



# THIS IS SKIMO

BY ENDURANCE COACH JOE HOWDYSHELL

For all levels of athletes,  
looking to learn about the sport of skimo racing

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# WELCOME ATHLETES

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Welcome! If you're reading this it means that you have some interest in ski mountaineering racing, or skimo. Sometimes called rando (short for randonnée), the sport of Ski Mountaineering Racing, has a long and illustrious history in Europe, but is still fairly young in the US. This e-book is designed for someone who is just getting into the sport, but even if you know a fair bit about skimo, I bet you'll learn something if you keep reading!

By the way, I'm Joe! I'm a long-time skimo racer and coach. I am the United States Ski Mountaineering Association (USSMA) National Team Head Coach and I own and run the Summit Endurance Academy, a coaching company based in Breckenridge, Colorado.

Onward!

Joe Howdysshell

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# THE BASICS



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At its core, skimo is essentially backcountry ski racing. It's really called ski mountaineering racing because that's the closest translation to english from most european languages, but there really isn't much mountaineering in it. Some of the big races have sections which require crampons, harnesses, etc., but most don't. In fact, at the local semi-beginner level, there isn't much backcountry skiing in it at all. Most smaller races are held on ski resorts to make it approachable and safe, but if you like those, you are going to LOVE the *real* skimo races!

## GLOSSARY OF TERMS

### BOOTPACKING

Moving uphill with your skis on your backpack. Typically this is done in terrain that is too narrow or steep for kick turns.

### KICK TURNS

A technique used to keep the steepness of the skintrack reasonable by utilizing a kicking technique to create an uphill switch-back to improve the grip of the skin and optimize the efficiency of the uphill effort.

### SKINNING

Moving uphill with skins on your skis.

### SKINS

Skins started out as chunks of seal skin applied to the bottom of a soldier's skis. These skins allowed the skis to slide forward but not backward, and thus the soldier could move on snow in the winter. Now skins are made of goat hair (mohair) or nylon on one side, arranged in a pattern that lets it slide forward but not backward, and then some sticky and reusable glue on the other side. A skin will stick for quite a while, but the glue can get cold/wet and stop working.

### SKINTRACK

The trail of packed snow left behind by someone skinning. In a race this will typically be set, or made, before the race so that the top racers don't have to pack in the trail themselves. Packing or 'breaking' the trail is exhausting work compared to following an established skintrack.

### TRANSITION

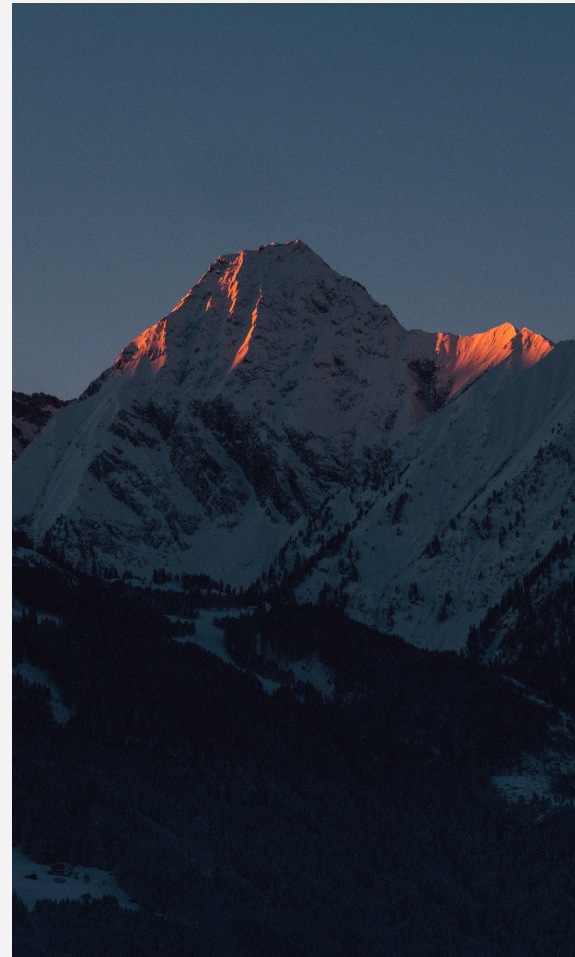
Changing mode from skinning to skiing, or skiing to bootpacking, etc. In beginner races there might not be many transitions, so it may be easy to think they don't play a large role in skimo, but the more advanced you progress, the more difference they make. Even if you don't intend to race much, faster transitions mean less time freezing and more time skiing.

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Essentially, the sport of skimo is all about moving around the mountains quickly in the winter. Ascend using boots and bindings which allow for full ankle range of motion and skins to keep you from slipping backward. When it gets steep, keep the ascent angle manageable by using kick turns, and when it gets steeper, transition to bootpacking. When you get to the top, transition to ski back down, and repeat until you can't keep the stupid grin off your face.

With the exception of the Vertical discipline, skimo races are composed of multiple climbs and descents. The climbs can be on a groomed ski run or off-piste through a series of kick turns. The descents are almost always on challenging terrain, either backcountry or off-piste on a ski resort.

When you get into the sport, you may see it as an *engine* sport, meaning the person with the most fitness wins. This is actually fairly true in the lower levels of the sport, but as you get deeper into the world of skimo, skill becomes a much larger contributor to success. For this reason, I suggest you start focusing on the skills early, as you can never practice too much and as you get good at them you get to ski more!



# ISMF RACING DISCIPLINES

ISMF racing is composed primarily of five main disciplines. There are plenty of variations to these formats, usually seen at the local level.

## **The Sprint\*: 100 vertical meter climb | 3 - 5 minutes**

- This is a *short* race packed full of skills. Speed uphill into some kick turns, transition to bootpacking, then skin up to the top. Rip skins quickly, and then race back down to the bottom around alpine racing gates. As this race has three transitions and some highly skilled skinning (usually steep), it's crucial to be skilled as well as have the fitness to turn yourself inside out for three to five minutes.

## **The Individual\*: 800-1900 vertical meter climb | 1.5 - 2 hours**

- The individual is the marquee event, and by far the most popular and common. This event usually includes between three and five climbs and descents, with at least one of the climbs including a bootpack. Transition skills are a little less important than in the sprint, but skinning skills and skiing are more important.

## **The Vertical: 500-700 vertical meter climb | 20 - 50 minutes**

- This is a single climb, often held on a groomer, but at higher level competitions this will have kick turns and technical skinning. There are no transitions or downhill portions, just a race to the top!

## **The Teams Race: 1800-2100 vertical meter climb | 3 hours maximum**

- The teams race has the same rules and description as The Individual, just longer and with a partner.

## **The Relay\*: 150-180 vertical meters climb | 15 minutes maximum**

- Usually only seen at major European championships, the relay simply includes an additional climb and descent to the Sprint course. This one is *very* fun and rarely seen in the US.

*\*Please note these racing disciplines will be included in the 2026 Olympics*

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# RACING

As of July 2021, Skimo is an Olympic sport! That might be a factor in why you're interested in skimo, either because you heard the buzz and it sounds like something new and different, or because you are thinking about becoming an Olympian.

At the international level, the sport is run by the International Ski Mountaineering Federation (ISMF), a member organization of the International Olympic Committee (IOC). The ISMF Member organization in the US is the United States Ski Mountaineering Association (USSMA) which is a Registered Sport Organization of the United States Olympic and Paralympic Committee (USPOC).



Photo by Alessio Soggetti



# LEVELS OF RACING

Now that you know a little about the disciplines, let's talk about the different levels of racing. There are two main *tracks* of racing that I think about. One is the Grand Course track, and the other is the ISMF/Olympic track. Any good racer does some of both and they are all fun!

## Grand Course Style:

You may also have heard of some of the 'epics' of US skimo. These are usually Teams races, but are significantly longer than the ISMF standard. The cool thing about these races? Anyone can participate! You don't have to qualify or be part of a national team. Here are a couple of favorites:

- **The Grand Traverse** - 40 miles, 7000' of climbing and starts at midnight. An actual traverse, with not a huge amount of climbing and descending, but an incredible history and atmosphere.
- **The Power of Four** - ~25 miles, ~12,000' of climbing, with some difficult skiing, this race is a *beast*.



# ISMF/OLYMPIC STYLE

## **Local Race Series**

The best way to get started is to find a local race series! These are a fun way to start, and the formats are kind of all over the place. The most common formats included in a weekly local series are Verticals and a short (1-2 laps) Individual race.

## **Regional Series**

Regional series usually focus on a true Individual format, and might have some multi-race weekends including Sprints or Verticals. At the time of writing, I know of three regional series' in the US:

- **NE Rando** in New England
- **COSMIC** in the Mountain West
- **Snowgoat Skimo** in the Pacific Northwest

Many of the regional series are sanctioned by the USSMA, so the rules and courses will be similar to what you would find at the ISMF level. Some of these races will be designated as National Cup races.

## **Continental Cups**

Above the regional races are the continental cups. In the US, we race in the Pan American Continental Cup. Each year will have a Pan American Championships raced usually in either the US or Canada. These races are typically open to anyone who wants to compete, and will usually include two to three races in a weekend, with an Individual discipline race taking the premier spot, and a Sprint or Vertical alongside. A Teams race may also be included.

## **ISMF World Cup**

Above the continental championships is the ISMF World Cup, a year-long series of races, mostly in Europe. To race in a World Cup, you must be entered by your national governing body (USSMA in the US).

# LA GRANDE COURSE

Once you've gotten a handle on the GT or the Power of Four, you might want to head over to Europe and do the really big ones, La Grande Course. These are long races through true mountaineering terrain and some of them are three or four day stage races. These are *all* Teams races, so grab a friend (or two) and go test yourself! Review the race details below, as many of these races only happen once every two years.

## **The Pierra Menta: ~8000' of climbing per day | 4 Days**

You can learn more in this race than in a year of racing in any other circuit. The level of competition is high, the terrain is challenging, and the views are incredible. Runs *every year*.

## **The Adamello Ski Raid: 12,000' of climbing | 1 Day**

Runs on *odd years*.

## **The Mezzalama: 10,000' of climbing | 1 Day**

The length is 26 miles at pretty high altitude (up to almost 14,000'). Runs on *odd years*.

## **The Altitoy-Ternua: ~7,000' of climbing per day | 2 Days**

Runs *every year*.

## **The Tour du Rutor: ~8000' of climbing per day | 3-4 Days**

Incredible scenery. There are some *great* videos on YouTube to get you fired up! Runs on *even years*.

## **The Patrouille des Glaciers: 14,000' of climbing | 1 Day**

This is a pretty wild race run by the Swiss Army. almost 40 miles, 14,000' of climbing, and teams of three through true glacier terrain. Runs on *even years*.

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The World Cup includes all of the racing disciplines, except relays, in two race weekends spread from December to April. Currently, there are seven World Cups planned in the 21/22 season, but this may expand over the coming years.

### **World Championships**

On odd years (e.g. 2019, 2021), the ISMF hosts the World Championships. Again, entry is determined by the national governing body. This is a week-long competition hosting ALL of the disciplines.

### **Olympics**

And finally, for the first time ever, the 2026 Olympic Games in Cortina will host ski mountaineering (skimo)! Entry will be determined by the national governing bodies. The events will be Sprint, Individual, and a mixed gender Relay.



Photo by Matéo Burles

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# THE EQUIPMENT



The equipment in skimo is crucial. Your experience of trying the sport without actual skimo gear will be like trying to do your first running race with giant snow boots on. Sure, you kinda get the idea, but it isn't much fun. Due to the lightweight system, ankle articulation in the boots, bindings made for fast transitions, and faster skins, the gear allows you to move through the mountains in a completely different way from traditional backcountry skiing.

# BOOTS

- **Basics:** To try the sport, we recommend a boot that's under 1000 grams, only needs one lever to fully transition, and has an ankle range of motion over 70°. Great examples of this at the basic range are the Dynafit PDG, The Scarpa Alien, and the Atomic Backland Ultimate. What sets boots apart from a price range perspective is primarily the amount of carbon fiber included. Less expensive boots, like those listed above, have plastic lowers and plastic cuffs. The next line up in boots have carbon cuffs, and the top of the line boots are carbon cuffs *and* lowers.
- **Intermediate:** Once you get really into it, it's good to have a better boot. And I can't think of one that is used daily by more elite athletes than the Scarpa Alien 1.0. This is a pricier boot, but it is built to last. You can train a *lot* in this boot and it's raceable until you hit the World Cup Level.
- **Advanced:** Here's where things get more expensive. A full carbon skimo boot is necessary for the highest levels of competition due to the weight (under 600g). At \$2000-\$3000 a pair, they get pricey. Also, full carbon boots are still a little brittle, and so you don't want to train in them every day.
- **Maintenance:** Replace the liners as needed, keep an eye on the buckles (especially on any rope closures, which can fray and break with usage), and replace parts as they need it. It's usually best to buy the spare parts from the manufacturer before you need it and either replace it yourself or have your local shop do it. The boot companies have small operations in the US, and any kind of repairs and/or warranties can take a long time which leaves you without a boot for a long time. Another option is to just get two pairs of boots (many people do this).

# BINDINGS

- **Basics:** You're looking for two things in a race binding. First, they should weigh around or under 200g, and second, they should have a heel piece with a flap that covers the binding pins, *not* a heel piece that transitions to ski mode by rotating it. One thing you may notice is that many of the bindings look similar. One reason for this is because brands like ATK sell their bindings to other companies. Black Diamond, Fischer, Hagan, and ATK are all the same bindings with different paint jobs.
- **Advanced:** We recommend a binding around 100g. As of 2021, brakes will be required with them (*not included in the 100g weight recommendation*) to race in ISMF sanctioned races. Several of the companies are making add-on brakes which can be mounted under the current binding, but some companies are working on integrated solutions.
- **Maintenance:** Every once in a while you (or your local shop) may need to replace the springs (the U-shaped metal part that your boot heel clips into), and you'll definitely want to check the mounting screws fairly often.



# SKIS

- **Basics:** The minimum legal length (and thus the only length made in true race skis) is 160cm for men and 150cm for women. Note: Some brands make skis at 161cm/151cm or 164cm/154cm, they're all the same length, just measured from different points.
- **Advanced:** We recommend a weight of 700g or less for true race skis. Currently, there are a couple companies making a full vertical sidewall ski, which I think is a better skiing ski.
- **Maintenance:** Skis need to be waxed a couple times a year, and if you ski them a lot, you'll need to get the edges tuned occasionally. Be careful though, as skins won't stick to a freshly waxed ski, you'll need a little bit of skiing (only a couple minutes) before a skin will stick properly. We do not recommend waxing your skis the night before a race. Also, avoid using any kind of flourinated wax on the skis.

# SKINS

- **Basics:** We recommend owning two pairs of 62mm width full-mohair skins, without tail clips, cut to halfway between the end of the ski and the heel piece of the binding.
- **Advanced:** We recommend owning about 20 pairs of skins. Skins aren't fast out of the box, and some end up never being fast at all. To make skins fast, we recommend you ski on a new pair for a while (40k' is a good starting point), then they can be used as race skins, unless they remain slow. We recommend using your slower race skins during key intensity sessions. Once a skin is dead (the plush isn't grippy enough anymore), then you can use it for technique days, and then for practicing indoor transitions.



- **Maintenance:** Skins will need re-glueing regularly, and the tails should be touched up with glue before every cold race. Sometimes on a warm day you'll want to wax your skins, but be careful not to burn or melt the plush.

## POLES

- **Basics:** Here's one of the ski technique differences with backcountry skiing: in skimo, poles are for propulsion on the uphill, not for balance downhill. Thus, you want to get a pole that is made for nordic skiing but with big baskets. Avoid the pole straps that require you to velcro them closed, unless the whole strap clips into the pole. You want to be able to get into and out of the pole straps FAST. Typically, you want about an 80% fiberglass pole for a solid pole. Poles should be about nipple height while standing (if you're a backcountry person this will feel long, if you're a nordic skier, it's a little shorter than classic poles).
- **Advanced:** Go for more carbon. They'll break a little easier, but the light weight and stiffness will pay off. It's also worth paying for a skimo specific pole at this point, as they'll have some extra protection at the base for metal ski edges.
- **Maintenance:** Buy a heat gun and a hot glue gun and learn to change baskets and grips.

# PACK

- **Basics:** The main thing you need here is to have a ski-carry that attaches in two places and that you can use without taking your pack off. There are quite a few options from many brands.
- **Advanced:** Go for something smaller and lighter, and really go for the ski carry you like the best.
- **Maintenance:** Backpacks are one of the few things that the ISMF doesn't mind you modifying a bit. So while there isn't much maintenance except for replacing buckles occasionally (or just buying a new pack), you can make your own hook and ski carry.

# RACE SUIT

- **Basics:** While race suits really are quite helpful, you really don't need one to start. Use a full zip top, whatever bottoms you want, and then zip-tie them together. This way you won't lose the skins out the bottom of your top.
- **Advanced:** You'll definitely need a race suit. For ISMF races you'll need a fully zippered beacon pocket. Having an external open pocket can be nice.
- **Maintenance:** Depending on what boots you have, you may need to cut some holes in the gaiters of the suit to fit your boots, and then you'll use some duct tape to keep them from sliding around. And yes, you do need to wash it regularly.

# HELMET

- **Basics:** Mostly you're looking for a helmet that is light and well ventilated. Standard alpine or backcountry helmets are *way* too hot. This should go without saying, but helmets should be safe, so in the beginning, even though your local race probably doesn't adhere to ISMF standards, we recommend looking for a dual certified helmet defined in the next paragraph.
- **Advanced:** From an ISMF requirement, the helmet just has to be 'dual certified' in both climbing and skiing. There aren't a huge number of these helmets around, but the options are increasing every year.



Photo by Austrian National Library

# BEACON

- **Basics:** For most of the local series and beginner races you won't need a beacon, shovel, or probe, but as soon as you get into any of the regional races, you will. Choose one that works and you know how to use! You likely won't have to use it in a race, but these skills will transfer to the backcountry.
- **Advanced:** The only ISMF requirement is that you will need a three-antenna beaco.

# SHOVEL

- **Basics:** Just use a backcountry shovel. It's heavy, but it will work.
- **Advanced:** There are plenty of companies who make race specific shovels now, with carbon handles and aluminum blades. Under 400g, and conforms to the ISMF standards.

# PROBE

- **Basics:** Just use your regular backcountry probe.
- **Advanced:** ISMF rules require the probe to be 240cm long, but it can be carbon.

# ISMF GEAR LIST

Below is the list of all the things you might need in a race using ISMF rules. The "Supplementary" equipment will be added to the "Compulsory" equipment in extreme conditions or on an extreme course.



Sporting Rules & Regulations – Approved by ISMF PA 26/09/2020

<b>COMPULSORY EQUIPMENT</b>	<b>TEAM</b>	<b>INDIVIDUAL</b>	<b>SPRINT</b>	<b>RELAY</b>	<b>VERTICAL</b>
Passport/National ID card or a copy (in the backpack or race suit)	X	X	X	X	X
Skis	X	X	X	X	X
Bindings	X	X	X	X	X
Boots	X	X	X	X	X
Ski poles	X	X	X	X	X
Skins (one pair min.)	X	X	X	X	X
Helmet	X	X	X	X	X*
Gloves	X	X	X	X	X*
Backpack	X	X	X	X	X*
Three layers up	X	X	X*	X*	X*
Two layers down	X	X	X*	X*	X*
DVA	X	X	X*	X*	X*
Snow shovel	X	X	X*	X*	X*
Snow probe	X	X	X*	X*	X*
Survival blanket	X	X	X*	X*	X*
Eyewear	X	X	X*	X*	X*
Whistle	X	X	X*	X*	X*
Mask (2 pieces)	X	X	X	X	X
<b>SUPPLEMENTARY EQUIPMENT</b>					
Fourth layer					
Ski cap or head band					
Second pair of gloves					
Head lamp					
Second pair of eyewear					
Crampons					
Second pair of skins					
Dynamic rope (one per team)					
Harness					
Via Ferrata kit					
Two connectors					

# WHERE TO SHOP EQUIPMENT

- **Local Shops:** With the increase in popularity, many ski towns will have awesome shops that can get you most of this gear. Just like bike shops, it's great to start with your local shops, as they can help you get the correct sizes and then repair and maintain the gear throughout the duration of its life.
- **Online Ordering:** There are a couple awesome local shops that have enough community that they were able to create online ordering.
  - **Cripple Creek Backcountry** - The original shop is still in Carbondale, Colorado, but after several years they now have multiple locations and a great online ordering website.
  - **Skimo.co** - Their online store is great and if you pass through Salt Lake City, you can check out their store front.



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# THE SKILLS

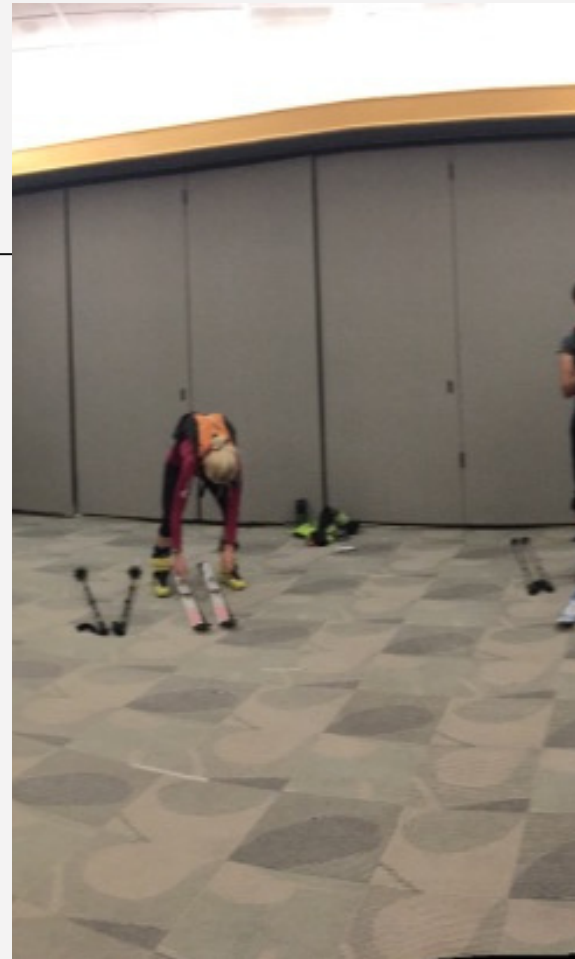
One of the common misconceptions about skimo is that it is an *engine* sport. You may do your first race and notice that “If you are super fit you can go much faster.” While this is certainly true, once you get that fitness, your skills are going to make a much bigger difference in your performance. A high level of fitness will get you into the race, but unless you have the skills, you won’t be seeing any kind of podium in anything but the Vertical races. I usually break the skills down into three types. First, the skills of transitions. For example, you’ll notice that most people take about five minutes to transition from skinning to skiing, while the best racers are going to be able to transition in under 20 seconds. Read on to learn the steps included in each type of transition.



# TRANSITIONS

## Skin to Ski

- As you approach the transition zone, put poles in one hand and unzip suit
- Skin through the transition zone, finding the farthest open spot in the zone
- Before you can touch your boots, bindings, or skins, your poles need to be flat on the ground
- Transition boots to downhill mode
- Transition bindings to downhill mode
- Staying upright, lunge back with one foot, placing the tip of the ski directly under your knee, which should be directly under your hip
- Reach down and grab the tip of the skin, and rip back while kicking the foot forward
- Follow through with your arm backward and up to keep the skin from touching the snow
- Fold the skin, leaving a 4-5in section of the tail exposed to give you a handle when unfolding the skins
- Place skins in your suit
- Repeat steps 6-10 on the other side
- Zip up your suit
- Pick up your poles
- Stomp down into your bindings before you exit the transition zone
- Exit the transition zone





## Ski to Skin

- As you approach the transition zone, put poles in one hand and unzip suit, being careful to not drop skins
- Ski through the transition zone, finding the farthest open spot in the zone
- Before you can do anything, your poles need to be flat on the ground.
- Transition boots to uphill mode
- Remove one ski
- Transition binding to uphill mode
- Wipe ski clear of snow
- Remove a skin from your suit
- While ski is in the crook of your arm, open the skin half way
- Place skin bungee on tip of ski, and tension the bungee half of its length (do not over-tension the bungee or the skin will not come off, do not under tension the bungee or the skin tip will fall off)
- Seal the top of the skin by placing your upper hand flat across the skin
  - *This prevents the full rip from over-tensioning the bungee*
- Rip the rest of the skin and apply to the ski
- Place the ski on the ground and re-enter the binding
  - *Note you cannot use your poles during this process*
- Lock the binding toe piece in "uphill mode"
- Repeat steps 5-14 with the other ski
- Pick up your poles
- Exit the transition zone
- Skin away while zipping up your suit and putting your pole straps back on.



## On Pack

- As you approach the transition zone, put poles in one hand
- Skin through the transition zone, finding the farthest open spot in the zone
- Before you can do anything, your poles need to be flat on the ground
- Exit bindings
- Place ski bases together on the ground between your legs
- Drop to your left knee (skis still on the ground between your legs)
- Pick up the skis and put tails into backpack loop
- Make sure you set the bindings against the loop, and keep the tension on the loop to ensure the you still have both bindings
- Put skis outside of your left arm, using left arm to move the skis behind your head, while you use your right hand to affix the hook to the outside of the skis
- Tug the tails of the skis forward with your left hand to make sure the top hook is secure
- Pick up poles
- Exit the transition zone

## Off Pack

- As you approach the transition zone, put poles in one hand
- Run through the transition zone, finding the farthest open spot in the zone
- Before you can do anything, your poles need to be flat on the ground
- Reach up and unfasten ski tips
- Control your ski tips to come outside of your left arm
- Pull skis forward to remove from the tail loop
- Place the skis on the ground and re-enter the binding
  - *Note you cannot use your poles during this process*
- Lock the binding toe pieces in uphill mode
- Pick up your poles
- Exit the transition zone
- Skin away while putting your pole straps on

# UPHILL SKILLS

In addition to the fitness required for going uphill, you also need some skills. Skimo isn't just walking with skis on!

## Skinning

- **Glide:** Having a small (and I mean *SMALL*, a microsecond) where you are wholly committed to one ski will provide you with glide on the lower angles, a solid platform on which to push on all angles, and grip on steeper and icier terrain. Athletes should be thinking about looking like a race walker as opposed to a marching soldier, use your hips to advance the ski while keeping your center of mass from bobbing up and down. Focus on pushing back behind you as opposed to stepping forward.
- **Grip (skins):** An upright body position and a full commitment to each ski (see Glide above).
- **Skin Maintenance:** In order to make sure your glue doesn't freeze, skins should be rotated every climb, carried as close to your body heat as possible, and kept as free from snow, moisture, cold, and dirt as possible.
- **Poling**
  - **Singlesticking:** Hands should be low and focused on pushing back as the same side's hip is being pushed forward. You cannot achieve this properly with poles that are too long. A small twisting motion at the shoulders should accompany this motion, and it should be a strong motion backward.
  - **Syncopated One:** Athlete counts their steps 1-2-3-4, one pole plants on "1", the next pole plants on "2", the first pole pushes back on "3", and the second pole pushes back on "4", while the first pole swings back for "1".
  - **Syncopated Two:** Athlete singlesticks on one side, and every other time that pole hits, the other pole hits at the same time.

These three styles should be alternated as necessary. During low angle fast gliding terrain singlesticking is preferred, and the syncopated is good on steeper terrain, but these rules are often broken.



## Kick Turns

- The turn is initiated once the outside boot is centered in the line of the highest portion of the new skintrack.
- The inside pole is planted on the left of the new skintrack.
- The inside ski is brought up and over into the new skintrack (the "Sweep") or is brought back until the ski tip is even with the outside boot, at which point the ski is turned, and the ski is now in line with the new track, and it is placed directly up the new skin track (the "Direct"). The inside ski should be set as close to perpendicular to the fall line as possible. It is very important that this ski be rock solid and unable to slide.
- The outside pole should be planted at the same time as the inside ski is arriving in the new skin track.
- The weight is shifted onto the inside ski, which should now be in the new skintrack and set well. However, the hips should remain up the old skin track.
- The outside knee lifts, keeping the ski tip as low as possible.
- The outside heel slams down into the heel piece of the binding while the leg lifts.
- The tip of the ski should hit your hip flexor.
- Only then do you turn the outside hip into the new skintrack.
- Skin away!



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# CONCLUSION



## How to use it all?

- First, try the sport by renting some equipment that fits the *Basics* categories.
- Once you've tried it (and like it), buy the gear!
- Then, practice the skills inside. All transitions and kick turns can be learned inside, so do it!
- Then go outside and work on your skinning form and poling timing.
- While you're doing all of this, get fit and get used to skiing on the smaller skis and boots! I highly recommend spending significant time on the resort riding lifts in your skimo gear.



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THANK  
YOU

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If you have any questions, want someone to take a look at a video of your skills, or want some help with fitness or putting it all together, contact the Summit Endurance Academy!

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