

SNOW
EAST!

Matt Boxler

Matt Boxler is a member of the Eastern Ski Writers Association. He currently is a media relations specialist. Matt lives in Massachusetts with his wife and two children. A skier since age 5, Matt has also been snowboarding for 15 years.

A Revolutionary Ski?

Can a suspension system concept based on ice skating create a REALLY different ski?

Screaming at terminal velocity down a hilly rollerblade path along New York State's lower Hudson River valley, Anton Wilson made a liberating decision. He let go!

He let go of the urge to brake, to panic, to fight the inevitable gravitational forces that always win on planet earth. Instead, he allowed the redefined laws of his new planet – “Planet Anton” – to set him free.

In those moments of pure joy, Wilson, then 50, was no longer rollerblading at breakneck speed on the verge of breaking his neck. He was soaring in full flight, banking turns like a jet, hugging the road like a highly tuned racing motorcycle. And it was a sensation the struggling skier recalled instantly on his first run that following winter.

“I was scraping, then releasing, changing directions, scraping again,” Wilson recalls of a typical ski day for him 10 years ago. “I had this déjà vu sensation that I was going down that rollerblade path and, in essence, I had my brakes on the whole time.”

Wilson looked around and saw everyone else on the slopes doing the same thing – sliding, skidding, scraping, repeating. Everyone, that is,

The fore and aft suspension system maintains constant tip and tail pressure regardless of stance, angulation or terrain variations

The alloy beam is suspended above the “ski” and attached only at the center. It provides torsional rigidity and precise directional control



but the expert skiers who were engaged in full freefall with big grins on their faces. These skiers were literally flying down the mountain, banking turns in a continuous motion. They were, Wilson says, participating in an entirely different sport than everyone else on skis. The highly successful engineer, inventor and filmmaker wanted to replicate that rollerblading sensation on skis and make it available to the more mortal among us. Now 61, Wilson's *Anton Glider* is poised to revolutionize the industry with a runner/suspension system that incorporates the concepts of ice skating and flying into the sport of skiing. The *Glider*, Wilson says, allows absolutely anyone to experience the feeling of carving turns like a racer beginning on day one.

Fear Factor

The most important aspect of this unique design, Wilson says, is that it puts people at ease on the slopes. Fear and lack of progress are two of the main reasons almost nine out of 10 first-time skiers do not return for a second go around.

The lightweight *Glider's* narrowness (75 cm at the tip and tail and just 35 cm at the waist) creates a nearly frictionless, blade-like “runner.” Gliders can experience all the joys of banking angulated turns on gentler pitches and at relatively low speeds, eliminating fear from the experience. They are quite literally skating down the mountain on a stable and forgiving “blade.”

“Using *Anton Gliders* on a green slope at a moderate speed allows a beginner or intermediate skier the same freefall experience and the same exhilarating turn

continued on page 2

G forces as an expert skier traveling more than three times as fast,” Wilson says. “Moreover, the typical recreational skier is scraping off 75-90 percent of the slope energy on every turn. But when skiing the *Glider*, beginner and intermediate skiers on the easy terrain scrape off almost nothing, similar to an expert skier on the most difficult terrain.”

Traditional ski teaching technique starts with a skidded turn, but skidding must be unlearned later in order to achieve expert-level carved turn technique, says Seth Masia, a PSIA Level III instructor. “The *Anton Glider* carves at low speeds and low edge angles, allowing newcomers to learn the power and grace of the carved turn on the first day,” Masia says. “Moreover, the *Glider* carves nicely, even on boilerplate ice.”

No ‘Spot,’ All Sweet

Even with today’s “technologically advanced” shaped skis, only experts possess the ability and technique to fully “load” the length of the turning edge in order to carve efficiently without sliding or scraping. The expert is able to locate that “sweet spot” underfoot amidst continually changing speeds, snow conditions and terrain.

It is literally impossible for beginners to “load” the traditional ski in order to carve a turn. The *Anton Glider*, with its unique G-Spring suspension system, “pre-loads” the entire length of the runner (optimum manufactured lengths

range from 140-155 cm). This suspension system is fixed to the runner at the center, and via spring-loaded struts, to mounting swivels about 50 cm toward both the tip and tail. Beginner skiers literally cannot make a mistake in stance. It effectively increases boot-size to a full meter in length, making the so-called “sweet spot” impossible to miss.

“There is no spot, it’s *all* sweet,” Wilson says. “The instant you go into a turn, as soon as you’ve angulated one degree, your tip and tail are fully loaded.”

The *Glider* allows people to experience the joy of laying down parallel, pencil-line carves in the snow at very gentle pitches, eliminating the fear of going too fast. There is no more weighting and unweighting, skidding or scraping, only pure carving. Looking at the *Glider’s* lines in the snow, evidence of any edge change is imperceptible.

Ready for Lift-off

With one patent issued and three more pending, Wilson is currently in negotiations with several companies to manufacture the *Glider*s. He currently has several dozen prototypes scattered strategically at many resorts nationwide.

There is a pilot instructional program initiated in Colorado and Wilson spent considerable time with ski instructors at Bretton Woods, N.H. and Sunday River, Maine. The *Glider* has met with great enthusiasm.

And who wouldn’t be enthusiastic about learning to fly? ❄️

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