

MT. MANSFIELD skiing

FEBRUARY 1966

PUBLISHED FOR THE MEMBERS

OF THE MT. MANSFIELD SKI CLUB





Edited by LUTHER S. BOOTH

Box 134, Montpelier, Vt.

Associate Editor — LANOU HUDSON

Contributing Editor FRANK SPRINGER-MILLER

Contributing Editor CHARLES H. DALY, JR.

Printed by

THE LEAHY PRESS Montpelier, Vt.

VOL. XXXII FEBRUARY 1966 No. 2

Mt. Mansfield Junior Racing

The largest single piece of news as we go to press, is the announcement that Mt. Mansfield has been selected for the 1967 Junior National Alpine Championships. This could only happen once in seven years, and means that all of us will have a chance to see the nation's top junior racers and future Olympians in action.

This year we have the U.S. Senior Alpine Championships on the 18th, 19th, and 20th of March, which will sport the world's greatest skiers and our own Billy Kidd.

Our Junior Program started off with 10 days of intensive training before Christmas only to see the first races cancelled by the holiday rains. Conditions since then, have gotten progressively better and all four groups have been active and winning.

In an attempt to provide maximum training and to develop the greatest skills, we started the season with a reduced number of skiers on an invitational basis. We started out with a total of 27 boys and girls. We were extremely fortunate to get two top coaches through the Sepp Ruschp Ski School: Bernd Hecher and Helmut Schranz. Individually, both of the coaches have enough of a skiing background and have won enough races to fill pages.

During the 10 days of training, the coaches would start the day and the Juniors with six or more fast runs on the mountain, followed up with run after run through a Slalom or Giant Slalom at Spruce.

The race season while only one month old has seen some great results with Ricky Skinger winning two out of three major races. In the III & IV Group, Ronnie Biedermann, Carol Skinger, Sally Flory, Todd Buik, Billy Rathbone and Gregg Bartlett have all done well.

By the next edition of *Mt. Mansfield Skiing*, we hope to report all the results for the season.

\$40.00, and as in the past is available to guests of the Stowe Area Association Lodges. Most Lodges reduce their rates during the learn-to-ski-week periods to make an attractive week-long vacation plan of lodging and skiing. There will be ten learn-to-ski-weeks during the winter. The seven- and five-day plans begin by checking in at your Lodge or Motel on Sunday nights and ends the following Friday or Sunday afternoon.

Starting dates are: December 13, 20; January 3, 10, 17, 24, 31; February 7, 28; March 28.

SKI TIPS

It is near impossible to find a pair of reasonably low ski boots. Those high, stiff ones are for good, I'd say very good skiers. The novice, or for that matter any girl who walks on high heels (thereby shortening the rear tendons and calf muscles) cannot get the all important ankle bend. Remedy: Kerr Sparks, director of the Ski School, recommends to tie or buckle the boot below the upper limit, just where the foot bends, and let the boot be quite loose on top.

Skiing Magazine, in an otherwise quite competent article (Jan. issue, page 2C after page 66) says that the Arlberg strap may give extra support to the ankle. True, if used with a turnable heel binding, but all wrong with a cable binding: if the strap is tight, it will prevent the cable from sliding off the boot heel in a binding release. The only purpose of this wind-around-once-strap is to prevent loss of the ski, and it should be fairly loose. The Arlberg strap is the only one recommended by experts: those short loops, often a mere shoelace from binding to boot are apt to tear off when the binding releases. Worse, they can whip the released ski forward and konk your head. Bill Meyers, owner of our Village Ski Shop and a competent student of ski mechanics, calls it the "killer strap." Articles in foreign magazines have often referred to it as a potential menace.

Fogged eye glasses and goggles:

This can be minimized by rubbing a little white chapstick onto glass or plastic, both inside and out. Polish with Kleenex until clear.

Bashers

That problem is always with us, and during the holidays several collisions were reported, fortunately not serious. Patrolmen do their best in warning reckless schussers, and even have the right to order such menaces off the trails, but they can't be everywhere. So, don't be hesitant to warn wild skiers that they will be reported. Most of these characters have enough natural balance to go fast on the easier trails, but really can't ski well and are always out of control. Now, there should be opportunity for fast skiing, especially for racers. Perhaps a trail with few crossings, like the North Slope, could be set aside for fast skiing and so properly marked. F S-M

President's Message

Vermont, the Beckoning Country, certainly had a wonderful start this winter season. We, at Stowe, were delighted to have so many of you people drop into the ski Club office. The Christmas holidays surpassed every record including the high of the 1963-1964 season. The opening fall meeting, cocktail party, dinner, and dance was well attended, and everyone seemed to enjoy themselves. We are now going into February, a very busy month for all of us, with our social life and racing season starting to gain momentum, building up to the really big one—the United States Alpine Championships on March 18th, 19th, and 20th.

Sincerely,
William Harrington,
President M.M.S.C.



THE COVER

A bus load of happy kids arriving at The Toll House slopes for the weekly instruction session.

Photo: Emily Sheldon

NEW LEARN-TO-SKI-WEEK PLAN AVAILABLE

A new cooperative plan offered by the Mt. Mansfield Company and the Stowe Area Association will be in effect this winter. Last season only a five-day, Monday through Friday, learn-to-ski-week was offered to guests of the Stowe Area Association member Lodges and Inns. The \$30.00 cost represented a 50% saving on the five days of skiing and five ski lessons.

The new plan offers seven days of skiing and seven Ski School lessons for

Schedule of Events 1965-66 Season

Vermont Junior Alpine Champlonships February 12-13

Following the Stowe Cup Races, a week later on February 12-13, the Vermont Junior Alpine Championship Races will be held in Stowe. The tryout race will determine the Junior Ski Team to represent the State of Vermont at the Eastern Junior Championship meet later in February.

* * *

Mt. Mansfield Ski Club Gala Weekend, March 5-6

Ski Club members compete in the Club Championship Races on March 5-6, as part of the Gala Weekend festivities. A dance at Spruce House on Saturday and torchlight skiing by the Ski School all make for a Gala Weekend.

* * *

U.S. Alpine Championship races in March

The U.S. National Alpine Championship Races will be held in Stowe on March 18, 19, 20, 1966, under the sponsorship of the Mt. Mansfield Ski Club.

U.S. Alpine coach Bob Beattie will bring the top American skiers to Stowe for the three-day meet. As part of Beattie's Alpine racing and training program, foreign competitors from the European Alpine nations and Canada will be invited to compete in the Downhill, Slalom and Giant Slalom.

CBS Sports has purchased the television rights for the race and will cover the meet on the network sports program, "Sports Spectacular." The Stowe race is one of the official tryout races that will determine the U.S. Ski Team to be sent to Chile for the 1966 World Championship (FIS) meet in August.

* * *

Easter Parade - April 10

The usual Easter festivities will be held on Sunday, April 10. Skiers and non-skiers journey to the top of Mt. Mansfield for Easter sunrise Church services. Rev. Douglas Brayton of the Stowe Community Church will officiate. The Mt. Mansfield chair lift will operate free of charge for all early-risers attending the service.

At 11:00 a.m., the costumed Easter Parade is held at the base of the mountain. Prizes, including a season ticket on the Stowe lifts, are awarded to the winners of the various categories of un-

Stowe Public Schools

Skiing Program

This program, part of the athletic curriculum, got into full swing again on Jan. 7th with an enrollment of over 250. This year, the activity is organized and supervised by Maestro Kerr Sparks with great improvement of efficiency. On the Toll House slopes, Gary Fisher is in charge, and the Ski School has also made available a number of professional instructors who are a big help in raising the quality of teaching. Kerr Sparks also runs seminars for amateur instructors, teaching how to teach. In behalf of our club, we wish to thank him sincerely for his contributions.

(Ed.)

usual and comical costumes paraded in front of the judges.

* * *

Sugar-Slalom - April 16-17

A two-day race open to all racers and held on the Nose Dive Trail. Maple sugar-on-snow is served at the finish line to spectators and competitors alike.

FORMER AUSTRIAN CHAMPIONS COACHING JR. PROGRAM

The Jr. Race Program was extremely fortunate in obtaining Helmut Schranz and Bernd Hecher as coaches. Employed by the Sepp Ruschp Ski School, both men have been assigned to the Club Program for training periods and as coaches at races.

Schranz, who coaches Groups I & II (14 to 18 yrs.) was the 1957 Tirolean Junior Downhill and Slalom Champion and finished second in the combined Austrian Championships. In 1959, Helmut was made member of the Austrian National Team. In 1961, at Murren, Switzerland, Helmut placed 2nd in the Arlburg-Kandahar Slalom, the classic race on the European schedule.

At Oslo, Norway, in 1963, Helmut placed third in Slalom and won third place honors in the combined title of the Holmenkollen-Kandahar.

Bernd Hecher, coach of the Jr. III & IV Group is also a former member of the Austrian Junior and Senior National Ski Teams (1956-59). In January, 1965, he was a member of the Austrian Demonstration Team at the Inter-Ski Instructor Congress at Bagastein, Austria.

Both coaches have famous ski families. Helmut's brother, Karl, is turning in consistant wins on the current European race circuit while Bernd's sister, Trandl, is top seeded on the Austrian Team this season.

Fashion Notes



A couple of years ago, this gal would not be seen without the latest Bogner stretchies, preferably in shocking pink color, and no doubt pestering her Pa for a sealskin parka with wol-verine trim, at a modest outlay of some 200 bucks . . . but now look at her! It's the Beatles-Beatnik-Pantnik trend as modelled by the dashing character above. O' tempora, o' morse!



THE BIGGER THEY ARE, THE HARDER THEY FALL!!

Our appeal for new writers in the November issue brought in the following article from Bruce R. Sherman. Of himself he says: "For several years I was a free-lance contributor to *SKIING* and, for the last year prior to the magazine's sale to Ziff-Davis, I was a regular contributor in the capacity of New York Regional Editor."

He is a 1953 Dartmouth graduate and a Stowe "regular."

We welcome Mr. Sherman as a member of our "stable" of writers and hope that he will become a regular contributor to *MT. MANSFIELD SKIING*.

—Editor

By BRUCE R. SHERMAN

Standing in the lift line at Stowe one sunny spring afternoon last season, we couldn't help but overhear the heated discussion between two skiers just ahead of us. One of the participants was a somewhat smaller-than-average man, probably about 5' 8" and 140 pounds while the other was easily 6' 3" and undoubtedly went 220 pounds. The small man was smiling at the big man, who was vigorously brushing snow off his sweater. A piece of the conversation went something like this:

Big Man—"You don't realize the advantage you've got—being built so close to the ground!"

Small Man—"That's ridiculous! Size is no factor in skiing!"

To make a long story short, the subject of the "size" factor became so intriguing upon further consideration that we decided to work up a questionnaire and submit it to some "experts" to find out their point of view on the subject. Among those who responded to our mailing were many leading instructors, ski movie producers, authors of books on the subject, and former Olympians. Here's what they had to say, question by question:

1. Does the "big man" (six feet tall, or more; 200 pounds, or up!) have a handicap in skiing because of his size?

Answers to this one ran the gamut from "definitely" (Bryan Hitchcock, Mt. Mansfield Ski Patrol) to an unequivocal "absolutely not!" (Curt Chase, Co-Director, Aspen Ski School). Generally speaking, the "no's" were somewhat more specific than the "yes's" making such points as the following:

"... only in a slalom race where gates are tight,"

"... with few exceptions, tall people do not possess the agility of smaller people, nor their reflexes."

"... only if he is not in proper physical condition, overweight, poorly coordinated, etc."

Despite the fact that the "yeses" weren't quite as articulate as the "no's," they constituted the majority opinion by 55% to 45%!

2. Are there certain snow conditions (such as heavy moguls, deep powder, spring conditions, etc.) where the size factor is especially important?

Generally speaking, this question elicited a strong response from virtually everyone. Some of the more interesting opinions were as follows:

"Moguls I would discount, but deep powder and spring conditions, particularly rotten snow, will present a problem since the big heavy man, even skiing on 220's, is skiing on a ski relatively too short for him probably the equivalent of putting a 140 pound man on a 190 or 195 ski, whereas he will usually wear a 205 or 210. Too much pressure per square inch surface."

"A small skier fits on to moguls better than a large one, but this is also a factor of the length of his skis rather than his size. Deep powder seems to favor the bigger man due to the need for more power."

"Weight, and strength to go with it, are a definite advantage in heavy going."

"In observing heavy men in powder, they seem to have more trouble achieving the necessary lift and lightness!"

"Sharp, choppy moguls are tough! However, longer skis (220 cm's.) work out for other situations."

"In moguls, size is an advantage, particularly while racing."

"All conditions, whatever they may be, moguls, powder, steepness, etc., affect the individual more or less relative to his capabilities, know-how, reflexes, conditions, etc."

Although this was one of the most hotly debated questions, the final count had only 36% of the respondents concluding that certain conditions posed no special problem while 64% thought that they did!

3. Is skiing at high speed more dangerous or difficult for the large man (because of such factors as distance required to stop, etc.)?

"Reaction times being equal, the big man is in trouble on most snow conditions. On real hardpack he may be able to cut in harder, but then again, this is a matter of technique, not

weight."

"The big man should have the increased physical ability to accomplish these maneuvers."

"He hits harder when he falls. However, if he keeps in shape, he's O.K.!"

"If his weight is in proportion to size, the big man has the advantage on most race courses."

"Slow skiing is definitely recommended for big men and women."

"Compare the large coordinated man to the large, well-made automobile, which is more powerful, has larger brakes, and can therefore perform just as satisfactorily as the smaller one!"

Final count: 35% Ayes! 65% Nays!

4. Does the length of the ski pose a problem, especially on narrow trails?

Although this certainly wasn't intended to be a "loaded question," virtually all of the experts gave it a wide berth. A few of the more venturesome had this to say:

"Logically speaking, longer skis are more of a foot-full to handle at all times, and more so on narrow trails. However, the problem does not reduce itself in direct ratio to length or shortness. A shorter ski (not shorties) handles easier under certain conditions but not all, while a longer ski has its advantages in powder, uncertain terrain, and high speed."

"Theoretically, yes. But actually there would be only about 3" difference in ski length."

"Most of the skis of today's good skiers vary only slightly—maybe an inch or two—regardless of the size of the skier."

"In the moguls and ruts of a slalom course, a longer ski is a handicap. Also, longer skis don't fit into the "grooves" between moguls and they take longer to get started into a turn."

In terms of a final tally, this question generated about a 50-50 split! (Ski manufacturers take note!)

5. Is a technique like *Wedeln* especially difficult because of lack of nimbleness or agility?

"Yes, but so is any skiing maneuver and I have seen some terribly un-nimble little guys."

"No—Toni Sailer was over 6'. However, he's not apt to be as acrobatic as—say—Chick Igaya, et. al."

In the final analysis, less than 60% thought *Wedeln* difficult for the big man. Interestingly, those who thought so were the biggest men physically among those surveyed.

6. Does the big man have a chance to become an excellent skier?

Considering that this was the summary question, it is interesting to note

that, despite their divergent views on the first 5 questions, the answer to this was unanimous YES! Examples of big men who had "made the grade" included Toni Matt, John Litchfield, Leo Lacroix, Ni Orsi, Toni Sailer, Brooks Dodge, Doug Bourden and, as the epitome, Jimmy Johnston of the PSIA who tops the scales at 300 pounds! Hans Thorner probably expressed the situation most succinctly, as follows:

"Given a short man of natural talent, and a tall man of equal given talent, and the same amount of practice, the short man will be a better skier. Nothing but time and talent will prevent a tall man from becoming an excellent skier. However, everything is relative, including the term "excellent."

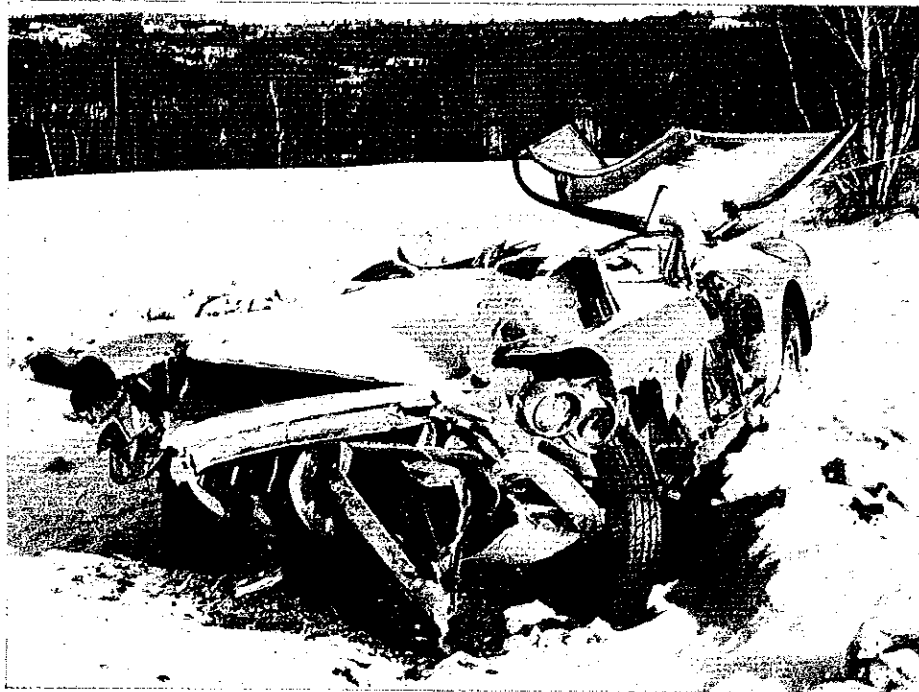
In summary, it was interesting to note that the average height and weight of all who answered the questionnaire were 5' 9" and 160 pounds. As a further statistic, the average height and weight of our 1964 Olympic Men's Team was 5' 9" and 155 pounds. Draw your own conclusions!

Mt. Mansfield's Nose Is Straightened

This fall, blasting crews, bulldozers and trail crews have been at work on the Nose Dive Trail on Mt. Mansfield. The Racing Start, used mostly for the downhill course of major races, just above the Toll Road, has been banked and the section that was correctly named the "Seven Turns" has been diminished to three wide "S" turns. The Upper Schuss, Shambles Corner and the Lower Schuss have also had the treatment . . . and have lost their identity as sections of the Trail to Ski With Caution.

When the Nose Dive was cut by Civilian Conservation Corps crews in 1936, the trail had many difficult sections with treacherous turns barely wide enough to qualify as a trail. When today's required width of 66 feet for a F. I. S. Downhill Race Course is compared to the old Nose Dive, the suggested implication of the name of the now famous trail was no coincidence.

Since 1936, minor improvements have been made each year to make the trail less dangerous for the increasing number of skiers using the trail. When more skiers took to the mountain, the Seven Turns, although well sheltered and usually covered with more snow than other exposed trails, became congested and difficult to maintain during the winter. To alleviate this problem and enable trail crews and Sno-Cats to pack and maintain the snow on the steeper sections, the "Nose-Job" was done this fall. On November 20, Sno-Cats did roll the entire Nose Dive for the first time, thus



In our last issue we talked about 60 versus 30 m.p.h. on the Mountain Road. It was even quite dry when this replica of a crumpled paper bag replaced a four thousand dollar sports car. Miraculously, three young fellows survived, though badly hurt. Perhaps a worse dope than the driver is the dating parent who supplied such an instrument of suicide and potential murder. (Ed.)

enabling the opening of the trail before Thanksgiving, setting a new record.

This year's improvements of the Nose Dive Trail will allow the downhill race of the National Championship Meet in March to be held on a minimum of snow cover. With the absence of extreme natural hazards on the course, competitors will be able to ski a faster line down the mountain. Racers are expected to reach speeds never before recorded on the Nose Dive Race Course.

SKI PROFILE — JIM SHEPARD

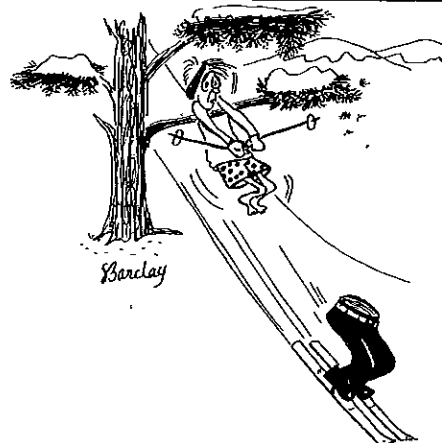
Ask anyone in Stowe whom to see about a split or splintered ski, ripped edge, finicky binding, etc., and the answer will invariably be—Jimmy Shepard! As manager of the Rent and Repair Shop in the State Hut at the foot of Mt. Mansfield for over 15 years, Jimmy has truly earned the reputation of being a magician when it comes to any kind of ski repair. Many's the overnight miracle that Jimmy has performed using a pot of glue, a few wood clamps, and a couple of screws to return a shattered tip to usable condition. And, many's the lunch that Jim has missed to replace a section of broken edge or find a part for a binding so that a skier wouldn't have to sit out more than one run.

If your skis aren't running right, you can always find a pot of hot wax "cooking" in Jim's shop that's perfectly blended, whether the conditions be dry January powder, wet April corn, or anything in between. (There are even those who

While we are again preaching, we saw going up the road ten cars in succession with a few inches of overnight snow on the top, and every rear window covered. The latter is inexcusable, because an outside mirror has blind spots. But the snow on the top will warm up with the car heater on, and if brakes are applied, that mess can slide over the windshield, blinding the driver. (Ed.)

claim that Jim's got a special concoction that gives you traction on blue ice!)

Jimmy Shepard's not mentioned in any of the Stowe advertisements, but he's one of the people that contribute to making the area what it is. Our hat is off to Jim Shepard and the "Jims" at every ski area who help to "Keep 'em Skiing."
B. R. S.



SKISNOBBERY

or STATUS IN THE SNOW

By Francis Braillard

Last year, this guide post to ski behaviorism expounded at controlled length, controlled because THE EDITOR insisted on keeping the tab below \$8.50 on Skitalk. The article was entitled Skiyacketayak and caused little or no commotion.

It was, however, a little gem, a brilliant exposition of what passes for conversation in snow circles, and a person who paid attention to Maestro could have saved the price of travel to the Oesterreichischen alps. By investing in a modicum of concentration and a small notebook, my readers could have mastered the rarefied ploys and gambits used by the fastest fakery in International Ski-Social competition.

You would have learned, if your attention had not wandered, that *not* saying the right thing, in the predatory world of the frosted jungle, is tantamount to saying the *wrong* thing.

You would have been alerted to the importance of being punctilious in your boozing habits. That drinking the *right* wines with the *wrong* people, is equally as deplorable as drinking the *wrong* wines with the *right* people. One slip (the wrong sip) and you are *OUT LIKE BLOUT* instead of *IN LIKE FLYNN*. It is the law of the snowy jungle.

It is unthinkable to us that a member of this club would ever do anything as horrible as wear socks outside the boots, (unless of course they were knee-socks) but it is possible that you might, in a careless or bibulous moment, say Grand Prix toe and Nevada heel instead of Grand Prix heel and Nevada toe and find yourself ski-socially Kaput.

It is to save you possible heart-ache, and even ostracism, that this friendly essay of guidance is being composed. If you will pay strict attention you will acquire, in no time at all, the rudiments of ski-snootery thus ensuring your being on the "pitching" rather than the "catching" end of the ski-snoot game without the usual requirements of solvency and an expensive education.

John Greenleaf Whittier stated the case for ski-snobs when he put in Barbara Frietchie's mouth the immortal words, "*SNOOT IF YOU MUST THIS BLUE-GREY HEAD BUT SPARE THE SKI PATROL.*" With these words a snob-pattern was created which prevails up to this very day.

Let us start our course in suggested

guidance at the beginning of a typical ski day. This would be your arrival at either Big or Little Spruce parking lots, and this is where you face your first big social test. Will you impress the parking lot attendant and be catered to by him or will you, by unimpressive equipage, or suspect manners, be treated with a lesser degree of attention?

You must bear in mind that the parking lot attendants of Big and Little Spruce are social arbiters of the first water; they also are frightful snobs, the equivalent of minor Balkan aristocracy or first generation Wall Streeters.

Although their hierarchial system is too complex for comfortable perusal, a few examples might be of help to you.

A young guy with a young doll in a Lotus-Elan or a Jaguar in mint condition for example would be waved on to Top Moorings, as would a Porsche with all its fenders intact and with an untattered top especially if its windows were uncracked. It might be noted in passing that this is not the general condition of Porsches owned by young guys. They art usually somewhat beat from rolling "into the ditch." This is a country expression, we might explain, and express-ess, or at least implies, bibulous disrepute.

The implied censure, however, does not apply to advertising executives who either do *not* "go over the bank" due to excess speeds, or else they have *their* Porsches repaired before making a public appearance.

A married man with mate and brood in a Citroen station wagon command respect because a Citroen has a calming effect on Little Monsters, (offsprings to you) whereas the native station wagon does not. There is nothing more depressing in the day of a parking lot attendant than a string of family type station wagons loaded with these aforementioned Little Monsters.

This is not because the attendant has an ingrained distrust of The American Dream but because he knows that after the Little Monsters are released from the confines of the wagons they will louse up the roadways, dropping mitts, skis, poles and Oreo biscuits which they have been given by Mom to smother their cries of imminent starvation. These hunger pangs are caused not by starvation but by the circumstances that they were smart enough to take advantage of there being strangers at table to

avoid eating their cereal safe in the knowledge, culled from past experience, that with strangers at table Mom would restrain Dad from giving them a clout on the chops.

So much for transportation! What of your ski-wear?

Do you have a pair of buckle boots (Speed-Fits) with lots of shiny clips instead of old-fashioned laces? Are your ski britches stretchy and with tapered legs, or do they have the droopy appearance of those worn by *HANS BRINKER* when he competed for the *SILVER SKATES* in the tear-jerking book of your Daddy's day?

Do you wear knee-socks and knickers from West Germany in which, if your longies are lumpy, make you look slightly repulsive?

It is not that this department is the complaining type but it finds it somewhat irritating to be told of the super-efficiency of the good workmen of West Germany when the buckles produced by these super-craftsmen come undone with great regularity, and when you know that the only way to correct this deplorable situation is to replace the wondrous buckles with arm-garters produced by unsung workmen in Brocton, Mass.

Next month, if there is any money left in the treasury, we will lead you through the intricacies of Ski Manners in our own and the flossier precincts to the south of us.

If Only We Could Do That . . .

"We've been going through a "giving" period, to funds of all sorts, in recent weeks. Blessed are those who can give. And we urge our fellow skiers, who are most generous, to give a little more, if not lots more, to the March of Dimes, whose primary aim is to help remedy birth defects which seriously affect more than 250,000 children each year .

We'll relate a short ski story on this subject. The scene is Mont Du Lac, a ski center near Duluth, Minn. A bus load of crippled children was conspicuous among the crowded onlookers.

"Gee," a little polio victim sighed wistfully. "If only we ever could do that."

The skimeister was standing nearby and overheard. "Well, kid," he said. "You can do that and RIGHT NOW."

Jabbing his ski poles into the snow, he picked up the astonished little boy under one arm, glided over to the ski tow, grasped the rope with his left hand and up they went, half a thousand feet. At

(Continued on Page 8)

Frank Elkins Reports

By Frank Elkins
L. I. Press Ski Editor

THE NOTE WAS BRIEF, it usually always is, from Luther Booth. It reads: "For the March issue of Mt. Mansfield Skiing I have something right down your alley — The 1938 National Races at Stowe.

"As you know, the 1966 Nationals will be held on Mansfield and we're doing a compare-contrast (1938-1966) for this issue, and for this we can use your MEMORY Lane line. **YOU MIGHT START THINKING ABOUT IT NOW!**"

THINK, WE DID; but then that will be in the next issue. What we really did think about . . . and Luther did use the words "compare-contrast"... was skiing "then" in the early 1930s' and "now," in the present era.

We've always felt that there was nothing really different in skiing... the camaraderie, the outdoors, a sparkling health and the challenge, you and your skis against the slopes and trails, the variety of snows, etc. Only difference, perhaps, is the expense involved . . . the "posh" in clothes, equipment and resorts.

AND TO PROVE our point, which we've done so frequently in the past, we recall skiing Mt. Mansfield with Lowell Thomas during those "early" days when you climbed the Toll Road, Nose Dive or the backwoods, Perry Merrill, and got the thrill of your life coming down the trails.

At that time, we asked Lowell, a comparatively young man . . . who said that? . . . what he thought about the ski sport. This was between the runs, I believe, or was it while we flipped a coin to see who got the Western Union wires first at the Green Mountain Inn, his broadcast or my article to the paper?

THE THEN-YOUTHFUL Skimeister Lowell amazed me by sending the following impressions of his... but we must remind you, if you have never listened to our favorite radio commentator describe skiing at Stowe during the snow-train era, and the scene is the Toll Road with "its ever dangerous curves" and at "40-50-60 miles an hour" you've missed one of those never-to-be-forgotten experiences. The New Haven and Boston & Maine RR must still have that film. . .

In any event, here's what Lowell wrote about skiing back in 1938 . . . Don't you imagine the feelings and thoughts expressed are the same as today in skiing?

"TRACK!!! MAN! Look at those mountains! This is the top of the

world, all right. Everybody ready? Well let's shove off.

"And so the run, at break-neck speed, starts down the mountain, down the wide ski trail. Four hours it took us to climb up there. An now we run the same trail in thirty minutes, that is, those of us whose ski legs know how to take it wide open.

"The woods seem to fly past in a dizzy blur. The rush of wind whips tears from the skier's eyes. No sport can match the freedom from earthbound plodding that you feel as you sail down a long straight-away. Muscles alert as a hair trigger, ready to shift balance with every change of slope, with every hollow and hummock, with each variation in texture of snow.

"AS THE TRAIL BREAKS from the forest and as we swing across an open stretch there are flashing glimpses of the snow-powdered hills and the valley we're racing to meet. But only a flash as we take snowdrifts in our stride that toss us a dozen feet in the air.

"Those turns you perfected on the practice hills are needed now. A skid might send you crashing into the trees

or over the edge of a precipice. But with a few weeks' practice, you learn some of the tricks, how a slight shift of weight, control of ankles, knees and hip, and a swing of the shoulders ward off spills.

"What a thrill is this mastery of muscles, what a zest in flirting with disaster at every bend in the trail, turning aside sudden destruction with the keen edge of a polished ski.

* * *

"DOWN, DOWN WE GO, taking the hazards headlong as we find them, Stem turns, Christianias, Telemarks, jump turns we need them all in our flashing descent. There is no monotony for the downhill runner.

"Out of the woods we flash, zooming the hollows and leaping the bumps . . . on we go, like flashing shuttles weaving intricate ski threads through the tapestry of the forest.

"What does the ski runner think about in this mad career? He is tingingly alive. Every nerve is tuned to highest pitch, every muscle responds to the Rhythm of the race. The rushing

(Continued on Page 9)



"Wait a minute, gang, I still have to read the last chapter."

(Continued from Page 6)

IF ONLY WE COULD—

the top of the run, he cradled the tyke in both arms and asked, "Comfortable?"

"Well, here we go."

Whoo-o-o-sh they went down the first dizzy drop of the headwall then out into the open slope in great sweeping curves, skidding to a stop near the other children. Setting down his passenger, the skimeister gathered up another and

another until the entire busload had experienced that ecstatic flight.

YOU WILL NOT OVERLOOK THE MARCH OF DIMES, PLEASE!

F. E.

MT. MANSFIELD SKI CLUB
GALA WEEKEND AND CLUB CHAMPIONSHIPS

March 5 and 6, 1966

PROGRAM

SATURDAY, MARCH 5

Downhill Championships — 10:00 A.M., Age group 10-13 years.
West Run Trail, Little Spruce. Race number pickup, Spruce House,
8:30 to 9:00 A.M.

Children's Slalom — 12:00 Noon, Age group: Under 10 years.
Race number pickup, Spruce House, 10:00 to 11:00 A.M.

Torch Light Slalom — 9:00 P.M., Spruce Peak
Sepp Ruschp Ski School

Party and Dance — 9:00 P.M., Spruce House

SUNDAY, MARCH 6

Downhill Championships — 10:00 A.M., Age group 10-13 years.
Spruce. Age groups: 14-17, 18-25, 26-40, 41-59, 60 and over.
Race number pickup at Spruce House, 8:30-9:30 A.M.

Also — All contestants finishing the downhill will be eligible for a chance on a 1966-1967 season lift ticket on all uphill facilities.
AWARDS — Club Race and Ticket Drawing — 4:00 P.M., Spruce House.

A REMINDER

Is 22 cents per member all they can afford for the support of our National Ski Teams? That, I'm ashamed to say, is the puny average we've received so far. There were many generous contributions, but the majority of our members just forgot or neglected our appeal. Judging by the crowds thronging every resort, and the money they spend not only for skiing but after-skiing revels, can't every skier just part with the price of a single drink (he'll ski better for that, next day), and if he did that, we'd be in good shape.

So, get your name on the list with even a small contribution, **BUT PLEASE DO SO!**

Frank Springer-Miller,
Chairman, Membership Committee

By Frank Elkins—

(Continued from Page 7)

Wind screams a challenge in our ears
... 'Faster — faster — faster!'

* * *

"ON WE PLUNGE into the valley with the singing swish of our hickory blades across the crusty snow, swinging in wide turns with the careless grace of seagulls swooping down the wind. But the tearing pace begins to tell. Muscles grow weary. An unsteady foot—a spill! No damage done. A little snow down the neck.

"Another spill! Then up again, and on we go, tearing through the woods as though fleeing from Old Nick himself, as though we'd heard the call of Gabriel and didn't want to be late.

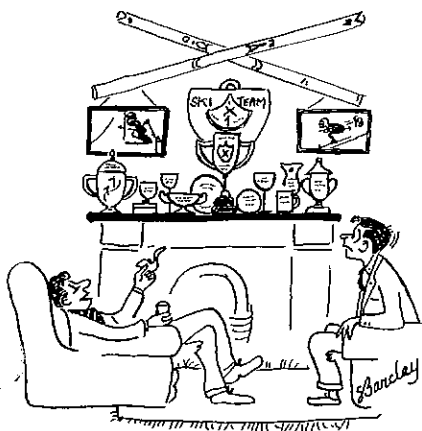
* * *

"SPEEDING FORMS sweep black shadows across the snow, and the silence of the mountains is broken by the swish of the skis racing down the hard-packed trail. Down to the evening dusk—into the aisles of snow-draped trees.

"A mountain scaled, and a trick trail run with the speed of the wind.

"So long, and good skiing!"

IN RETROSPECT, we still say, there's no difference between the exhilaration of skiing, "then" and "today," except, we repeat in the costliness of it, the updated equipment and the fact that "every change of slope, with every hollow and hummock, with each variation in texture of snow" are rarities. Today, the slopes and trails are manicured to near perfection... come to think of it, we'd like to see the modern-day skier handle the slopes and trails of "yesterday." What a surpassing challenge!



"Oh, those are souvenirs I picked up at club offices."

With the Ski Patrol

By Lanou Hudson

As most club skiers know, the basic idea of what we now know as the Ski Patrol originated here in Stowe during the winter of 1934-1935. It was also in Stowe at the running of the 1938 National Races that C. Minot Dole—later to become known to thousands of skiers as "Minnie"—conceived the idea of a National Ski Patrol. It was Dole who, almost single-handed and with the sacrifice of his time, energy and much of his own money, built the NSPS into the organization that it is today.

For many years members of the volunteer ski patrol at Mt. Mansfield, with the addition of one or two paid patrolmen, patrolled and did first aid work on both sides of the Mountain—Underhill and Stowe.

This early paid patrol was sponsored and financed by the MMSC. Later, with the ending of World War II and the increase in the popularity of the sport of skiing, it became evident that the MMSC could no longer furnish personnel or funds to sponsor a patrol of the type required by the influx of skiers into the area. It was at this time that The Mt. Mansfield Company assumed full responsibility for the paid ski patrol.

As the sport of skiing grew, equipment and methods used by the ski patrol changed rapidly, far too fast for any one area to keep abreast of the changes. The paid group of the ski patrol saw the need for better organization, and in 1957 the idea of a separate Professional Ski Patrol was being advanced from the Stowe area. In 1959 at the USEASA convention in Atlantic City, John King, then leader of the Mt. Mansfield Ski Patrol, was appointed chairman of a Professional Ski Patrol Committee.

In February 1960 the first Professional Ski Patrol examination under USEASA was held in Stowe. Men from Mt. Snow, Black Mt., Cranmore, Wild Cat, Stowe, Sugarbush, Cannon Mt. and Sunapee took part in the first examination. Six men from Stowe passed this first examination, and it should be noted that these same six men are still actively engaged in ski patrol work.

In February 1963, a meeting of this professional group was held at Sunapee, the membership was expanded and a more effective system of administration was introduced. The following month a meeting was held at Mt. Snow and the decision to separate from USEASA and to form The Professional Ski Patrol Association was made.

At this time it also was decided to hold two examinations instead of one,

as in the past. The first aid examination would be held in the fall and the skiing and toboggan running would be in the spring. Further, an attempt would be made to standardize all qualifications for prospective Professional Ski Patrolmen. A motion that professional patrols should look to their employers to outline the methods of operations they wanted carried out and to their medical advisers for certain forms of first aid treatment that they might favor, even though these operational methods and first aid advice might vary from area to area.

And here, we think, is another "first" to originate in Stowe—the home of the American Ski Patrol.

PARKING CHARGE AT MT. MANSFIELD AREA ELIMINATED

A familiar landmark at the entrance to the Mt. Mansfield parking area, the toll collector's house, has been removed. Negotiations between the Mt. Mansfield Company and the State of Vermont have resulted in the elimination of the parking charge at the Mt. Mansfield area heretofore collected from all visitors to the area by the State Department of Forests and Parks. Parking fees collected by the State of Vermont have amounted to \$12-15,000 annually. This sum will now be paid to the Department of Forests and Parks by the Mt. Mansfield Company, based on a percentage of the gross revenue realized from the ski lifts within the Mt. Mansfield State Park. The new policy will provide smoother traffic flow within the ski area, and eliminate traffic congestion at the entrance of the Mt. Mansfield ski area.

MT. MANSFIELD SKI CLUB 1966 FLIGHTS

There are still a few seats left on the following 1966 Flights—New York to Zurich:

- 3 1/2 weeks February 15-March 15
- 3 1/2 weeks February 16-March 16
- 2 1/2 alternate March 3-March 22

Round trip all Flights: \$239.

For further information write to:

Jack Shearer or
Paul Sutton
Box 176
Burlington, Vt. 05402



Mt. Mansfield
STOWE, VERMONT
05672

Skiing

RETURN REQUESTED

DATES AND EVENTS TO REMEMBER

- FEBRUARY 5th and 6th - - - - STOWE CUP — DOWNHILL, SLALOM AND COMBINED
Classes — Men, Women, Elite A, A, Junior A's
- FEBRUARY 12th and 13th - - - - VERMONT JUNIOR ALPINE CHAMPIONSHIPS
Classes — Junior 1 & 2 Boys and Girls, Downhill and Slalom
(Tryouts for Vermont Selection for Eastern Championships)
- MARCH 5th and 6th - - - - GALA WEEKEND — CLUB CHAMPIONSHIPS — DANCE AND PARTY
- MARCH 18th, 19th and 20th - - - - NATIONAL SENIOR ALPINE CHAMPIONSHIPS
Slalom, Giant Slalom, Downhill and Combined
- APRIL 10th - - - - - EASTER PARADE
Costume Contest with many prizes
- APRIL 16th and 17th - - - - 27th ANNUAL SUGAR SLALOM
Classes — All, Men and Women

Race Entry Closing
Date — March 1st
Positively
No Late Entries

**GALA WEEKEND
and
CLUB CHAMPIONSHIPS**

Saturday and Sunday March 5 - 6, 1966