

SKI CLUB NEWS

PUBLISHED FOR THE MEMBERS OF THE MT. MANSFIELD SKI CLUB

VOL. 33 NO. 5

FEBRUARY, 1967

STOWE, VERMONT

President's Message

Jr. National & Eastern Alpine Conflict Called "Ridiculous"

By Bill Harrington

The lovely part of Winter in Stowe is here and with the months of February and March approaching, the days are getting longer, snow conditions are improving each day, and I'm sure many of you are planning vacations with us at this time.

We are very busy at the ski club office preparing for the Vermont Junior Alpine Championships on February 11th and 12th, and for the really big one on March 16th-17th-18th, the Junior National Alpine Championships. We were hoping to have outstanding juniors from Austria, France, Switzerland, Italy, and Japan compete; however, a letter from Mr. Ben Cole of California, the U.S.S.A. Junior Alpine Chairman, informed us that the United States Ski Association did not approve. You will be hearing more about our plans for the Junior Nationals in our next Mt. Mansfield Ski News.

While on the subject of Championships, it seems to me that the time has come for the USEASA to review its attitude towards both the Eastern Junior Alpine Championships and the Eastern Senior Alpine Championships, and give these races the dignity and the prestige they deserve. It is hard to understand why the USEASA would not schedule the Senior Alpine Championships on a date when all the top junior and seniors would be available. As it is now, although the top juniors are eligible to compete they cannot because year after year the Senior Championships are scheduled on the same dates as the Junior National Championships and our top 8 junior boys and 5 junior girls are attending the Junior

(CONTINUED ON PAGE 2)



"Just because you couldn't qualify for the Junior Nationals is no reason to keep taking it out on the Seniors."



SKI CLUB NEWS

PUBLISHED FOR THE MEMBERS OF THE MT. MANSFIELD SKI CLUB

Letters To The Editor

I just finished reading your November issue of the Mt. Mansfield Ski Club News, and I couldn't resist writing you a note about it.

Frankly, it is the best ski club newspaper that I have ever seen. I think that you have done an outstanding job in making it really come to life.

Naturally, all of us in the U.S. Ski Team effort are pleased with the support that you have given the Ski Team Program, and particularly the emphasis placed on the young racers from Stowe.

I will be looking forward to receiving the remainder of your issues throughout the winter.

Sincerely,
Bob Beattie, Head Alpine Coach
United States Ski Team

... Our best to all the MMS C members and hail to Messrs. Sutton and Shearer for successful flights in '67 -- we enjoyed several.

Sincerely,
Jacqueline B. Shaka

EDITOR'S NOTE: The below letter of advice was sent to eleven year old Mary Beth Bryan, the most recent addition to the MMS C race team, from her older brother David Bryan. David was himself a Jr. A racer and obviously knows the course.

Dear "Bess":

Glad to hear you are getting into racing. Remember Bess, someone said "it's not who wins but how you play the game." But then another person infinitely smarter said, "nice guys finish last."

The main thing to remember in racing is that you must always go to the bathroom before you get to the start. And you should always fall just after crossing the finish, otherwise people will think you didn't exert yourself enough on the course and you still have some energy left. And always make sure that Mom is on the timing crew for your run.

Good luck from
Big Brother "Dadid"

Ski Team Fund Day, February 18th. All the funds raised on this day will be split between the U.S. Ski Team Fund and the Eastern Competition Fund. Let us help make this day a complete success.

Editor Trowbridge Elliman
Associate Editor Frank Springer-Miller
Contributing Editor Lanou Hudson
Contributing Editor Charles H. Daly

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Ski Flight Space Available

The latest word from your Tour Directors is that the two and a half week flights departing February 15 and March 1 are full. However, if you find that you are suddenly able to join us for skiing in Europe, do not hesitate to contact us, because last minute changes may open up space.

Regarding the three and a half week flight departing February 14 and 15, space is still available and additional members are needed.

Once again, we remind all our members that the arranging of charter flights is a co-operative venture; advanced planning and airline scheduling is based on deposits. Too many people have failed to realize the importance of deposits made (and prompt payment of balance) in the chartering of aircraft. Because of this, we have experienced great difficulty in finalizing this year's flights and we hope that you will all keep these facts in mind in years to come.

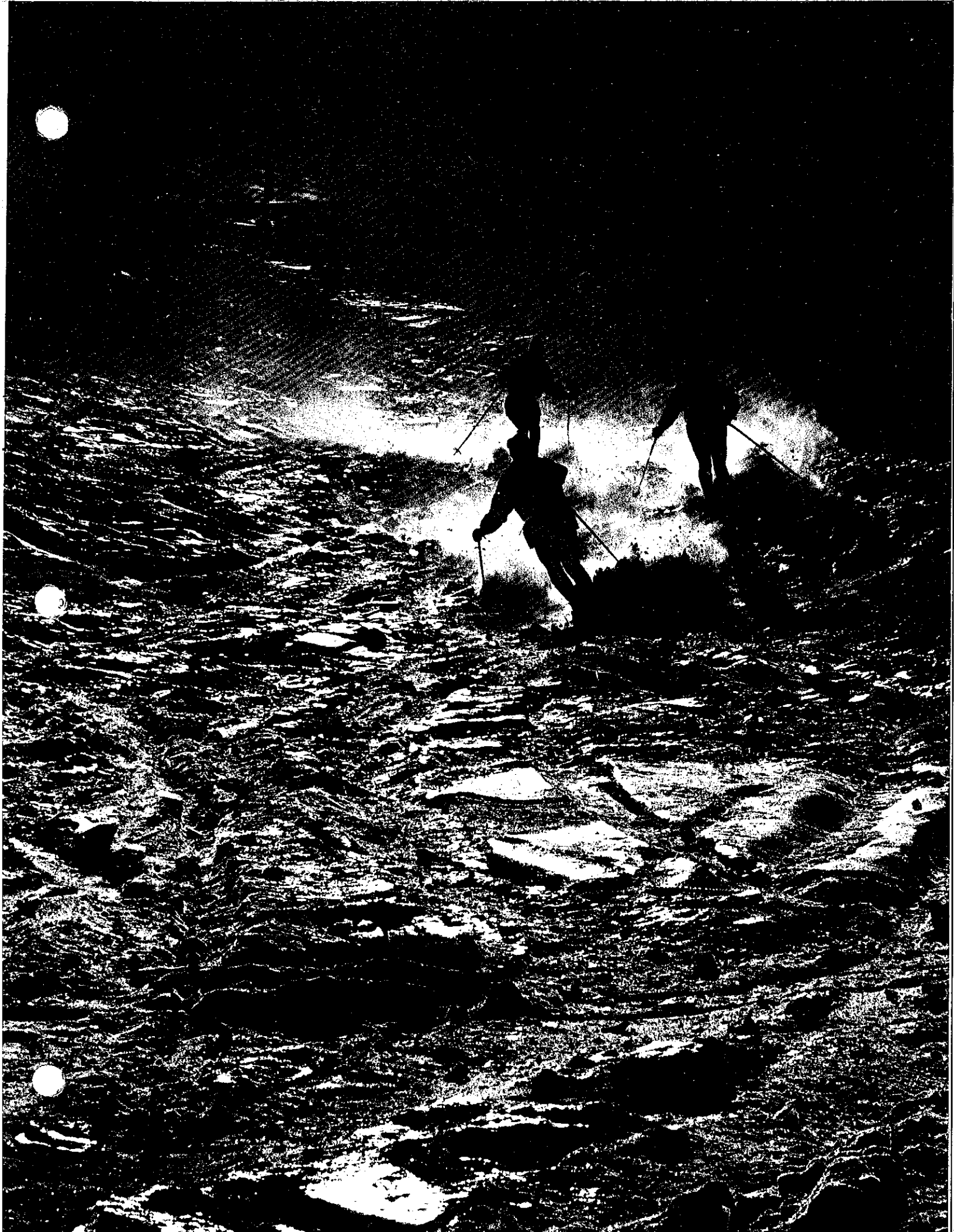
As always, MMS C members will enjoy the sun and snow of the incomparable Alps again this year, so if you can join us from mid-February to mid-March, let us know at Box 176 in Burlington 05401 Vermont.

Jack Shearer and Paul Sutton

(CONTINUED FROM PAGE 1)

Nationals. At a time when the East is trying to do everything they can to bolster their competitive program, it seems ridiculous that the USEASA would schedule the Eastern Senior Alpine Championships at Glen Ellen Vermont, on the same dates as the Junior Nationals at Stowe.

We know all our membership is extremely interested in our U.S. Ski Team Fund and our Eastern Competition Fund. For this reason we want to remind you to do your part by contributing on the U.S.



Charlie Lord

--- a profile of Mt. Mansfield

By Ann Fry

Stowe's Mt. Mansfield, its long massive shape with the humanoid profile atypical of the other Green Mountain formations of Vermont, has occupied the professional energies and a good deal of the affection for more than half the life of 65 year-old Charlie Lord.

Charlie, an engineer, today is one of Sepp Ruschp's top lieutenants in the multi-million Mt. Mansfield Company. Back in 1933, though, before there was a Mt. Mansfield Company, Charlie, working with the Vermont State Forestry Service, bossed the CCC crew that cut the first ski trail on Mansfield -- the old Bruce Trail. In 1940, when the single chair lift on Mansfield was built, he left his state job in Montpelier to run it. The single chair was financed privately by about a dozen Vermont and New York men who were catching the fever of the fast developing new sport of skiing, but who, for the most part, says Charlie, never expected to see their money again; they were just backing the chair lift because they liked to ski. Charlie has been in charge of the Mansfield chair lifts ever since, and in addition, has surveyed or laid out most of the trails on the mountain.

Today, he manages the chair lifts from his small, neat-as-a-pin office, housed along with the spare ticket office in the modest building right in back of the double chair lift. Topographical maps line the walls and surveying equipment is tidily stashed here and there. Outside on bad-skiing days a few jays and a deformed chipmunk wait for Charlie to throw out scraps from his lunch; on good days the clang of the lift and the line of moving skiers drives away pet scavengers and engulfs the small office like three-D through the out-size windows on three sides of the small office.

Although the population of Stowe, according to the 10 year census, hasn't

grown radically from the 1653 recorded in the 1930 census to the 1901 counted in 1960, the town's grand list tells another story. This year (according to Bill Johnstone, town clerk) the grand list is about \$41,000. Back in 1933 when Charlie Lord and his twenty CCC'ers cut that first trail, it was just \$9,757.89, and as Charlie says things were pretty tight. There were guys in the CCC's with college degrees getting \$30 a month.

"Mostly, though, the CCC was a way to get things done, get some kids started who might just hang around otherwise. Most people feel better if they're doing something, and the majority of young people who are able to work want to work. The boys who were cutting the trails with me were all about 18 or so, and all from northern Vermont.

"It was mostly hand work with a little dynamite here and there. Of course now, these days, the Mountain Company hires men with machines to do the work.

"Funny thing, that same first trail, the Bruce, isn't paid too much attention to by most skiers today, just some old-timers usually like to ski it, but after all these years the Stowe Prep boys have been taking quite an interest in it. They've been working on it and clearing it . . . of course it's good for them, it comes right out on Harlow Hill, near their school."

Before the early ski trails were cut, Charlie Lord and a couple of his friends, who had become interested in skiing at college, would climb the toll road and ski down as many weekends as they could.

Also, around this time Perry Merrill, who was and just recently retired as Forest and Parks Commissioner, was interested in recreational possibilities for the state parks. "The idea to use the CCC boys to cut ski trails sort of grew out of a lot of

things that were happening in connection with skiing then all at once, not only in Vermont but in New Hampshire," Charlie says.

One of the first trails was named the Lord Trail by the Forest Service in Charlie's honor. "I thought it was kind of foolish myself," Charlie comments. "In the past we'd named all the trails after old lumbermen. Bruce was an old lumberman, and, as a matter of fact, I wanted to name the Nose Diver the Barnes trail, after another old lumberman . . . Barnes was a lumberman who logged up in this area. Those names are good solid names. Instead, today, they like names like the Whizzer and the Devil's Dive, Chain Lightning, horrendous names like that to try to make the trails sound challenging, I guess.

"Anyway, I got even with Perry Merrill for naming the Lord Trail after me. We named a new trail the Perry Merrill. It's the one under the chin that extends to Taft Lodge. It's used a lot."

Commenting on the changes in the Nose Dive last season, he says: "What we've done is, we've taken those shusses from the Sugar House down and smoothed them out. It really is wonderful. People going down the trail for the first time won't recognize it from what they've heard about it. I think it is one of the biggest improvements we've made for the skiers, and it makes the Nose Dive one of the best known and probably the best in the East.

"The trails, of course, are being improved all the time, as the great mass of skiers is slowly improving . . . in the old days there used to be a few good skiers, now there are a lot of pretty good skiers. If you put a lot of pretty good skiers on a poor trail they aren't going to have any fun skiing."

Charlie skis every day during the winter. "I have to", he says, "if I didn't I'd wither up and blow away." And he doesn't just ski, either. As one young instructor put it, "Charlie goes like hell, through the woods and everything."

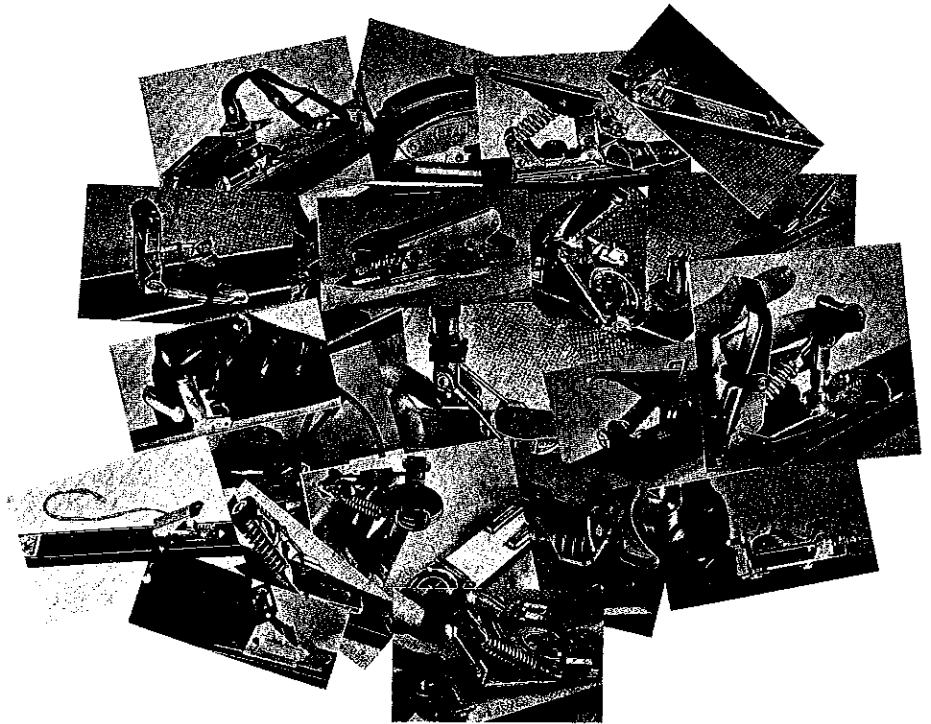
Charlie thinks there is room for further expansion on Mansfield, especially in the Chin Area, for Mansfield is a large mountain with a long broad top extending over 2 miles from the Forehead to the Chin. This gives the mountain an added attraction over the usual lift layout, in that once at the top of the lift there is plenty of room to move about and particularly in the summer there is a lot of hiking space above and beyond the lift terminus.

There are a lot of excellent, well developed ski areas in Vermont, but in the last analysis, "There's only one Mansfield".

National Skier's Courtesy Code

- 1.** All skiers shall ski under control. Control shall mean in such a manner that a skier can avoid other skiers or objects.
- 2.** When skiing downhill and overtaking another skier, the overtaking skier shall avoid the skier below him.
- 3.** Skiers approaching each other on opposite traverses pass to the right.
- 4.** Skiers shall not stop in a location which will obstruct a trail or loading or unloading area or impede the normal passage of other skiers and shall not stop at a point where they are not visible from above.
- 5.** A skier entering a trail or slope from a side or intersecting trail shall first check for approaching downhill skiers.
- 6.** A standing skier shall check for approaching downhill skiers before starting.
- 7.** When walking or climbing in a ski area, skis should be worn, and the climber or walker shall keep to the side of the trail or slope.
- 8.** All skiers shall wear safety straps or some other devices to prevent runaway skis.
- 9.** Skiers shall keep off closed trails and posted areas and shall observe all traffic signs and other regulations as prescribed by the ski area.

Note: The above National Skier's Courtesy Code is the result of the combined efforts of national ski organizations including United States Ski Association, National Ski Areas Association, Professional Ski Instructors of America and the National Ski Patrol System, Inc. so that you may enjoy skiing more.



A Hard Look At The New Bindings

By Frank Springer-Miller

There was a time when a "Step-in" meant something cute and lacy worn by gals but among skiers now the term refers to an unbelievable array of new bindings. No doubt the inspiration behind these inventions is fired by the fact that skiers have become too lazy to even bend down to put the boards on, but here they are, at least two dozen new impressive mechanical wonders, which, so the advertisers say, in case of a spill are guaranteed to lay you gently onto a feather-bed.

Obviously, any evaluation of their merits is not possible by looking at the illustrations, but this writer's jaundiced eye should be entitled to some observations:

First, I am disturbed by the incredibly complex appearance of these bindings: springs, levers, multiple fulcrums and linkages, and one wonders how they'll

behave when they ice up. Neither is the prospect of a knee cracking down on all that machinery of the opposite ski a cheerful prospect. Then, almost all of them do not accommodate an Arlberg strap but the short hook-in thong which has been widely condemned by those who know, including patrolmen who have treated bad lacerations of face and scalp. Further, all these bindings tie the heel to the ski without even a bit of "give" (turntable and heelspring combinations happily excepted) and are conducive to injuries of the Achilles tendon; the ligaments of the foot do not respond kindly to sudden jerks.

Foremost, beginners better shun these gadgets: novices, especially girls, have seldom sufficient ankle bend to keep their weight forward, suffer frequent sit-down falls and aching heels, too. Ask any instructor.

Ricky Skinger Wins Year's First Little Spruce Giant Slalom

Erica Skinger won the first gold medal of the season in the Little Spruce Giant Slalom held January 18th. Her time of 43.3 seconds, as compared to that of the fastest forerunner, Herman Muckenschnabl, who recorded a 41.4 seconds on the icy course, would also have been good enough to have earned her a men's gold medal.

Since the inception of the Little Spruce Giant Slalom in 1962, only six girls and fourteen boys have won their gold pins, with many races producing no gold medal winners at all. This year's first winner, Ricky Skinger of the MMSC, is one of the top Junior skiers in the East, and one of the leading prospects for our U. S. National Ski Team.

Silver medals were won by Peter Flint, 45.0; Ron Biedermann, 46.2; and Allan Shaffer, 46.6 on the boys' side and by Weezie Sparks, 46.5; Claudia Elliman, 47.9; and Kathy Whitley, 49.6 on the girls' ledger.

Bronze medals were won by Stuart Baraw and Kenny Biedermann who tied for fourth with 47.9 seconds each.

The Little Spruce Giant Slalom, better known locally as "The Wednesday Giant Slalom," is held every Wednesday afternoon at 12:15 P.M., weather permitting.

This ever popular "fun race", run by the Mt. Mansfield Ski Club, is open to any and all skiers, whether or not they are members of the MMSC. It is not unusual to find 100 or more competitors, aged 6 to 60, racing for the hard-to-come-by pins.

Gold, silver and bronze pins are awarded for coming within a fixed percentage of the time established by the fastest forerunner of the day. To win the gold pin, for instance, a boy's time must be no greater than 105% of the fastest forerunner. And in the past, the forerunners have been Racing Instructors from the Ski School such as Hermann Muckenschnabl, Helmut Schranz, and Pepi Gabl, as well as Olympians like Billy Kidd, Rip McManus and Marvin Moriarty.

The Giant Slalom itself, set on the steep side of Little Spruce by Henry Simoneau, consists of a relatively slow and easy course with widely spaced open and closed gates. Such a course enables an intermediate skier in his first race to have no particular difficulty in negotiating the course, yet provides an expert with plenty of challenge in trying to win one of the coveted pins.



Stowe Public School Ski Program

The Stowe Public School Ski Program, which is under the auspices of the MMSC, got off to an enthusiastic start on Friday, January 6, with a turn-out of 302 pupils and over 50 volunteer instructors. Due to the fine cooperation of both the pupils and instructors, Spruce Peak Director Kerr Sparks and Toll House Director Gary Fisher were able to set up Groups A through Race quickly and efficiently.

In addition, an Instructors Group has been formed this year. Kerr Sparks will be teaching Junior and Senior High students how to teach in this special four week course, after which the student instructors will work closely with members of the Sepp Ruschp Ski School in assisting in the School Program.

Plans are underway to make this year's School Ski Program an extension of the physical training program which the Stowe Public Schools carry on throughout the school year. Mrs. Gail Rivera, Spruce Peak coordinator, and Mrs. Muriel Page, Toll House coordinator, will be working closely with the instructors, and with Program Coordinator Dave Harms to insure proper progress for the pupils from week to week. Farley Whitley is assisting in this as Recording Secretary.



Gail Rivera, Spruce Peak Coordinator for the Stowe Public School Ski Program, and Shamus Daly of the High School faculty, are two of the more than fifty volunteer instructors, teaching the Stowe school children one afternoon each week.

Junior Team Off To Fast Start

The Mt. Mansfield Junior Ski Team has gotten off to a fast start this season in spite of limited early skiing. The Christmas week was devoted to a period of intense training and time trials prior to the first major races of the season.

Beginning January 7th both the Jr. I's and II's (age 14 through 18) and the Jr. III's and IV's (age 9 through 13) have been on the road every weekend.

In the Jr. I and II category, Weezie Sparks and Ricky Skinger have been outstanding for the MMSC. In the Junior Qualifying Races, Weezie has two firsts, a second and a fourth to her credit. Ricky, who has competed mostly in Senior races this season, has but one finish to her credit in the Junior ranks, this being a third behind the Cochran sisters.

At the younger level, the Junior III and IV team has been sweeping everything in sight. With the exception of the younger Cochran sister, Lindy, who is quite prominent in the III and IV world, it is not unusual for the MMSC'ers to take four out of five of the top spots in both the girls and the boys.

Outstanding girls are Cecilia Teague and Molly Dever, while the boys' team is well represented by Todd Buik, Gregg Bartlett, John Teague and Billy Rathbone.

Above: Erica Skinger, one of the leading Junior racers in the East, on her way to winning the first gold medal of the season in the weekly Little Spruce Giant Slalom. Below: Todd Buik and John Teague, top Junior III and IV members respectively of the MMSC Junior Ski Team.



Austrian Coaches, Seppi Staffler (above) and Bernd Hecker (below), strike similar poses as they conduct time trials for the MMSC Junior Team. Both coaches are members of the Sepp Ruschp Ski School.





Mt. Mansfield SKI CLUB

LITTLE SPRUCE, STOWE, VERMONT

January 15, 1967

Dear Friend;

Last season our members contributed \$ 1453.50 to the U. S. Ski Team Fund. Quite impressive, you might say, but a close look reveals facts that are rather embarrassing, if not shameful. Our membership last season reached 3587. Discounting some 700 Juniors, the average contribution per member turns out to be a measly 49 Cents!

Since quite a few checks were for 5, 10 and 25 Dollars,

IT SHOWS THAT THE MAJORITY DONATED THE COST OF HALF A HAMBURGER!
NOTHING TO BRAG ABOUT

Allow me to remind you that the cost of the program is entirely born by amateur skiers. We don't get - and surely don't want - Government subsidies, like all our European rivals.

Now in it's third year, the program is of necessity still limited, but has produced significant advances, and while we have our ups and downs, the ability of our competitors is already reaching par with the world-wide best.

We can surpass them, with your help. Right now we have to depend on a handful of new talent, while over there are huge pools of already well advanced youngsters, all being trained far in excess of what we do for ours.

Yours sincerely, and hopeful,

Frank Springer-Miller

Frank Springer-Miller
Chairman, Membership Committee

Note: Contribution is tax-deductible.

With the SKI PATROL

By Lanou Hudson



Most people in the skiing world take the ski patrol for granted. They get hurt, someone notifies the patrol, soon a couple of men on skis arrive with a toboggan or sled in tow. Their injuries are attended to as fast as First Aid will permit, then they are loaded aboard a toboggan and taken down the mountain. At the First Aid Room their injuries are checked again and they are placed in either a friend's car or ambulance depending on the future treatment required, and taken either to a doctor or hospital.

At the First Aid Room the patrolmen pack up the used equipment, haul it back up to the lift, load it aboard and off up the mountain they go -- Simple, isn't it? So it seems -- but wait a minute.

How did the patrolmen know where to go? Who furnished the equipment, where did it come from, the skill and ease with which the injured party was taken care of and transported -- where did they acquire it? That's the story of a Ski Patrol and we would like to tell you briefly about it. Originally the patrol was operated by the Ski Club, and manned by volunteers who raised their money by various activities. With the coming of the lift it became a joint Club and Company operation. With the "Ski Explosion" after the war the Mountain Company offered to take over the operation and has operated and expanded it to its present size and efficiency.

This year's patrol, headed by veteran Hal Wilhelm and assisted by veterans Bob Cochran and Clarence Hayford consists of eighteen paid men, ten of whom are considered career men or veterans of more than three seasons. Two registered nurses and two part time paid men complete the so-called hard core of the patrol. They in turn are assisted by a group of picked volunteers numbering from twelve men on a weekend to twenty-five or thirty on race days. These men cover an area serviced by seven lifts, consisting of five open slope areas, and sixty-five miles of trails; an additional twenty miles of touring trails are not patrolled.

To help them cover this area they have various types of equipment. For communications they service and maintain thirty phone circuits consisting of about ninety miles of wire controlled through a switchboard at the Octagon. A backup system of New England Tel & Tel connects them to the Company switchboard for outside communication. Commercial radio ties all company vehicles and patrol rooms into one network. On race days a C.B. net of walkie talkies and base units supplement race control.

Forty toboggans completely equipped with blankets and first aid equipment are stationed in caches located in strategic spots throughout the area. These are used for downhill transport and completely equipped cost better than \$200 each. To help in off the road transport seven Snowcats and a Bombardier are available whenever needed.

For highway use three ambulances are stationed in the area and manned and maintained by the Patrol.

But when all is said and done it's the man on skis who makes the Patrol. He's the first one out on the trails in the morning checking conditions and equipment and the last one off the mountain at night. Regardless of weather, "the milk run" and "sweep" are his job and if he seems a bit "crusty" because you are slow getting down at night, well, even "angels on wooden wings" get their halos on crooked once in a while. Can you think of any other sport that has a better protective system at no additional cost?



In the so-called good old days, owners drained their car radiator, took off the tires and put the car on blocks for the winter. Today, cars are year-round propositions, but we all have some mental blocks about winter driving that can be dispelled with a few common sense rules. Here are some key winter driving safety do's and don'ts.

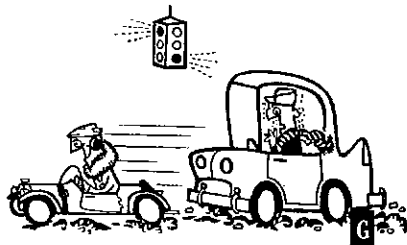
1. Do keep extra distance between you and the car ahead; it may take 12 times as far to stop on snow and ice as on dry concrete. On icy pavements, tires may lose all but one tenth of their grip, making it impossible to brake to a sudden stop. Keep a minimum of one car length for every ten miles of speed between you and the car ahead. And don't be fooled by a sudden let-up in the cold spell. It can take over twice the distance to stop your car at 32 degrees F. than at zero temperature because ice and snow become much more slippery at higher temperatures.

2. Don't jam on your brakes if your car should skid; you'll only make your situation worse. Instead, leave the motor engaged and turn the steering wheel in the direction in which the rear of the car swings. Accelerate slightly. Pump your brakes gently but rapidly to stop; pumping your brakes also gives you better steering wheel control.

3. Do keep your windshield washer reservoir filled; poor visibility is a

Winter Driving Tips

prime winter hazard. As an added precaution, keep a bottle of glycerine and water, half and half, in the glove compartment of your car. An application will free windshield glass and windows of ice and sleet.



4. Don't push the gas pedal to the floor when trying to get out of a snow-covered rut. A bag of sand and a shovel in the trunk of your car are a simple safeguard against ruts. If you get caught in one, shovel away loose snow for three or four feet ahead and behind each wheel. Sand the shoveled area, especially around the rear wheels. If your car has auto-

matic transmission you can "rock" it by moving the selector lever back and forth between low gear and reverse.

5. Don't drive away after starting your motor until you are certain it is operating properly; give it a few minutes to warm up at about twice its normal idling speed. Use the time to check your gas and oil pressure gauges. After you've driven a few minutes, try your brakes. Even if they are in perfect condition, moisture may have condensed on the linings and drums. Trying them out will help dry them thoroughly.

6. Do dim your headlights at least 1,000 feet before meeting another automobile when driving at night. After looking into the lights of a car approaching at 40 miles per hour, you may travel 200 feet before you can see clearly. And most important -- never drive if you are fighting off sleep. An accident can happen in a fraction of a second -- particularly under adverse weather conditions.

Drive carefully!



Dates and Events to Remember

- FEBRUARY 11th and 12th - - - - - VERMONT JUNIOR ALPINE CHAMPIONSHIPS**
 Classes - Junior 1 and 2, Boys and Girls downhill and slalom. (Tryouts for Vermont Selection for Eastern Championships)
- MARCH 16th, 17th and 18th - - - - - NATIONAL JUNIOR ALPINE CHAMPIONSHIPS**
 Giant Slalom, Slalom and Downhill.
- MARCH 26th - - - - - EASTER PARADE**
 Costume contest with many prizes.
- APRIL 2nd - - - - - CLUB CHAMPIONSHIPS**
- APRIL 15th and 16th - - - - - 28th ANNUAL SUGAR SLALOM**
 All Men and Women. Dance & Party

CLUB CHAMPIONSHIPS SUNDAY, APRIL 2, 1967

Club 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. Trail to be announced. Also -- All contestants finishing will be eligible for a chance on a 1967-1968 season life ticket on all uphill facilities. AWARDS -- Club Race and Ticket Drawing -- 4:00 P.M., Spruce House.

RACE ENTRY CLOSING DATE — MARCH 27th POSITIVELY NO LATE ENTRIES

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

ENTRY BLANK FOR CLUB CHAMPIONSHIP RACE

NAME

ADDRESS

AGE..... MALE..... FEMALE.....

Entry fee: \$1.00 Junior, \$2.00 Senior. Amount enclosed \$.....

Contestants must sign the following release and return this entry blank to Mt. Mansfield Ski Club, Spruce House, Stowe, Vermont. Entries close March 1, 1966. Pick up numbers at Spruce House.

I hereby absolve the Mt. Mansfield Ski Club, Inc., and the Mt. Mansfield Co., Inc., and affiliated companies; or any member or officer thereof; or any person officially connected with this competition from all responsibility for injury of whatever kind, or in any way connected or related to this competition.

Signed

If under 18 years of age Signature of Parent or Guardian will be necessary.

Parent



Pictured above is Billy Rathbone, Jr. III member of the MMSC Ski Team.

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RETURN REQUESTED

Mt. Mansfield Ski Club, Stowe, Vt. 05672

SKI CLUB NEWS
PUBLISHED FOR THE MEMBERS OF THE MT. MANSFIELD SKI CLUB

