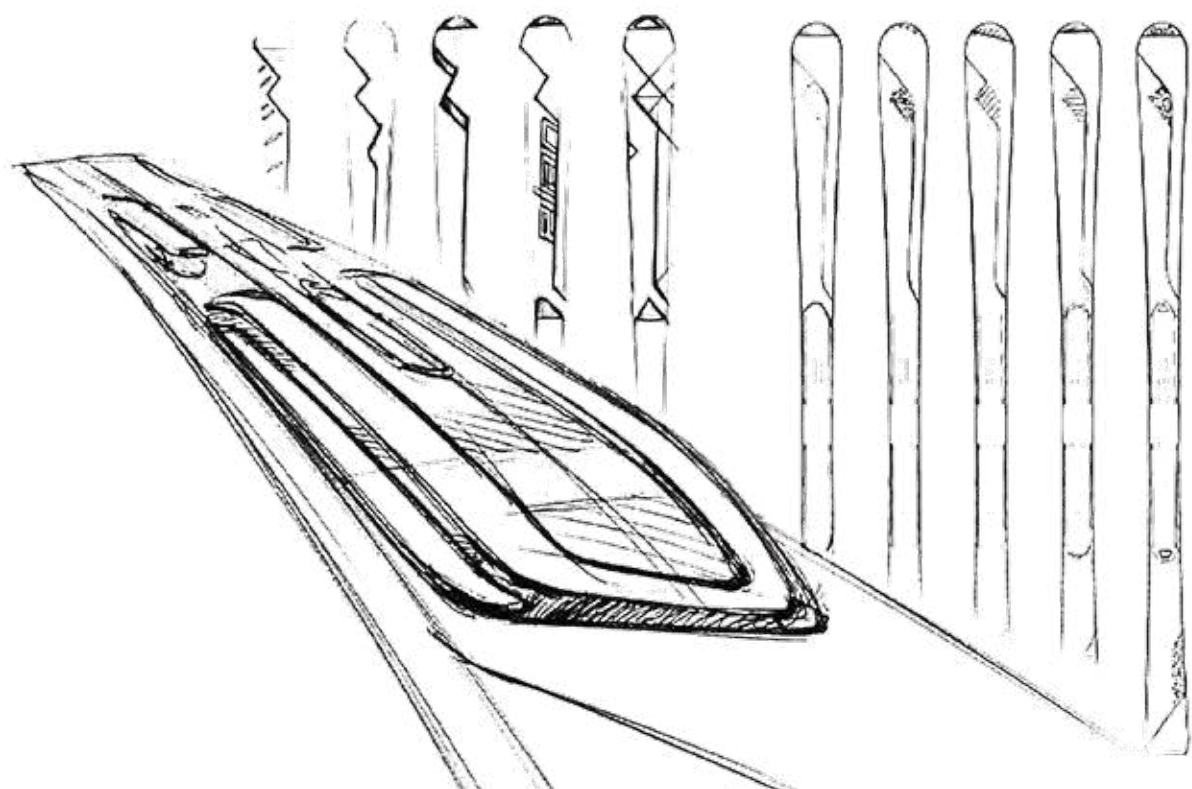
If you want to know if skiing is possible so far north, watch out for the premiere of 83° - SKI THE NORTH.



THE MEN BEHIND THE SCENES

Matej Božičnik, Marko Kozjek, Jernej Rijavec and Franci Šmit are the engineers behind Elan skis. They are part of an eleven person R&D team led by Vinko Avguštin. These are the men whose ideas and knowhow change the course of skiing history. Their invisible signatures are present on all Elan skis past and present and skiers around the world owe them a debt of gratitude.

🔗 Bor Borg 📷 Klemen Razinger



Just about every boy or girl who discovers skiing at a young age sooner or later inevitably starts daydreaming about making their own skis. For most the dream remains just that, a dream. But the most dedicated dreamers turn their dreams into reality. The best ones develop their ideas so well that their friends start asking for a pair of their skis, and then their friends' friends and so on. The news of good ski gear always spreads quickly and the local dreamer suddenly becomes a supplier of skis to hundreds of eager customers. This is more or less exactly the story of Elan. Rudi Finžgar was the archetypal dreamer as described above, but he also had a clear vision. His unbridled passion for the sport rubbed off on many coworkers and successors who over a course of over seventy years all contributed to Elan becoming the ultimate innovator in skiing. Elan's developers and engineers have always been masters of their craft. For a while Elan even fostered the Elan Institute that churned out successful innovations like a well oiled machine. The venerable tradition continues to this day as Elan skis continue to represent the very top of the innovative ski industry and set standards that others can only follow while picking up award after award for breakthrough innovation and design each year.

Matej Božičnik



Marko Kozjek





Greatest innovation of all time

Considering the Elan factory in Begunje developed and launched countless innovations that changed the course of skiing, it was interesting to hear which invention the engineers deemed the most important. Franci Šmit shot out without hesitation: “Amphibio” “SCX or carving,” said Jernej Rijavec. Marko Kozjek and Matej Božičnik on the other hand approached the question more philosophically. “It is difficult to select a single innovation. I think it’s perhaps most important that we never backed off and slept on our laurels and our innovations continue year after year. There are many brands that build on just one new thing. We have been continuously developing new concepts for the past seventy years.” explained Kozjek. “Our innovations are intertwined, the solutions we developed for a certain type of ski later showed to be even more useful in another model. I think what makes us strongest is how we successfully resolve the problems and challenges we face,” answered Božičnik.

Love for wood

There have been many attempts at making skis entirely from man made materials in the past. In the end it was always shown time and time again that there is no better material than wood. “Wood is a unique natural composite that retains its characteristics at a wide range of temperatures. It acts like that in nature and when put into skis. It is alive and so is a ski,” poetically stated Matej Božičnik. That is why most Elan skis have a wood core, the old evergreen classic.

The birth of a ski

The creation of a ski is a special process that starts with a commission or need for a new product. The requirements start of a stream of thought that includes different operations. Mathematical calculations are the boring aspect of ski development for the most part, but the selection of materials and their assembly into a functional whole is what gets the engineers out of bed in the morning. The entire process takes about six months. Then it is time for the most beautiful moment when the prototype is first put on snow. “It’s a bit like a birth. It fills us all up with expectation and pride. If what we made up works as we planned in practice, then so much the better. If not, we get back to work and keep at it until we are completely satisfied with the result” say the four engineers and go back to their lives in the future. For them it’s already Winter 2020/2021.

The smart guys

While we admire the beauty, performance and technical characteristics of Elan skis we seldom think about the smart guys that develop the skis and put them to work on the slopes for our enjoyment. Engineers are Elan’s brains. They spend days and nights thinking only about how to make ever better and more efficient skis. Their imagination is limitless, their knowledge is profound and their experience is priceless. Amphibio, Wingman, Delight and Ripstick are the names of Elan’s greatest hits and under their attractive skins they all bear the hidden signatures of Franci Šmit, Marko Kozjek, Matej Božičnik and Jernej Rijavec. All four are Elan guys through and through. Their mileages at the Begunje company vary. Veterans Marko and Franci have been part of the team for nearly thirty years. Matej has been working on Elan skis for the best part of twenty years while young gun Jernej moved from the coast to Begunje only three years ago. They are the men behind the scenes that skiers around the world owe a debt of gratitude. Even though they belong to different generations they have many things in common. The first among them is a profound love of skiing. The second is a treasure trove of technical knowledge. All four have degrees in engineering - Franci, Marko and Jernej are mechanical engineers while Matej has a degree in metallurgy. Their third common asset is practical experience which in their line of work counts for much more than any amount of theory. The fine art of making skis requires many skills that are not taught in schools and books, the chief among them being a detailed knowledge of materials and their characteristics, skiing knowledge and all the minute specifics of skis that can only be learned by spending long hours in their company. All four of the guys started skiing soon after learning to walk. It is no wonder then that their eyes all light up when they talk about skiing. “Skiing is one of the most important things in my life,” said Jernej, the youngest member of the team. “I have been skiing for as long as I can remember. And ever since the beginning I have also been thinking about how to make my own skis,” added Matej. Marko told us he had been thinking up ways to make his skis better since he was a teenager. Back in Finžgar’s days tinkering with skis was much easier than these days. Back then a ski was more or less just a curved plank of wood. “I had a very reverential relationship with the craft of making skis, as well as a major dose of respect. Through the years I found out that many things can be achieved through persistence, effort and study,” added Matej Božičnik.



It is hard to say what makes a good pair of skis. It is a unique combination of materials, construction and smart solutions.

THE ELAN WITH A UNIQUE PORSCHE DESIGN SIGNATURE

Porsche Design and Elan are internationally renowned companies and innovators in their own fields. When the two brands joined forces, a stunning black pair of skis, exquisitely detailed with silver, was born.

✍ Martin Tekše 📷 Studio F. A. Porsche and Elan Archive





Porsche is a legendary name in the automotive world. It is the surname of three men named Ferdinand - father, son, and grandson. The last in line was Professor Ferdinand Alexander Porsche, known amongst friends as Butzi. As head designer for his father Ferry Porsche's Stuttgart-based sports car company in the early 1960s, he designed the first Porsche 911. The unique lines of this automobile, put to paper by Ferdinand Alexander, remain a staple of the sports car world to this day. Along with the car, F. A. Porsche also introduced a completely new aesthetic based on technical German minimalism. This succinctly expressed concept later became synonymous with a special combination of functional design, technological innovation and racing heritage. This pure and exclusive design language became popular around the world, resulting in calls from many other companies. Here the visionary spirit of Ferdinand Alexander Porsche again made a mark on the world. In the early seventies, his father Ferdinand II "Ferry" Porsche saw that his company grew beyond the limits of a family business. Subsequently, Porsche KG became a joint stock company under the name Porsche AG, and the Porsche family withdrew from daily business operations. This was the time for Ferdinand Alexander to make a decision for himself. In 1972, he founded his own company in Stuttgart: Porsche Design was born. Two years later, he was drawn back to his childhood home in Zell am See, moving the Studio to the Austrian Alps, where it is still located today. The first product he presented was a world premier: an all-black matte chronograph wristwatch. Never before had the market seen such a creation – it was a revolution. In the following years, he designed innovative sunglasses, pens, and many other products using the same design philosophy, as the legendary Porsche 911. Over the years, the brand has released an exceptionally wide range of products including sportswear, electronics, luggage, as well as a residential skyscraper, called Porsche Design Tower Miami.



Ties to sport

Today, Studio F. A. Porsche – headed by Chief Designer, Roland Heiler – is part of Porsche Design Group, which is a 100% subsidiary of Porsche AG. Heiler graduated from London's legendary Royal College of Art. Since 1984, he has worked for the Porsche car design department in various positions. Between 1997 and 2000, he supervised exterior design for Audi. In 2000, he became the head of Porsche Styling Studio in Huntington Beach, California. Since 2004, Heiler has been the Managing Director of Studio F. A. Porsche in Zell am See, Austria and Chief Design Officer of Porsche Design. As the bond between the automotive and sporting sectors has always been strong, cultivating a product range, which reflects this synergy naturally shows in the assortment of pieces designed for brands such as Adidas, Puma, and many others. Every product bearing the Porsche Design name is marked by exceptional quality, technology, functionality, and – above all! – pure design.

Porsche Design Elan Amphibio

The collaboration with Elan is part of Porsche Design's commitment to excellence in the realm of sporting. "The ski is a very specific product, due to its functionality, as it leaves the designer with very little room to leave a new mark. The design of Elan skis is already quite clean, which made our job harder in a way, as we often work by removing extraneous elements and not adding new ones. We focused primarily on the top sheet, where we wanted to maintain Elan's approach, while also adding a Porsche Design touch. As a result, we created truly unique, beautiful skis," says Roland Heiler, Chief Design Officer of Porsche Design.

These are skis for skiers, who seek a unique combination of performance and refined design. In this sense, they combine the essence of Porsche Design with the latest generation of Elan Amphibio technology. Carbon fiber components improve agility, support, and power transfer. The unique technology called Amphibio is a Unique left end right technology – the complete, full dimension asymmetrical ski design. Influencing both the profile and construction of dedicated right and left skis. This revolutionary ski design integrates both rocker and camber profiles into dedicated left and right skis. Amphibio skis feature a cambered inside edge assuring precision, edge grip and stability - while a rockered outside edge provides forgiveness, turning ease and smooth transitions. Elan this season takes on the 3rd generation of Amphibio Technology to the next level with Amphibio Truline Technology by strategically locating materials over the edges of the skis for the perfect turn. Designed for the perfect turn with efficient dynamics and optimal tip to tail edge pressure, structural material is placed over the full length of the inside ski edge, providing more stability to power the turn- while less material is applied over the outside edge, resulting in a smooth, easy and powerful turn. Skis with Amphibio are the choice ski for all-mountain skiers with ultimate precision and accuracy. The unique topsheet bears subtle chrome accessories, a key design feature of Porsche Design. The skis are handmade in the Slovenian Alps and combine a relentless pursuit of speed with advanced, yet elegant design.

The collaboration is a source of pride and joy for Melanja Korošec, Elan's Global Product Director. "Elan and Porsche Design have created a product that is unmatched in the skiing world. The Porsche Design Elan Amphibio is fast, refined, and progressive. It is made using Elan's very best materials and technology and carries the unmistakable, sophisticated elegance, and DNA of Porsche Design. This unique ski is sure to attract envious glances, wherever it makes an appearance." The Porsche Design Elan Amphibio will be available as of September in Porsche Design stores and Elan dealers globally.



25 YEARS OF CARVING

A quarter of a century ago Elan first sent its revolutionary skis to market. They were forty centimeters shorter than normal skis, much wider and had a pronounced sidecut. But their defining characteristic was the fact that they turned on their own. Elan's new skis changed the sport forever. The SCX ski that opened the door to a completely new way of skiing, the technique now known as carving. These skis are perhaps the most revolutionary invention in the history of skiing. We can safely say that everybody who enjoys carving arc after perfect arc into the snow is in a way skiing on Elan skis.

📝 Bor Borg 📷 Elan Archive

Back in the early nineties we still skied on over two meter long "planks". We chose skis based on their length and stiffness. Slalom skis were the stiffest, followed by slightly softer GS skis and all the other softer recreational skis following behind. Skiing technique corresponded to the equipment and turning was done by skidding skis around. But Elan's development team was pondering on an idea. They were thinking on how to invent skis that would simplify turning and perhaps, in ideal conditions, even allow the skier to ski on the very edges. They wanted to make skiing feel more like riding on rails. In the mid-eighties that very same idea also begun percolating in the mind of legendary Swede Ingemar Stenmark. Not only was he the greatest skier of all time, he was also famous for his exceptionally precise and modern technique. "I found that the skis would bend more if I loaded the tails. In this way I could create a sort of sidecut that allowed me to turn better, more efficiently and, above all, faster."

Every ski made after 1994 has a bit of the Elan spirit.

An early attempt at making a ski with a pronounced sidecut was the VSS ski, the brainchild of Andrej Robič and his team. The skis could be adjusted for width and thus allowed for changes to the sidecut. In the early nineties the idea of a pair of skis that would truly hold the line as if they were on rails finally begun to take shape.

The idea that a skier can bend a ski with their action while skiing was finally proven to be fallacy. One that unfortunately still guides some people even today. A sidecut is a prerequisite for bending a ski and the ski can only carve a turn on its edge with an appropriate sidecut. What we felt on the piste that day was exactly what our calculations showed. I should again thank Andrej Robič for leveraging his reputation to gain support for our project and taking part in the first tests. Without his support we wouldn't even have had a first prototype," recalls Jurij Franko who was, along with Pavel Škofic and Andrej Robič, one of the main designers behind the first ever pronounced sidecut ski.

The engineers were afraid that they would be faced with many technological limitations in trying to actually build their new age skis. But the problems never materialized. Perhaps the greatest challenge was finding a wide enough base. Fortunately Elan was also in the business of making ski jumping skis so the company had some wider bases readily available. Engineer Franko now readily admits that the R&D team had absolutely no idea of the impact their innovation would have on the word of skiing: "We never thought about that during our calculations and development, but as soon as we made the first turns it became clear that nothing in skiing will ever be the same."

And there was another interesting thought to come out of the first test sessions. The developers readily established that the skis did indeed work, but that there was simply no realistic way they could be marketed with any degree of success. Well, turns out they were not completely right about that. The SCX ski turned skiing on its head practically overnight. Thanks to the new design people started to enjoy skiing even more and in even greater numbers as skiing suddenly became easier, less demanding and much easier to learn. Elan's example was soon followed by every other manufacturer. That is why we can say that every modern ski carries a bit of the Elan spirit.



The SCX ski and all the other innovations from the rich tradition and history of the Elan brand can be seen in the Elan Museum in Begunje na Gorenjskem, Slovenia.



ALL MOUNTAIN AMPHIBIO

ELAN
SKIS
COLLECTION
2019/2020

AMPHIBIO
18 Ti2
Fusion X

SALES CODE
ABHEUE19

PROFILE
Amphibio

TECHNOLOGY
TruLine Technology,
RST Sidewall,
Laminated
Woodcore, Dual Ti,
NanoTech running
base

GEOMETRY
121/73/104

LENGTH RADIUS
160(13.3),
166(14.5),
172(15.7),
178(17.0)

SYSTEM PLATE
Fusion X

BINDING
EMX 12.0 GW
Fusion X BLK/GRN

NEW MODEL



AMPHIBIO
16 Ti
Fusion X

SALES CODE
ABIEUH19

PROFILE
Amphibio

TECHNOLOGY
TruLine Technology,
RST Sidewall,
PowerShell,
Woodcore, Mono Ti,
NanoTech running
base

GEOMETRY
121/73/104

LENGTH RADIUS
160(13.3),
166(14.5),
172(15.7),
178(17.0)

SYSTEM PLATE
Fusion X

BINDING
EMX 12.0 GW
Fusion X BLK/
ORG

NEW MODEL



AMPHIBIO
14 Ti
Fusion X

SALES CODE
ABJFEV19

PROFILE
Amphibio

TECHNOLOGY
TruLine Technology,
RST Sidewall,
PowerShell,
Power Woodcore,
Mono Ti

GEOMETRY
125/76/104

LENGTH RADIUS
152(11.6),
160(13.0),
168(14.6),
176(16.2)

SYSTEM PLATE
Fusion X

BINDING
EMX 11.0 GW
Fusion X BLK/
ORG

NEW MODEL



AMPHIBIO
12 C
Power Shift

SALES CODE
ABKFFE19

PROFILE
Amphibio

TECHNOLOGY
TruLine Technology,
RST Sidewall,
PowerShell,
Power Woodcore,
Carbon

GEOMETRY
127/76/104

LENGTH RADIUS
152(11.6),
160(13.0),
168(14.6),
176(16.2)

SYSTEM PLATE
Power Shift

BINDING
ELS 11.0 SHIFT
GW BLACK

NEW MODEL



WINGMAN
86 CTI
Fusion X/Flat

SALES CODE
ABAEVU19,
ABAEVX19 (Flat)

PROFILE
Amphibio

TECHNOLOGY
TruLine Technology,
SST Sidewall,
Tubelite Woodcore,
Carbon Rods,
Mono Ti

GEOMETRY
130/86/115

LENGTH RADIUS
160(13.8),
166(14.7),
172(15.6),
178(16.5),
184(17.4)

SYSTEM PLATE
Fusion X / Flat

BINDING
EMX 12.0 GW
Fusion X BLK/GRN,
ATTACK2 13 AT
W_O BRAKE

NEW MODEL



WINGMAN
82 TI
Fusion X/Flat

SALES CODE
ABDFLK19,
ABDFLL19 (Flat)

PROFILE
Amphibio

TECHNOLOGY
TruLine Technology,
SST Sidewall,
Laminated
Woodcore,
Mono Ti

GEOMETRY
130/86/115

LENGTH RADIUS
160(13.8),
166(14.7),
172(15.6),
178(16.5),
184(17.4)

SYSTEM PLATE
Fusion X / Flat

BINDING
EMX 11.0 GW
Fusion X BLK/ORG,
ATTACK2 13 AT
W_O BRAKE

NEW MODEL



WINGMAN
82 CTI
Fusion X/Flat

SALES CODE
ABBEWA19,
ABBEWD19 (Flat)

PROFILE
Amphibio

TECHNOLOGY
TruLine Technology,
SST Sidewall,
Tubelite Woodcore,
Carbon Rods,
Mono Ti

GEOMETRY
129/82/112

LENGTH RADIUS
160(12.0),
166(13.1),
172(14.3),
178(15.5),
184(16.7)

SYSTEM PLATE
Fusion X / Flat

BINDING
EMX 12.0 GW
Fusion X BLK/ORG,
ATTACK2 13 AT
W_O BRAKE

NEW MODEL



WINGMAN
82 TI
Power Shift/Flat

SALES CODE
ABFEWG19,
ABFEWK19 (Flat)

PROFILE
Amphibio

TECHNOLOGY
TruLine Technology,
SST Sidewall,
PowerShell,
Laminated
Woodcore,
Mono Ti

GEOMETRY
129/82/112

LENGTH RADIUS
160(12.0),
166(13.1),
172(14.3),
178(15.5),
184(16.7)

SYSTEM PLATE
Power Shift

BINDING
ELX 11.0 GW
SHIFT BLK/ORG,
ATTACK2 13 AT
W_O BRAKE

NEW MODEL



WINGMAN
78 TI
Power Shift

SALES CODE
ABGFW19

PROFILE
Amphibio

TECHNOLOGY
TruLine Technology,
SST Sidewall,
PowerShell,
Power Woodcore,
Mono Ti

GEOMETRY
125/78/104

LENGTH RADIUS
152(11.6),
160(13.0),
168(14.6),
176(16.2)

SYSTEM PLATE
Power Shift

BINDING
ELS 11.0 SHIFT
GW BLACK

NEW MODEL

ALL MOUNTAIN WINGMAN

FREERIDE RIPSTICK



WINGMAN
78 C
Power Shift

SALES CODE
ABGFLB19

PROFILE
Amphibio

TECHNOLOGY
TruLine
Technology,
SST Sidewall,
PowerShell,
Power Woodcore,
Carbon

GEOMETRY
125/78/104

LENGTH RADIUS
152(11.6),
160(13.0),
168(14.6),
176(16.2)

SYSTEM PLATE
Power shift

BINDING
EL 10.0 SHIFT GW
BLK/GRN

NEW MODEL



RIPSTICK 116

SALES CODE
ADODXF18

PROFILE
Amphibio

TECHNOLOGY
TNT Technology,
SST Sidewall,
TubeLite Woodcore,
VaporTip,
Fibreglass

GEOMETRY
143/116/132

LENGTH RADIUS
185(20.3),
193(22.9)

SYSTEM PLATE
Flat

BINDING
ATTACK2 18 (X) AT
W_O BRAKE



RIPSTICK 106

SALES CODE
ADODXL18

PROFILE
Amphibio

TECHNOLOGY
TNT Technology,
SST Sidewall,
TubeLite Woodcore,
VaporTip,
Fibreglass

GEOMETRY
140/106/122

LENGTH RADIUS
167(15.8),
174(17.0),
181(18.0),
188(20.4)

SYSTEM PLATE
Flat

BINDING
ATTACK2 13 AT
W_O BRAKE



RIPSTICK 96

SALES CODE
AD1DXG18

PROFILE
Amphibio

TECHNOLOGY
TNT Technology,
SST Sidewall,
TubeLite Woodcore,
VaporTip,
Fibreglass

GEOMETRY
134/96/113

LENGTH RADIUS
167(14.9),
174(16.2),
181(18.0),
188(19.5)

SYSTEM PLATE
Flat

BINDING
ATTACK2 13 AT
W_O BRAKE



RIPSTICK 88

SALES CODE
ADGEJU19

PROFILE
Amphibio

TECHNOLOGY
TNT Technology,
SST Sidewall,
TubeLite Woodcore,
VaporTip,
Fibreglass

GEOMETRY
130/88/105

LENGTH RADIUS
151(13.0),
158(13.7),
165(14.2),
172(15.4),
179(17.0),
186(18.9)

SYSTEM PLATE
Flat

BINDING
ATTACK2 11 GW
W_O BRAKE

NEW MODEL

ADVENTURE IBEX



IBEX 94
CARBON XLT

SALES CODE
ADJEUC19

PROFILE
Mountain Rocker

TECHNOLOGY
Bridge Technology,
TubeLite Woodcore,
Carbon Rods, Vapor
Inserts, CYA Plate,
Carbon Power
Shell

GEOMETRY
130/94/111

LENGTH RADIUS
163(18.9),
170(20.1),
177(21.2),
184(22.7)

SYSTEM PLATE
Flat

BINDING
ION 12 Demo BLK



IBEX 94
CARBON

SALES CODE
ADKEUD19

PROFILE
Mountain Rocker

TECHNOLOGY
Bridge Technology,
TubeLite Woodcore,
Carbon Rods, Vapor
Inserts, CYA Plate,
Fibreglass

GEOMETRY
130/94/111

LENGTH RADIUS
163(18.9),
170(20.1),
177(21.2),
184(22.7)

SYSTEM PLATE
Flat

BINDING
ION 12 Demo BLK



IBEX 84
CARBON XLT

SALES CODE
ADJEUM19

PROFILE
Mountain Rocker

TECHNOLOGY
Bridge Technology,
TubeLite Woodcore,
Carbon Rods, Vapor
Inserts, CYA Plate,
Carbon Power
Shell

GEOMETRY
120/84/105

LENGTH RADIUS
149(16.0/15.0),
156(17.0/16.0),
163(18.0/17.0),
170(19.0/18.0),
177(20.0/19.0)

SYSTEM PLATE
Flat

BINDING
ION 12 Demo BLK



IBEX 84
CARBON

SALES CODE
ADMEUN19

PROFILE
Mountain Rocker

TECHNOLOGY
Bridge Technology,
TubeLite Woodcore,
Carbon Rods, Vapor
Inserts, CYA Plate,
Fibreglass

GEOMETRY
120/84/105

LENGTH RADIUS
149(16.0/15.0),
156(17.0/16.0),
163(18.0/17.0),
170(19.0/18.0),
177(20.0/19.0)

SYSTEM PLATE
Flat

BINDING
ION 12 Demo BLK



IBEX 84

SALES CODE
ADNEYB19

PROFILE
Mountain Rocker

TECHNOLOGY
Bridge Technology,
Laminated
Woodcore, Vapor
Inserts, CYA Plate,
Fibreglass

GEOMETRY
120/84/105

LENGTH RADIUS
149(16.0/15.0),
156(17.0/16.0),
163(18.0/17.0),
170(19.0/18.0),
177(20.0/19.0)

SYSTEM PLATE
Flat

BINDING
ION 12 Demo BLK

ADVENTURE IBEX

ALL MOUNTAIN ELEMENT



IBEX 78

SALES CODE
ADDEUP19

PROFILE
Mountain Rocker

TECHNOLOGY
Bridge Technology,
Laminated
Woodcore,
Vapor Inserts,
CYA Plate,
Fibreglass

GEOMETRY
114/78/100

LENGTH RADIUS
149(16.0/15.0),
156(17.0/16.0),
163(18.0/17.0),
170(19.0/18.0),
177(20.0/19.0)

SYSTEM PLATE
Flat

BINDING
ION 12 Demo BLK



IBEX TACTIX
CARBON ION 12

SALES CODE
ADPEPU18

PROFILE
Mountain Rocker

TECHNOLOGY
Bridge Technology,
TubeLite Woodcore,
Folding Ski
Technology,
Carbon Rods,
Fibreglass

GEOMETRY
120/84/105

LENGTH RADIUS
163(18.0/17.0),
170(19.0/18.0)

SYSTEM PLATE
Tactix Carbon
Plate

BINDING
ION 12 DEMO BLK



ELEMENT
GREEN
Light Shift

SALES CODE
ABMEVL19

PROFILE
Parabolic Rocker

TECHNOLOGY
Groove
Technology,
Power Shell,
Dual Woodcore,
Fibreglass

GEOMETRY
127/76/102

LENGTH RADIUS
144(10.6),
152(12.0),
160(13.5),
168(15.2),
176(16.9)

SYSTEM PLATE
Light Shift

BINDING
EL 10.0 SHIFT GW
BLK/GRN



ELEMENT
BLACK
Light Shift

SALES CODE
ABMBF19

PROFILE
Parabolic Rocker

TECHNOLOGY
Groove
Technology,
Power Shell,
Dual Woodcore,
Fibreglass

GEOMETRY
127/76/102

LENGTH RADIUS
144(10.6),
152(12.0),
160(13.5),
168(15.2),
176(16.9)

SYSTEM PLATE
Light Shift

BINDING
EL 10.0 SHIFT GW
BLK/GRN



ELEMENT
BLUE
Light Shift

SALES CODE
ABMEVM19

PROFILE
Parabolic Rocker

TECHNOLOGY
Groove
Technology,
Power Shell,
Dual Woodcore,
Fibreglass

GEOMETRY
127/76/102

LENGTH RADIUS
144(10.6),
152(12.0),
160(13.5),
168(15.2),
176(16.9)

SYSTEM PLATE
Light Shift

BINDING
EL 10.0 SHIFT GW
BLK/ORG

RACE PRECISION



SLX
Fusion X

SALES CODE
AALFEG19

PROFILE
Arrow Rocker

TECHNOLOGY
Arrow Technology,
RST Sidewall,
Response Frame
Woodcore,
Dual Ti, NanoTech
running base

GEOMETRY
121/68/104

LENGTH RADIUS
155(11.2),
160(12.0),
165(12.8),
170(13.5)

SYSTEM PLATE
Fusion X + Arrow
Carbon Plate

BINDING
EMX 12.0 GW
FusionX BLK/GRN



SL
Fusion X

SALES CODE
AALFED19

PROFILE
Arrow Rocker

TECHNOLOGY
Arrow Technology,
RST Sidewall,
Response Frame
Woodcore,
Dual Ti, NanoTech
running base

GEOMETRY
121/68/104

LENGTH RADIUS
155(11.2),
160(12.2),
165(12.8),
170(13.5)

SYSTEM PLATE
Flat

BINDING
EMX 11.0 GW
Fusion X BLK/GRN



GSX
Fusion X

SALES CODE
AABFEJ19

PROFILE
Arrow Rocker

TECHNOLOGY
Arrow Technology,
RST Sidewall,
Response Frame
Woodcore,
Dual Ti, NanoTech
running base

GEOMETRY
110/69/94

LENGTH RADIUS
170(17.4),
175(19.0),
180(21.2)

SYSTEM PLATE
Fusion X + Arrow
Carbon Plate

BINDING
EMX 12.0 GW
Fusion X BLK/GRN



GSX MASTER
Plate

SALES CODE
AABFEJ19

PROFILE
Arrow Rocker

TECHNOLOGY
Arrow Technology,
RST Sidewall,
Response Frame
Woodcore,
Dual Ti, NanoTech
running base

GEOMETRY
110/69/94

LENGTH RADIUS
175(19.0),
180(21.2),
182(23.9)*,
185(25.1)*

SYSTEM PLATE
Raceplate Evo 14
+ Arrow Carbon
Plate / Raceplate
WCR 14*

BINDING
ER 17.0 FREEFLEX
EVO



ELAN
SKIS
COLLECTION
2019/2020

**PORSCHE
DESIGN
ELAN
AMPHIBIO**

SALES CODE
ABHEXD19

PROFILE
Amphibio

TECHNOLOGY
TruLine
Technology,
RST Sidewall,
Laminated
Woodcore,
Carbon, Dual Ti

GEOMETRY
140/73/104

LENGTH RADIUS
160(13.3),
181(18.1),
166(14.5),
172(15.7),
178(17.0)

SYSTEM PLATE
Fusion X +
Carbon Plate

BINDING
EMX 12.0 GW
Fusion X BLK/
MET

NEW



**RIPSTICK 106
BLACK
EDITION**

SALES CODE
ADAFJN19

PROFILE
Amphibio

TECHNOLOGY
TNT Technology,
SST Sidewall,
TubeLite Woodcore,
VapoTip, Carbon

GEOMETRY
134/96/122

LENGTH RADIUS
167(15.8),
174(17.0),
181(18.1),
188(20.4)

SYSTEM PLATE
Flat

BINDING
ATTACK2 13 AT W_0
BRAKE

NEW



**RIPSTICK 96
BLACK
EDITION**

SALES CODE
ADDEFB18

PROFILE
Amphibio

TECHNOLOGY
TNT Technology,
SST Sidewall,
TubeLite Woodcore,
VapoTip, Carbon

GEOMETRY
134/96/113

LENGTH RADIUS
167(14.9),
174(16.2),
181(18.0),
188(19.5)

SYSTEM PLATE
Flat

BINDING
ATTACK2 13 AT
W_0 BRAKE

NEW



**INSOMNIA
BLACK
EDITION
Power Shift**

SALES CODE
ACCFJJ19

PROFILE
Amphibio

TECHNOLOGY
TruLine
Technology,
RST Sidewall,
Laminated
Woodcore,
Mono Ti

GEOMETRY
119/68/104

LENGTH RADIUS
146(11.3),
152(12.2),
158(13.3),
164(14.5),
170(15.7)

SYSTEM PLATE
Power Shift

BINDING
ELX 11.0 SHIFT
GW BLK



**SPEED MAGIC
Power Shift**

SALES CODE
ACBEZV19

PROFILE
Arrow Rocker

TECHNOLOGY
Arrow Technology,
RST Sidewall,
Response Frame
Woodcore,
Mono Ti

GEOMETRY
121/73/102

LENGTH RADIUS
145(10.5),
150(10.5),
155(11.0),
160(11.0),
165(12.8)

SYSTEM PLATE
Power Shift +
Arrow Plate

BINDING
ELX 11.0 SHIFT
GW BLK



**INSOMNIA
Power Shift**

SALES CODE
ACCFVJ19

PROFILE
Amphibio

TECHNOLOGY
TruLine
Technology,
RST Sidewall,
Laminated
Woodcore,
Mono Ti

GEOMETRY
121/73/104

LENGTH RADIUS
152(11.0),
152(12.2),
158(13.3),
164(14.5),
170(15.7)

SYSTEM PLATE
Power Shift

BINDING
ELX 11.0 SHIFT
GW BLK_BLUE
B85

NEW



**INTERRA
Power Shift**

SALES CODE
ACBEZV19

PROFILE
Amphibio

TECHNOLOGY
TruLine
Technology,
RST Sidewall,
Laminated
Woodcore,
Mono Ti

GEOMETRY
125/76/112

LENGTH RADIUS
152(11.0),
158(12.0),
158(13.1),
164(14.5),
170(14.3)

SYSTEM PLATE
Power Shift

BINDING
ELX 11.0 SHIFT
GW BLK

NEW



**INSPIRE
Power Shift**

SALES CODE
ACDFAE19

PROFILE
Amphibio

TECHNOLOGY
TruLine
Technology,
RST Sidewall,
PowerShell,
Power Woodcore,
Mono Ti

GEOMETRY
125/76/107

LENGTH RADIUS
152(11.6),
158(13.1),
158(13.1),
166(14.6)

SYSTEM PLATE
Power Shift

BINDING
ELX 10.0 GW
SHIFT BLK/PNK

NEW



**IMAGINE
Power Shift**

SALES CODE
ACEFKJ19

PROFILE
Amphibio

TECHNOLOGY
TruLine
Technology,
RST Sidewall,
PowerShell,
Power Woodcore,
Carbon

GEOMETRY
126/76/107

LENGTH RADIUS
144(10.2),
152(11.6),
158(13.1),
166(14.6)

SYSTEM PLATE
Power Shift

BINDING
ELX 9.0 SHIFT
GW BLK

NEW



**DELIGHT PRIME
BLACK
Light Shift**

SALES CODE
ACGFBV19

PROFILE
Early Rise Rocker

TECHNOLOGY
SlimShape
Technology,
RST Sidewall,
Laminated
Woodcore,
Mono Ti

GEOMETRY
126/76/103

LENGTH RADIUS
146(10.5),
152(11.5),
158(12.6),
164(14.1)

SYSTEM PLATE
Light Shift

BINDING
ELX 9.0 GW SHIFT
BLK/PNK



**DELIGHT PRIME
WHITE
Light Shift**

SALES CODE
ACGJFJ19

PROFILE
Early Rise Rocker

TECHNOLOGY
SlimShape
Technology,
RST Sidewall,
Laminated
Woodcore,
Mono Ti

GEOMETRY
126/76/103

LENGTH RADIUS
146(10.5),
152(11.5),
158(12.6),
164(14.1)

SYSTEM PLATE
Light Shift

BINDING
ELX 9.0 SHIFT GW
BLK/BLUE



**DELIGHT
STYLE
Light Shift**

SALES CODE
ACHFBV19

PROFILE
Early Rise Rocker

TECHNOLOGY
SlimShape
Technology,
PowerShell,
Dual Woodcore,
Fiberglass

GEOMETRY
124/74/102

LENGTH RADIUS
140(9.3),
146(10.3),
152(11.3),
158(12.4)

SYSTEM PLATE
Light Shift

BINDING
ELW 9.0 SHIFT GW
WHITE



**DELIGHT
MAGIC
Light Shift**

SALES CODE
ACHFBW19

PROFILE
Early Rise Rocker

TECHNOLOGY
SlimShape
Technology,
PowerShell,
Dual Woodcore,
Fiberglass

GEOMETRY
124/74/102

LENGTH RADIUS
140(9.3),
146(10.3),
152(11.3),
158(12.4)

SYSTEM PLATE
Light Shift

BINDING
ELW 9.0 SHIFT
GW BLK



**ELEMENT
WHITE
Light Shift**

SALES CODE
ABMEVN19

PROFILE
Parabolic Rocker

TECHNOLOGY
Groove Technology,
Power Shell,
Dual Woodcore,
Fiberglass

GEOMETRY
127/76/102

LENGTH RADIUS
144(10.6),
152(12.0),
160(13.5),
168(15.2)

SYSTEM PLATE
Light Shift

BINDING
ELW 9.0 SHIFT GW
BLK/BLUE



**ELEMENT
BLACK BLUE
Light Shift**

SALES CODE
ABMEVP19

PROFILE
Parabolic Rocker

TECHNOLOGY
Groove Technology,
Power Shell,
Dual Woodcore,
Fiberglass

GEOMETRY
127/76/102

LENGTH RADIUS
144(10.6),
152(12.0),
160(13.5),
168(15.2)

SYSTEM PLATE
Light Shift

BINDING
ELW 9.0 SHIFT GW
BLK/BLUE



**RIPSTICK
102 W**

SALES CODE
ADEXY18

PROFILE
Amphibio

TECHNOLOGY
TNT Technology,
SST Sidewall,
TubeLite
Woodcore,
VapoTip,
Fiberglass

GEOMETRY
143/102/120

LENGTH RADIUS
156(15.0),
163(15.8),
170(17.0),
177(18.1)

SYSTEM PLATE
Flat

BINDING
ATTACK2 13 AT
W_0 BRAKE



**RIPSTICK
94 W**

SALES CODE
AD1DYC18

PROFILE
Amphibio

TECHNOLOGY
TNT Technology,
SST Sidewall,
TubeLite
Woodcore,
VapoTip,
Fiberglass

GEOMETRY
135/94/110

LENGTH RADIUS
156(14.0),
163(13.7),
170(16.2),
177(20.0/19.0)

SYSTEM PLATE
Flat

BINDING
ATTACK2 11 GW
W_0 BRAKE



**RIPSTICK
88 W**

SALES CODE
ADGEUX19

PROFILE
Amphibio

TECHNOLOGY
TNT Technology,
SST Sidewall,
TubeLite
Woodcore,
VapoTip,
Fiberglass

GEOMETRY
130/88/105

LENGTH RADIUS
149(13.0),
156(13.7),
163(14.2),
170(15.4),
177(17.0)

SYSTEM PLATE
Flat

BINDING
ATTACK2 11 GW
W_0 BRAKE

NEW



**IBEX 84W
CARBON**

SALES CODE
ADMFJH19

PROFILE
Mountain Rocker

TECHNOLOGY
Bridge Technology,
TubeLite Woodcore,
Carbon Rods, Vapor
Inserts, CFA Plate,
Fiberglass

GEOMETRY
120/84/105

LENGTH RADIUS
149(16.0/15.0),
156(17.0/16.0),
163(18.0/17.0),
170(19.0/18.0),
177(20.0/19.0)

SYSTEM PLATE
Flat

BINDING
ION 12 Demo BLK

NEW



**RIPSTICK
86 T**

SALES CODE
AD2DXU18

PROFILE
Mountain Rocker

TECHNOLOGY
SST Sidewall,
Laminated
Woodcore,
Fiberglass

GEOMETRY
123/86/112

LENGTH RADIUS
138(11.5),
148(12.9),
158(15.0),
168(16.7)

SYSTEM PLATE
Flat

BINDING
ATTACK2 11 GW
W_0 BRAKE



**RIPSTICK
86 TW**

SALES CODE
ADGEK18

PROFILE
Mountain Rocker

TECHNOLOGY
SST Sidewall,
Laminated
Woodcore,
Fiberglass

GEOMETRY
123/86/112

LENGTH RADIUS
138(11.5),
148(12.9),
158(15.0),
168(16.7)

SYSTEM PLATE
Flat

BINDING
ATTACK2 11 GW
W_0 BRAKE



**RS RIPSTICK
Shift**

SALES CODE
AFAEAR18

PROFILE
WaveFlex

TECHNOLOGY
Full Power Cap,
Dual Woodcore,
Fiberglass

GEOMETRY
114/70.5/99

LENGTH RADIUS
110(6.2),
120(7.5),
130(8.9),
140(10.3),
150(11.9)

SYSTEM PLATE
SLR2

BINDING
EL 4.5-7.5 GW
SHIFT BLK



**RC RACE
Shift**

SALES CODE
AF0DZW18

PROFILE
WaveFlex

TECHNOLOGY
Full Power Cap,
Dual Woodcore,
Fiberglass

GEOMETRY
114/70.5/99

LENGTH RADIUS
110(6.2),
120(7.5),
130(8.9),
140(10.3),
150(11.9)

SYSTEM PLATE
SLR2

BINDING
EL 4.5-7.5 AC
SHIFT



**PINBALL PRO
Quick Shift /
Flat**

SALES CODE
AESFEB19,
AESFEB19

PROFILE
Jib Rocker

TECHNOLOGY
Full Power Cap,
Dual Woodcore,
Fiberglass

GEOMETRY
116/84/111

LENGTH RADIUS
155(13.8),
165(16.1),
175(18.4)

SYSTEM PLATE
Light Shift / Flat

BINDING
EL 10.0 GW
SHIFT BLK/BLK /
ATTACK2 11 GW
W_0 BRAKE



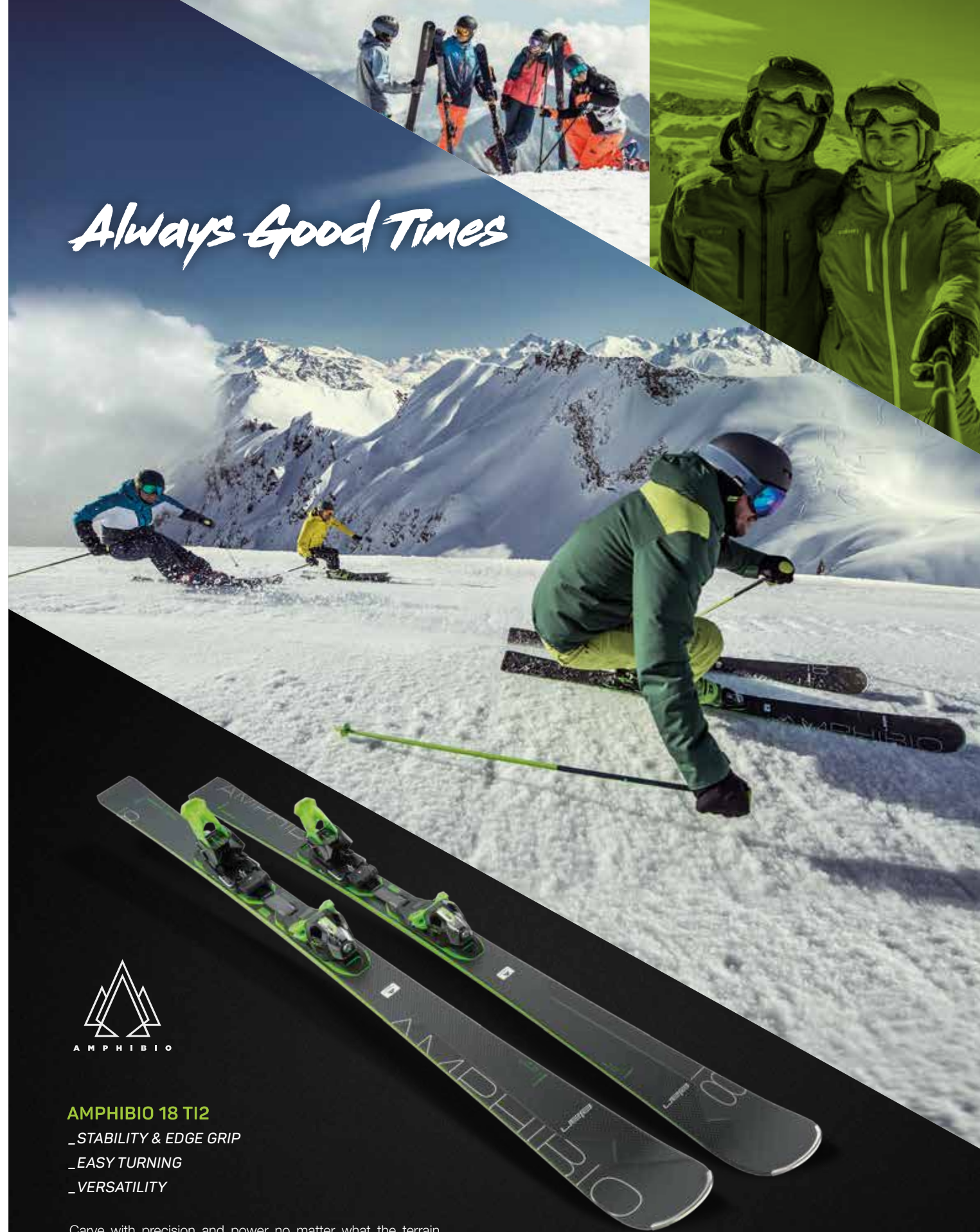
**PINBALL PRO
Quick Shift /
Flat**



Do you
understand me?

Many a time in my life I am faced with the question – Why? It is certainly fun and fulfilling answering the endless questions of my youngest son, three-year-old Martin. Just a few days ago he asked me: “Daddy, why are you such an old man?” But I feel a much greater sense of unease when faced with a serious, at times even accusatory question of: “Why go to the highest peaks, and on skis no less?” The sincere answer is, I don’t really know the answer, even for myself. That does not mean I am not trying to find the answer. I feel it is acceptable to say that we tend to focus on the things we are good at in life. If we are successful, we want to do more of the same... But what I do carries a degree of risk and exposure that most people cannot wrap their heads around. Their lack of understanding is often followed by being called irresponsible, selfish, even lusting for glory... It makes me very sad. How could I present my point of view so that I would be at least partly understood and accepted? Even if I do try and explain, things often go wrong further because people are so quick to pass judgment. Stopping to listen and try to understand just seems so old fashioned nowadays. But I will try anyway. I was destined to be in the mountains. I was born among them and have spent the better part of my life among tall peaks. My spontaneous learning of mountaineering and skiing skills in the safe haven of my large family gave me the sense of self worth and success a growing child needs. At the same time I also learned that worthy achievements are only possible through hard work. I was a ski racer as a child, but my career finished at age eighteen due to an unfortunate set of circumstances. It happened right at a time when I started fantasizing about taking on more intense training and pursuing greater successes. I guess part of that competitive spirit remained inside me as an unfulfilled desire. As a twenty year old I enjoyed climbing dry rock, famous routes in short times, even solo sometimes. How could my self belief not grow? Then I bravely pursued the two activities that filled my heart and built my self confidence further, all the way to the first truly difficult moments. I got lucky again, a hair’s breadth away from disaster, close enough to begin seriously thinking about safety. Today I always think of all the potential risks first. Then I ponder on how to do a climb and ski down safely and the thought of proving myself before me or others comes well and truly last. That is how my life goes, skis on my feet and a backpack on my shoulders. It is a way of life I like to share with my children. Anybody else can teach them all the other things they will need in life, but skiing and mountaineering with joy in their hearts is not a skill that everybody has. Like I tell them, I gladly tell you: “I am very much afraid! I am so afraid of the mountains that I always thoroughly prepare before I visit their vast expanses.” And this includes physical, mental, material, informational and spiritual preparation. On one of my expeditions I wrote into my journal: “We shouldn’t pray for easier burdens but rather for stronger shoulders, so that we may carry what God intends for us.” Through all my experiences I increasingly give myself in to god’s leadership because I trust it. All of my adventures have finished safely and the only way I can understand it is that I am protected by a special guardian angel. Do you understand at least a small bit of what I am saying? I was meant to do this, I am thankful for everything and I trust I can continue to follow the way, my life.

Always Good Times



AMPHIBIO 18 TI2

- _STABILITY & EDGE GRIP
- _EASY TURNING
- _VERSATILITY

Carve with precision and power no matter what the terrain on the all-mountain Amphibio. This powerhouse inspires the confidence to master the slopes.

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elán



Always Good Times



RIPSTICK 96

_LIGHT WEIGHT

_SMOOTH RIDE

_POWERFUL REBOUND



The age-old challenge in ski design is creating a lightweight product, offering uncompromising performance at the ski resort that also excels in the backcountry. The Ripstick blurs the line between both, making it the ultimate tool for any experience in the mountains.

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