

SKIING '67

In the EASTERN TOWNSHIPS and Northern Vermont

SHERBROOKE DAILY RECORD — Friday, January 20, 1967, Sherbrooke, Quebec



SMOKEY'S COUSIN? — A shaggy 150 pound canine has joined the ranks of the Canadian Ski Patrol System. He is a St-Bernard, the famous breed once trained by alpine

monks to rescue distressed mountain travellers. The dog is to help the system promote ski safety.

1967 CSPA executive named

The 1967 executive members of the Eastern Townships Zone of the Canadian Ski Patrol System have been announced by Miss Kathy Hall, zone secretary. It is divided into three groups; the zone executive ros

ET area grows as ski centre

Twenty-eight years ago commercial skiing began at North Hatley with the opening of Hillcrest Ski Centre. Now, in 1967 a still popular and ever expanding Hillcrest looks over this favorite ski area of Quebec where more than 15 ski centres have now sprouted from Thetford Mines to Bromont.

Simulated by the 1965 opening of the four lane Eastern Townships Autoroute which has well-marked access roads leading to various centres, the Townships continues again this year to show rapid growth in its ski centres.

Progress this year throughout the Townships has been marked by the addition of new trails, new lifts, expansion of ski chalets and shops, parking lots and development of night skiing.

Take, for example, Mont Bellevue, Sherbrooke's municipal ski centre. Here, three new trails have been carved into the mountain flanking Sherbrooke while a new poma-lift

ter, Western and Central Sections. The Eastern Section, formerly belonging to this zone, which consisted of Thetford Mines' Mt Adstock, and the Coleraine (Viny Ridge) resorts' patrols, now come under the Quebec Zone of the system.

In the ET Zone executive group consisting of unattached members, Rupert Dablin is Zone president, directing nine patrols, assisted by Garth Fields, chief of standards; Bob Simard, statistics; John McLauchlin, liaison; Charles Catepaugh, public relations; Dick Lapierre, bulletin; Mike LaRiviere, ski reports; and Miss Kathy Hall, zone secretary.

Western section is headed up by Rudy Neilson as vice-president; Perry Safford, social co-ordinator and chief of button sales; Morris Adams, treasurer; and Al Cuplinskas, supplies; and

Central is under Conrad Lailbert, vice-president; with Henri Tourigny, secretary-treasurer;



Louis Sergent supplies; Pierre Bessett, button sales and social co-ordinator.

Garth Fields of Magog is senior instructor and examiner for the zone, and Dick Lapierre is Montreal examiner and instructor. In St-Hyacinthe, Marcel Turner is in charge of instruction, and Ron Wallat heads up the Cowansville instruction.

Western Section has six patrols. Glen Mt. patrol leader is Ron Wallat, with two assistants, Fulton Neil and Patricia McKee. John McLauchlin is Owl's Head P.L.; Glen Cathcart is P.L. at Bromont with two assistants; Real Rousseau and Ralph Lunn; and at Mt. Echo, Andre Page is P.L. with Marcel Turner as his assistant. Richard Maynard is the P.L. at Pinnacle Mt.; and the zone's only girl patrol leader, Miss Lucie Fortin again heads up the Mt. Sheffield group.

In Central, Harvey Catepaw is again patrol leader at Mt.

Orford, classifies as a professional patroller there as well as being the centre's employed superintendent of trail maintenance. His assistant is Paul Berneron. At Greenlumber, North Hatley, H. Faucher is again the patrol leader.

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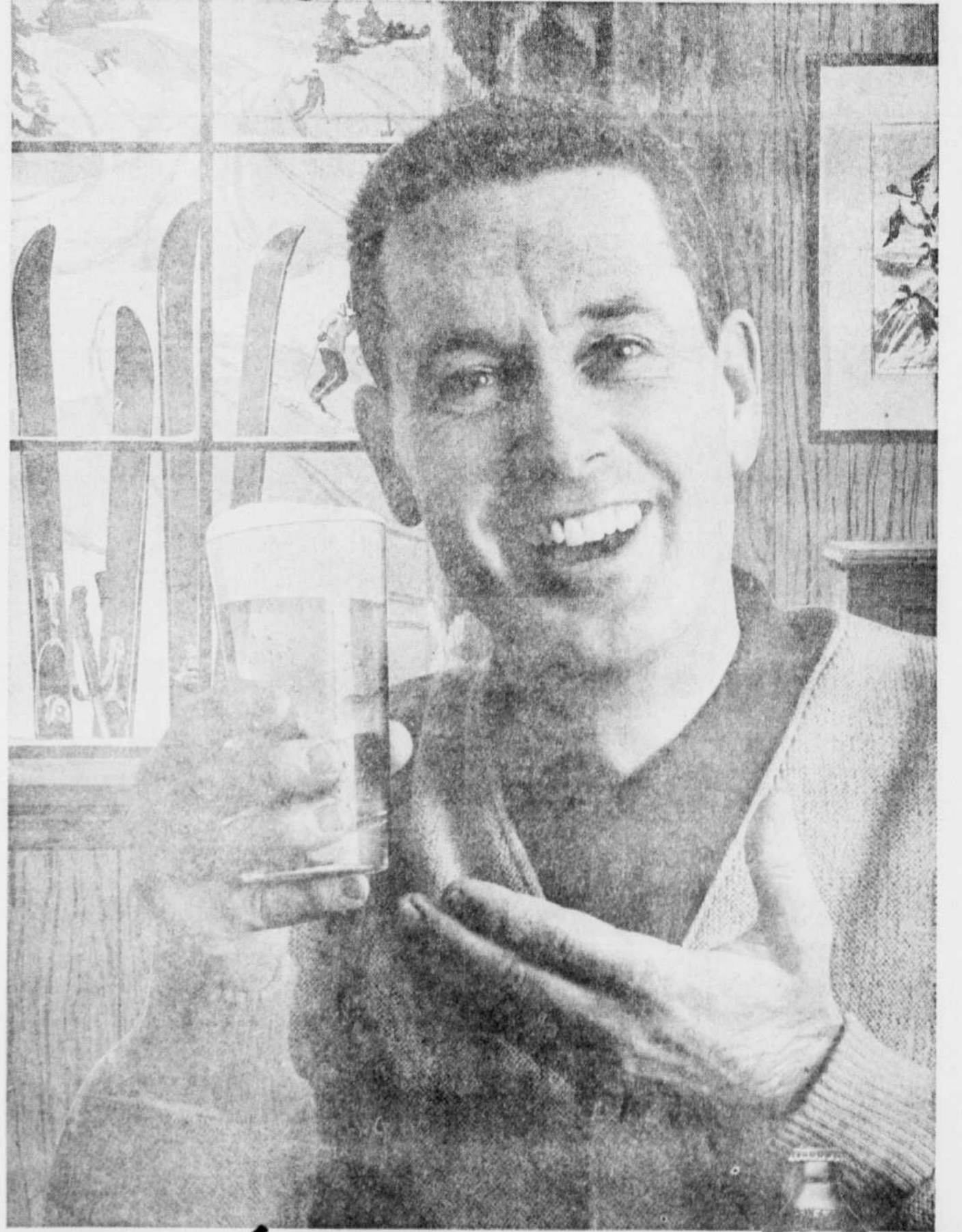
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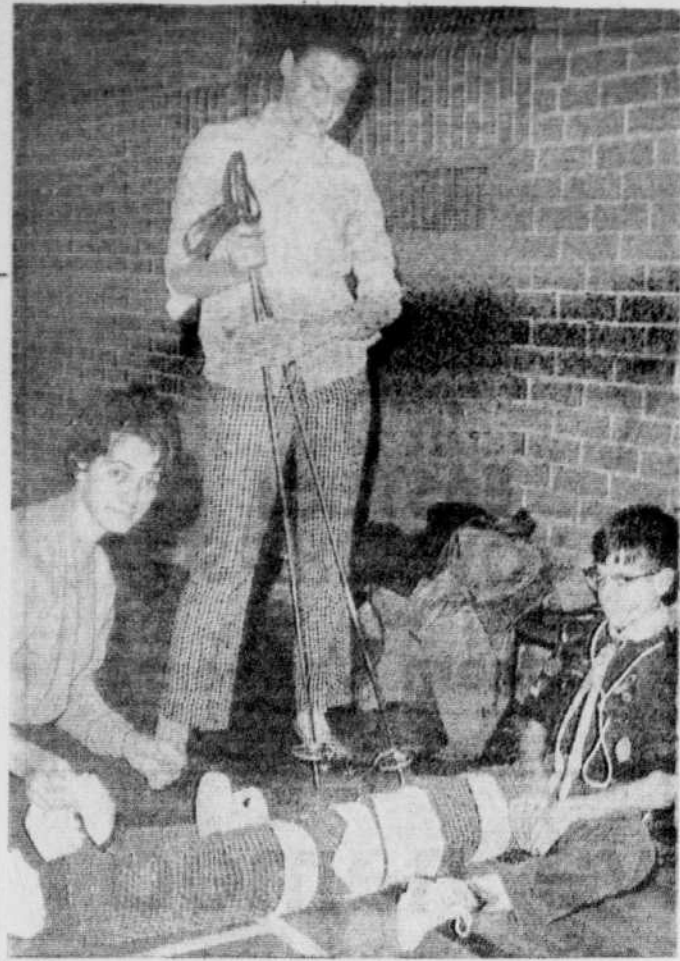
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CSPS patrollers well trained for vital role on slopes



SPECIAL EQUIPMENT — The Canadian Ski Patrol System has developed many excellent techniques during its 26 years, and have introduced numerous items now commonly used in first aid, such as the wire-mesh, seen being used by two lady patrollers from Sherbrooke, who were photographed taking their practical exams at Magog recently. Boys like Barry Holt of the 4th Lake Magog Sea Scouts and their Wolf Club Pack assist by acting as casualties.

You'll be in good hands this winter when you ski any of the hills served by the Canadian Ski Patrol Association, thanks to excellent courses run in Sherbrooke, Magog, Cowansville and Montreal for the Eastern Townships members. The old guard of instructors, including Garth Fields, chief instructor for the zone, really put their 175 or so candidates through a grueling

10 weeks of training. Little more than 26 years ago, however, most skiers ventured out on their "staves" at their own risk, and with the equipment used those days skiing was indeed a sport for the fool-hardy, that is until CSPS found-

By CHARLES CATCHPAUGH
(Past President, Eastern Townships Zone, CSPS)

er Dr. Douglas Ferth of Toronto came up with the idea to develop a Canadian Ski Patrol Association which now has some 2,200 members, providing service for the major ski hills across Canada. Often referred to as Canada's

smallest service club, the ranks of CSPS are filled with ambitious men and women, most of them youthful, who are devoted to furthering interest in their favorite sport, skiing. And with skiing becoming one of Canada's major winter industries as well as favorite sport for thousands, the CSPS have found unlimited means by which they can provide service to the skiing public and hill operators alike.



TEN HARD WEEKS — The average CSPS annual first aid course runs for a period of 10 weeks and requires more than 40 hours prior to exams, then on-the-hill training. This picture features Harvey Catchpaw, the Mt. Orford Patrol Leader, instructing a class on the proper method of raising a casualty on and off a stretcher.



SKI POLE SPLINTS AS IMPROVISATION — Among the many improvisations taught CSPS members, is the internationally respected ski pole splint developed by this association. Here Edward Vancouver, centre, tests a patroller

VOLUNTARY
It's a voluntary organization, with less than one per cent of the membership working as professional patrollers, but look the lot over and anyone unfamiliar with CSPS would guess that these hard working, devoted people would be salaried. On the contrary, they work equally hard for their monies to further their cause, as they do on the hills, never ceasing, never neglecting duties assigned them. Call patrollers the good Samaritans of the ski slopes if you will, it's a cinch, there's no profit in their work, other than the satisfaction of knowing they are helping others, and generally promoting skiing.

It is noteworthy that I mention that over the 1965 and '66 ski seasons, more than 75 per cent of the recorded ski accidents were attended to by Canadian Ski Patrol Members, for which some grateful people made donations to this association. Others, I suppose, went on even after their fall refusing to buy CSPS buttons that cost a mere 50 cents each. This is dedication, and honestly, you've got to be sincere in your love for a sport and its followers to take this interest.



ON THE HILL TRAINING — Once school room lessons have been learned, tests passed and assignments given, all patrollers must train on the slopes, when numerous new challenges and exercises confront them, such as this method of winching a toboggan and patient down a steep incline.

International collaboration sought for skiing

QUEBEC — Pierre Alain, 33, president of the Canadian Amateur Ski Association said he intends to continue to promote unity between Canadian and United States Amateur Ski Associations.

One of the main aims of this closer international collaboration, would be to continue to facilitate the setting up of a North American ski race circuit. The circuit, similar in format to that of the Alpine nations' circuit in Europe, would be intended mainly for the two associations' "B" teams. The top teams would continue in international competition.

The two associations, because of lack of liaison, he said, often worked at cross purposes. In the past, it had happened that events had been scheduled for the same date in each country, thus making it impossible for each to attract top competitors. Closer liaison would eliminate such situations.

Alain, of Cowansville, Que., who is the first French-speaking Canadian ever to be association president, said in an interview that if there is closer co-operation, "it will also be possible for North America to show a common front to Europe."

Referring to the turning down by this committee of a bid by Banff, Alta., for the 1972 Winter Olympics, he said the bid was refused, although it had the support of seven amateur ski bodies, including the governing body of La Federation Internationale Du Ski.

He said he believed the committee was nothing but a "clique" and should be made to take into account the suggestions of the amateur bodies who would be providing the competitors.

Another subject the new president said he would look into, and which might have to be examined, was the biathlon event. He also felt the association was on the wrong track in its policy of producing biathlon competitors in co-operation with the army. The army is providing the men, guns and grounds for the training of teams, while the association is providing the trainers and instructors.

It was also possible that the association should have a general manager, "who would be there to keep up the continuity when the executive changes."

Five persons were also elected heads of the various divisions of the international competition committee. They are: Don Sturgess, Vancouver, Alpine; Ellis Hazen, Sudbury, Cross Country; Henry Solvidt, Vancouver, Jumping; Ted Powell, Sudbury, junior, and Bob Gooch, Toronto, recreation.

Over the past two months I have taken a few pictures, four of which I am using here to help describe the tremendous instruction given CSPS members.

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319 MAIN WEST — MAGOG

ROLE IN RACE
The Canadian Ski Patrol System will play an important role in the DuMaurier International Ski Races schedule at Mr. Orford for February 4th and 5th. Harvey Catchpaw, patrol leader at the area, will have his regular 28 patrolling staff on duty, plus 25 others. Mr. Catchpaw, who is also superintendent of hill maintenance at the centre, shall station the patrollers in strategic positions to help control traffic as well as watch for possible accidents. Those not on race hill duty will be exceedingly busy looking after the other slopes where a huge crowd is expected.

Well experienced in races and large crowds, the Canadian Ski Patrol have gained widespread acclaim for their ability to deal with skiers on the slopes, and in performing duties for the DuMaurier, will be expected to police the hills too. Their role will be emphasized in the interest of maximum traffic on the race slopes by spectators as well as others working on the races, who unconsciously could damage runs and venture in the path of racers.



ACCURACY AND SPEED ESSENTIAL — Rarely do you ever hear of casualties being neglected on CSPS manned hills, and this is easily explained when you realize that all patrollers must undergo rehearsals like this one at the opening of each season, and throughout the ski season.



TAKE 'EM DOWN FAST 'N EASY — Many skiers who have ridden in a CSPS toboggan either as casualties or hardluck-skiers have said the mishap was well worth the experience, but the know-how possessed by the patrollers only came with many hours of hard practice.

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MONTREAL, QUEBEC

Major Townships attraction

New trails and chalet facilities mark Owl's Head expansion



UP THEN DOWN — Two quickly to the summits of Owl's Head ski trails, double chairlifts carry skiers



OWL'S HEAD SKI CENTRE OFFERS NOT ONLY EXCITING TRAILS BUT ALSO BREATHTAKING PANORAMIC VIEW OF THE AREA.

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Second season looks promising

MANSONVILLE — (Staff) — With more trails than ever this year and new chalet facilities, Owl's Head Ski Centre which has just begun its second season promises again to be a major Township attraction for skiers of all ages and skills.

The centre now has 12 trails, four each in the beginner, intermediate and expert categories.



first aid room is also located on the site.

Eight Canadian Ski Instructors Alliance members headed again by Bob Richardson offer complete skier courses to all, from beginners to experts.

Seventeen patrollers, led by John McLaughlin, thoroughly survey trails under the Canadian Ski Patrol System. And a fully equipped team of maintenance workers and machinery keep the trails in tip top shape.

The centre operated by Mount Owl's Head Inc. will hold the Quebec Provincial Championship on January 21 and 22. It promises to be a big event with many leading names in the ski world participating.

Skiers can reach Owl's Head by the recently paved access road, Exit 61 from the Eastern Townships Autoroute which runs between Eastman and Bolton Centre, or by Exit 52 which leads through Knowlton on to Mansonville.

Further information may be gained by calling 292-5777.

ies. Existing trails have been improved by grooming and expanding while new ones have also been carved into the mountain which has a vertical drop of 1,300 feet.

Another improvement at Owl's Head this year is the extension of one of the two double chair lifts from 700 feet long to 1,500, thereby increasing the total hourly capacity of skiers on lifts to 2,500. Other lifts are the 4,000 foot long double chair lifts and 2,100 foot long T-Bar.

A 1,000 car capacity parking lot at the centre located six miles from the picturesque village of Mansonville adds to the convenience of skiers.

Enlarged chalet facilities now mean skiers can make use of seasonal lockers or take advantage of the enlarged sport shop which carries a full line of equipment. Alpine styled, the lodge also includes a dining room and snack bar, a recreation floor, large sundeck and nursery where children are cared for. In the ski shop equipment may be repaired, rented or installed. A well equipped



INSTRUCTORS — Bob and Paula Richardson are the experienced leaders of the ski school at Owl's Head Ski Centre.

(Record photos by Charles Catchpugh)

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THE ALE THAT GOES WITH ACTION



At Shefford Valley

Skiing enjoyed in lovely setting



SHEFFORD VALLEY near Waterloo where skiers of all talents gather.

WATERLOO — (Staff) — Located midway between two bustling centres of the Eastern Townships, Granby with a population of 40,000 and Waterloo with a population of 8,000 lies the lovely Shefford Valley Ski Centre where the thrills of skiing are enjoyed in a beautiful country setting.

Shefford Valley offers the tops in facilities for ski enthusiasts of all skills. A 3,000 foot long T-bar with 950 hourly skier capacity and six miles of trails assure visitors plenty of action off the beaten track.

There are two beginner trails, each 2,000 feet long, two intermediate trails, each 5,500 feet long, and two expert trails, each about 7,000 feet long. Added facilities are the 800 car capacity parking lot which is supervised, and a paved access road.

A ski school headed by Rejean Cote and Canadian Ski Patrol System patrollers headed by Lucy Fortin are more reasons why skiers flock to Shefford Valley slopes every winter.

In the new large Austrian style chalet visitors find a restaurant, ski shop, repair shop, recreation floor and sun deck, helping make their day of skiing a memorable one.

A well-equipped first aid room provides care for injured skiers or if necessary they are taken to the nearby hospital in Granby where the Canadian Ski Patrol System has special arrangements for rapid treatment to injured skiers.

A team of hard-working men keep the slopes in excellent condition with the aid of mechanized equipment.

The popular Mok-A-Sin Ski Club is another reason why skiers are attracted to Shefford Valley. Night skiing is enjoyed Wednesday and Thursday nights from 7 to 10 p.m. where skiers can view the scattered lights of Shefford Valley villages.



RELAXING on the sundeck of the Glen Mountain Chalet is the perfect way to end a day of skiing.

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Award winner

Scott Henderson has been named the fifth winner of the John Semmelink Award.

A seventh place in the combined standings at the FIS championships in Chile was his top showing.

The 23-year-old racer from Banff, Alta., was unable to accept the trophy at the time of the CASA's announcement in Montreal because of an airline strike.

But CASA president Pierre Alain of Cowansville, Que., congratulated him by telephone.

Although no official disclosure of the deliberations of the award conferring committee is made, it was understood Henderson's closest competition came from Roddy Rebron of Vernon, B.C.

Dave Jacobs, the National Ski Team adviser and former coach, rates Henderson as Canada's best in the giant slalom and downhill but considers Hebron better in the slalom and says Roddy is closer to world class in his specialty than Henderson.

But Hebron did not show nearly so well internationally and the award goes to the performer who, in international competition, best represents Canada.

Previous winners were Nancy Greene, Linda Crutehfield, Bock, Anne Heggtveit Hamilton and Verne Anderson.

The award was established in the memory of John Semmelink, national ski team racer killed in 1939 when he fell while competing in the Arlberg Kandahar in Germany.

Ski-doo gains in popularity

Fun on the snow and a big industrial noise are running hand in hand across Quebec's winter scene.

Cause of it all is the Ski Doo, a peppy and versatile machine which has opened new horizons of snow-bound fun and which threatens to put even Santa's reindeer out of business.

For Quebec, it means an economic impact caused by an industry growing from a three-man operation to a 1,500 persons employed proposition. It means heavy export and, with each vehicle sent away, advertising for the province.

It all started modestly enough 25 years ago with the birth of Bombardier Snowmobile Company producing a modest 200 machines. It wasn't until the 1959-60 winter that the idea of a frisky, manoeuvrable little critter went from the drawing boards to the production line. Like dipping a toe into water to gauge the temperature, the Ski-Doo rage started quietly with a cautious 200 built that year.

Target Is Huge

That started the fad and a snowball in motion. This year production will be 45,000 and the target for next year is a staggering 70,000. The export market is worldwide, anywhere there is snow, with the United States the best customer. Europe, with Switzerland leading the way, has 6,000 of the Valcourt-built machines churning over its snow.

With the Ski-Doo its primary product, Bombardier hasn't abandoned its original product nor is it placing all its eggs in one basket. The company still produces the big, 20-30 seat Snowmobiles — mostly for army and commercial use in the bush. It also turns out the peppy little sidewalk snowplows which chug around Montreal following each snowfall.

Ski-Doo comes in three models, with horsepower the only distinguishing factor. The "Chalet" is eight HP, the "Olympic" checks in with 10 HP and the robust Super Olympic rates 14 HP.

Practical and Fun

Though they aren't allowed on highways by law, there are trailer units to get them from place to place. And, once near hills, trails or open fields, there is little to stop the fun.

They can be strictly a pleasure vehicle, romping through the country side and they can be used as ski-towing machines. Farmers or other people faced with acres of snowy ground to cover utilize them so that they have both practical and fun uses.



SKIERS pause before tackling one of the many challenging runs at Glen Mountain.

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CANADIAN SKI PATROL SYSTEM hill supervision.

You'll enjoy skiing at this popular family styled resort, gradually taking on a new look that promises to make this one of the Eastern Townships' most modern recreational areas. Present improvement will include a new chalet and facilities, now close to completion, however these improvements don't interrupt your fun here in the least. Come and join us!

Shefford Valley Ski Centre

Rejean Cote Manager



MANY beautiful sights await skiers at Glen Mountain.

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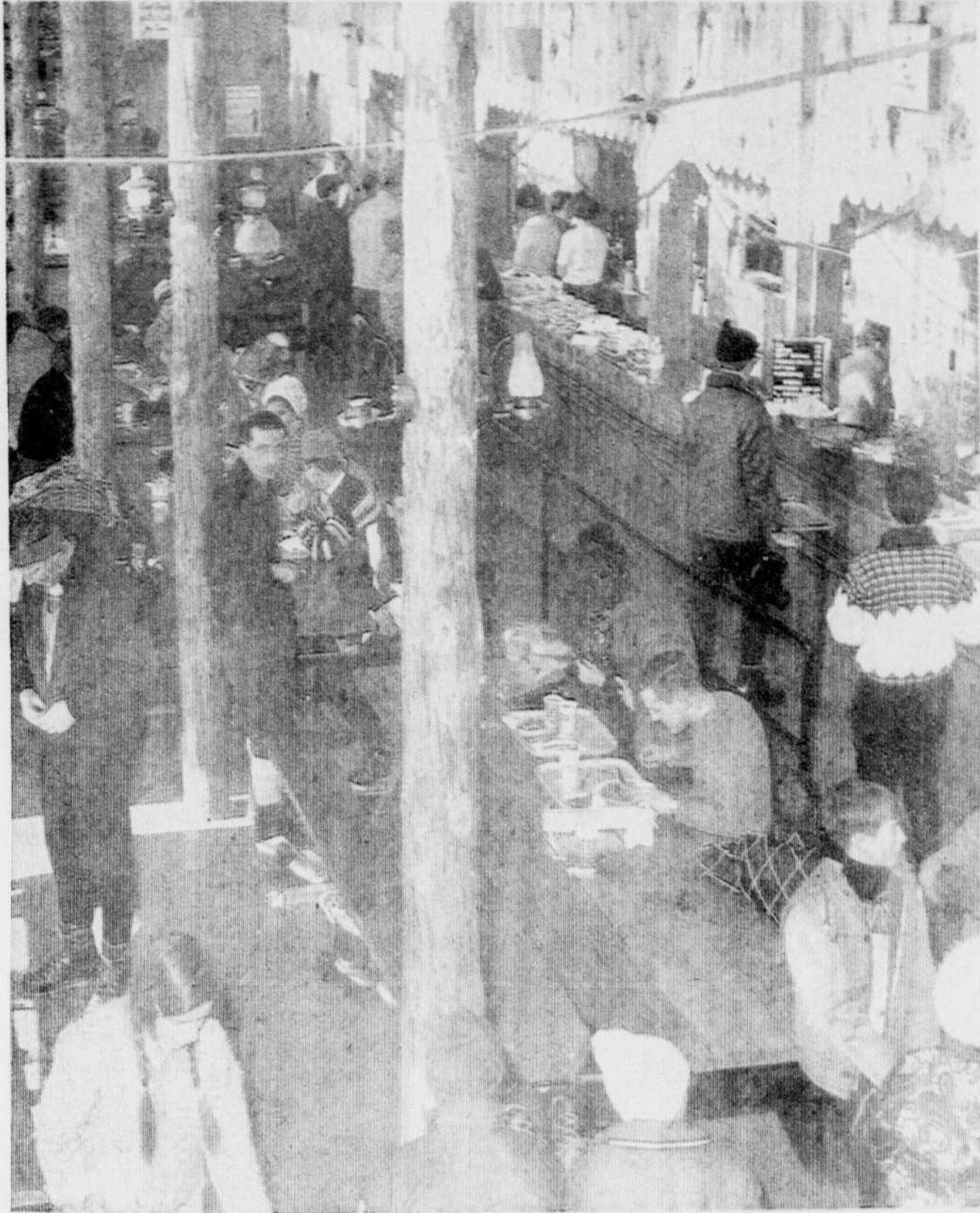
Indeed, you'll find the people of the West Bolton area friendly and hospitable, and they're particularly partial to skiers, as we are quite enthusiastic about this popular cold weather sport that is making our district a noted year-round holiday locality.

MAKE IT A POINT TO VISIT OUR REGION, AND THE EXCELLENT SKI AREAS LOCATED IN OUR DISTRICT.

CORPORATION of WEST BOLTON

We, the officers and citizens of the Corporation of West Bolton, wish to take this opportunity to extend our best wishes to those responsible for the development of the Glen Mountain Ski Resort. You have contributed immeasurably to the progress of our area, and we feel certain your enterprise will be a great credit to the whole Eastern Townships.

Night skiing now a big attraction at Glen Mountain



SKIERS GATHER FOR RELAXATION AND A SNACK IN THE EXPANDED GLEN MOUNTAIN CHALET

KNOWLTON - (Staff) - This year the ever more popular sport of night skiing will be a new attraction at Glen Mountain Ski Centre, one of the fastest growing Eastern Townships ski areas.

Each Friday night ski enthusiasts will be able to start out their ski weekend right ... by skiing, of course.

Managed by Bob Ray who is also the centre's highly respected head instructor, Glen Mountain offers a wonderful choice of ski trails where they can end their day relaxing in the centre's large, modern chalet or the nearby motel.

Situated five miles from the peaceful, picturesque village of Knowlton, Glen Mountain has 4,600 foot long chairlift and two T-bars, one 2,300 feet and the other 2,600 feet long. Total lift capacity hourly is 2,600 skiers.

Added to this are five miles of well-packed slopes where glimpses can be caught of beautiful Brome Lake and the surrounding countryside. For the beginner two trails can be chosen from, for the intermediate, three, and for the expert, one.

Parking capacity handles 1,000 cars and the road leading to the area is paved and kept in tip top shape.

The large chalet where skiers end a perfect day after crisscrossing Glen Mountain's slopes serves delicious food in a restaurant overlooking the ski trails. A large sun deck, a nursery and recreation floor add to a total of tops in accommodation and enjoyment.

A well-equipped first aid room has been added to the centre's facilities since last year and for more extensive medical attention the Brome-Missisquoi-Perkins Hospital is located only a 15 minute drive away.

And as if all this weren't enough to draw thousands of skiers, a ski shop is also situated at Glen Mountain where equipment and sports clothing is sold, and repairs, rentals and installation of equipment is handled.

A very active junior program of ski instruction is planned this year by head instructor Bob

Ray. Lessons will be given the youngsters every Saturday and Sunday, while adults may have lessons organized for them may day of the week. Instructors are members of the Canadian Ski Instructors Alliance.

Twenty-six ski patrollers headed by Ron Wallet will use their expert training under the Canadian Ski Patrol System to watch over the condition of trails and the safety of skiers.

On the ski centre's site is also located the splendid, modern Glen Mountain Motel where skiers can spend all the days they want enjoying their favorite sport.



SKIERS SPECIAL

TWO PER ROOM
Breakfast and Dinner

Adjacent To: Mt. Sutton, Bromont,
Mt. Echo, Glen Mountain.

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The FAIRVIEW INN

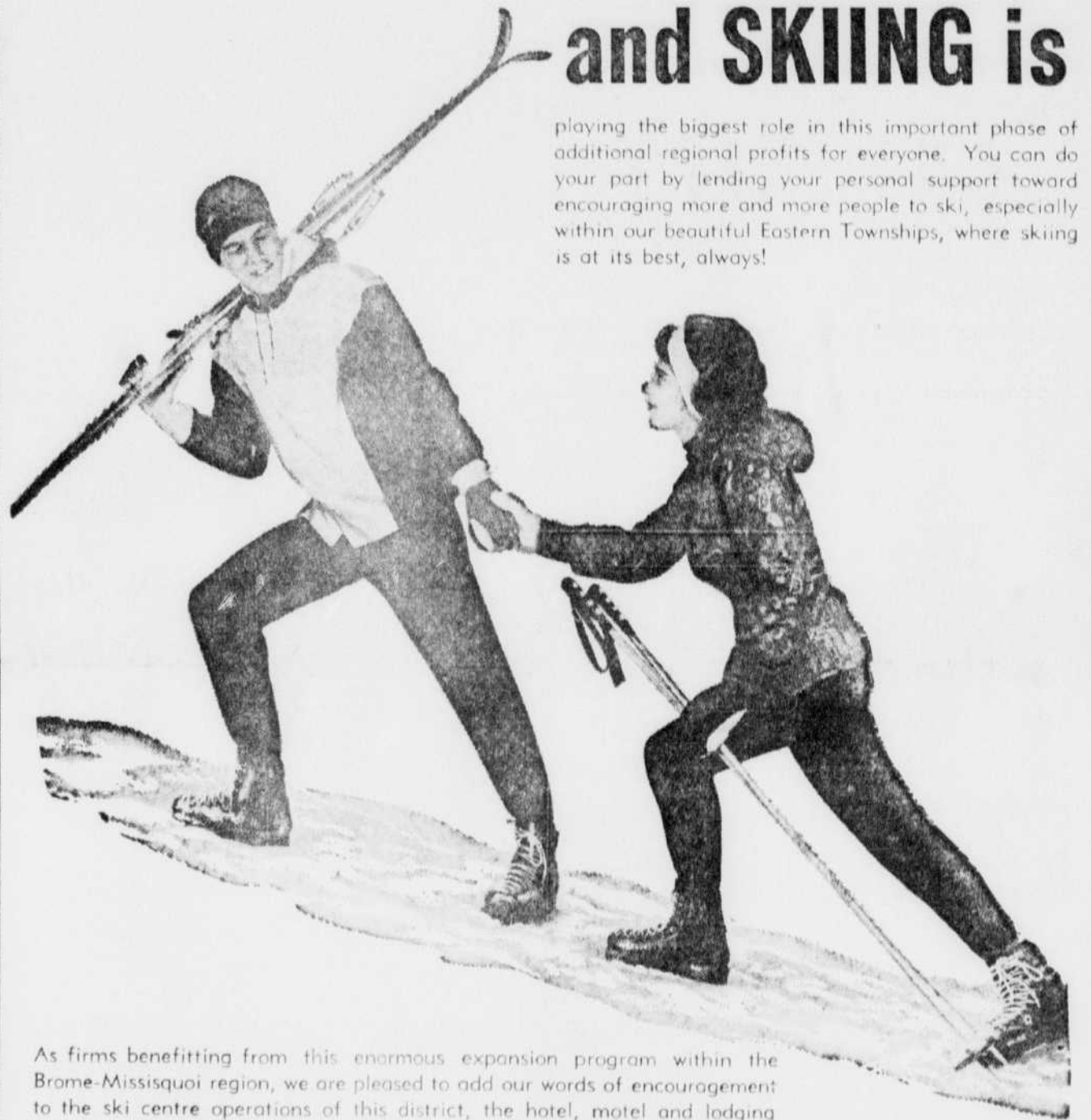
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Brome, Que.

The Eastern Townships' Winter Tourist Industry is on the climb,

and SKIING is

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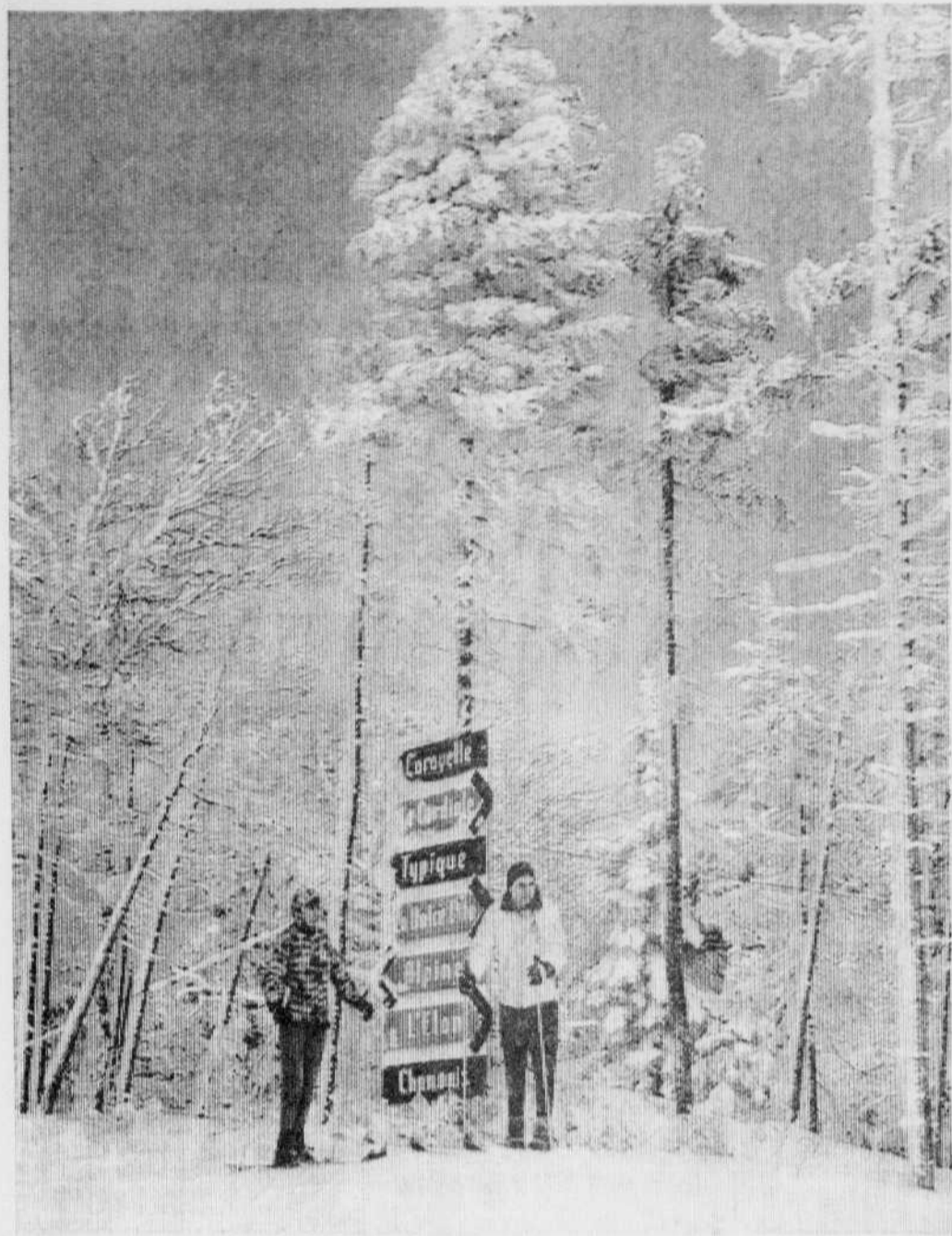
A newly completed motel attached to our ski chalet is comfortably furnished with private bath and shower — and completely equipped for the enjoyment of our skiing visitors.

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Group of experts at work

Renovations mark year of improvements at Mont Echo



SNOWY SPLENDOR — of trails at Mont Echo Ski Centre to enjoy the beauty of freshly fallen snow. (Record photo by Marcel Cote)

The popular but hard-luck ski resort, Mont Echo, had been renovated to a healthy condition by a uniquely qualified group of experts. Since last season, Echo's beautiful main chalet has been completely renovated; ticket facilities have been improved; modern and comfortable ski restaurants has been completed in the main chalet, and now will accommodate 600 patrons at once. A new two-mile beginner and intermediate trail has been cut, as has a more challenging slope. All of the other 15 trails comprising more than 11 miles of varied and attractive skiing have been regroomed and re-fined. The restaurant at the summit has been rebuilt and equipped with facilities that quickly make the skier forget the vertical drop of 1,545 feet. The lifts will be completely paved, and new improvements have been made to the road from the 'utoroute which runs through Knowlton. Travel on that highway has also been made more pleasant by the construction of a new bridge about three miles south of Knowlton.



MONT ECHO PANORAMA — A panoramic view of the popular Townships ski centre at Mont Echo is shown above, where skiers gather to enjoy their favorite sport. (Record photo by Marcel Cote)

For all these promising improvements, much the most significant change from last year is in management. The new General Manager is M. Jean Laliberte, who, in addition to a wide experience in resort management, is a professor of business administration at the University of Montreal. The new manager of Mont Echo is Mr. Eric Schiller, who is widely and deservedly regarded as the finest skier in the Eastern Townships. Mr. Schiller became the Township's first ski-school director in 1932, and was the founder of the North Hatley ski area. Mr. Schiller is a professional ski-area designer and developer, who drew up the initial plans for Mont Echo. Mont Echo and many smaller centres throughout the province. The new professional and ski school instructor is Pierre Chauvin, who was assistant for six years to the world-renowned Ernie McCullagh at Mont Tremblant. Mr. Chauvin spent two years as instructor at the Sun Valley (Idaho) ski-school, and last winter was the instructor at Stoneham, near Quebec City. In his career, the talented M. Jean Chauvin has taught many famous people to ski, including Lowell Thomas and Mrs. Robert F. Kennedy.

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BEGINNERS are not forgotten at Ski East centres since many beginners trails and excellent ski lessons are available for the young set or the adult beginner.

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Soaring Sutton Mountain offers even more for '67

SUTTON — (Staff) — With \$50,000 spent on improving last year, the ski school now has 25 well qualified instructors. Parking capacity has also been extended to accommodate 1,000 cars whereas last year only 700 could be handled. The centre is readily reached via one paved access road. Nearby lies the lovely town of Sutton which has a population of about 3,000 and many excellent hotels and inns. With the large chalet at the mountain base enlarged, 350 people can now be accommodated in the cafeteria. Other facilities available also are a ski shop which handles repairs, equipment rentals and of

Offering slopes and facilities for skiers of all ages and levels of proficiency. Mt. Sutton transports skiers to the heads of trails via five lifts. Four double chair lifts measuring 4,000, 4,030, 2700 and 3,800 feet long and a 1,500 foot long T-bar. Each of the five lifts has a total hourly capacity of 900 skiers, totalling 4,500.

From the 18 miles of ski trails, Mt. Sutton skiers can choose from seven beginners slopes, seven intermediate or five expert. All are constantly groomed with the most modern and up-to-date equipment supervised by a team of over 10 experienced men. Maximum snow cover is assured since all the slopes are on the mountain's northern flank, thereby warmed by the least amount of sun. The 1,500 foot long trail reached by the T-bar is supplied by snow-making equipment when necessary. But the system need not be relied on to any great extent as the average natural snowfall between 1959 and 1964 was 108 inches from December to April.

Two big events are scheduled for this year's racing experts. They are the National Junior Championship to be held at the end of February and the Jean Lessard Invitational Spring Race set for April. Jean Lessard, a former Olympic skier, manages the popular ski school which gives lessons to all classifications of skiers. Instructors are registered under the Canadian Ski Instructors Alliance. Expanded since last year, the ski school now has 25 well qualified instructors. Parking capacity has also been extended to accommodate 1,000 cars whereas last year only 700 could be handled. The centre is readily reached via one paved access road. Nearby lies the lovely town of Sutton which has a population of about 3,000 and many excellent hotels and inns. With the large chalet at the mountain base enlarged, 350 people can now be accommodated in the cafeteria. Other facilities available also are a ski shop which handles repairs, equipment rentals and of

fers a recreation floor, sun deck and nursery. One hundred and fifty pairs of skis are available for rental, double last year's number. St. John Ambulance Patrolers watch over the safety of skiers while an X-ray clinic and well-equipped first aid room are also available. The mountain which offers a panoramic view of all of Sutton Valley is operated by Real Belanger and has a ski club of about 100 members. A hotel, Auberge Appalache, is on the centre's site and has a dining room serving excellent food. The hotel also has a liquor license.



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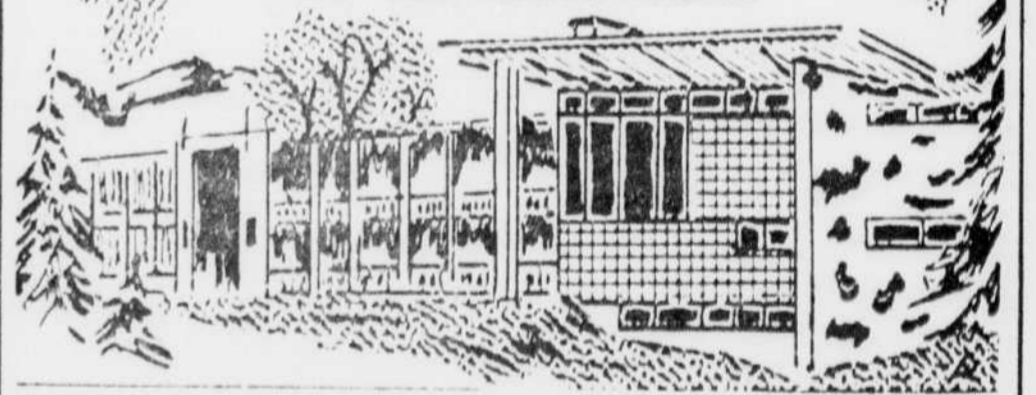
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THE BEAUTIFUL SKI CENTRE AT BROMONT IS SHOWN ABOVE

Wonderful weekend or day of skiing awaits winter sportsmen at Bromont

BROMONT—(Staff)—Groomed to meet the needs and wants of all skiers, Bromont Ski Centre located near West Shefford is increasingly becoming the place to go for a wonderful day or weekend of skiing in the Townships.

And a newly paved access road from the Eastern Townships Autoroute takes skiers quickly and safely to the centre, as do the other three access roads.

At Bromont there are two double chair lifts, 3,850 and 2,400 feet long, a 1,200 foot long T-bar, all with a total skier capacity per hour of 2,500. Twelve miles of ski trails, four for beginners, two for intermediates and two for experts as well as a 1,400 car capacity parking lot all add up to action and thrills on the slopes.

A large chalet at the centre includes a snack bar, restaurant, ski shop, recreation floor, nursery, observation floor and large sun deck. In the ski shop repairs, rentals, sales of equipment and clothing and installations are carried out by experienced personnel.

About 15 ski instructors teach

lessons to skiers of all talents -- from beginner to expert -- and at reasonable rates too. The 20 Canadian Ski Patrol System members directed by Glen Cathcart patrol the slopes faithfully. In case of injuries, skiers are taken to Brome-Missisquoi-Perkins Hospital only eight miles away or are treated in the well-equipped first aid clinic at the ski centre. An X-ray clinic is part of the first aid room.

Mont Gale Centre improves facilities

BROMONT — (Staff) — Improvements once again mark developments at Mont Gale Ski Centre, another rapidly growing Eastern Townships ski resort.

In the midst of what seems to be one of the centre's busiest years, Mont Gale has expanded its number of trails, parking space, accommodation in the ski chalet and now looks forward to the opening of Auberge Estrie on the centre's site.

This hotel which will accommodate 30 people for rooms and 100 in the restaurant and lounges is expected to open by the end of January and promises to be a wonderful place to stay for a weekend or week of skiing.

Located only 47 miles from Montreal, Mont Gale is easily reached by the modern East-

ern Townships Autoroute via Exit 38 or from Sherbrooke on Exit 41. Six miles of trails provide quick access to the two beginner, two intermediate and one expert trail. One of the intermediate trails has been added since last year. The T-bars measure 2,000 and 1,000 feet long with a total hourly skier capacity of 1,800.

The four beginners' runs are supplied by snow making equipment when necessary, but experience has shown that the centre gets plenty of its own natural snow. Trails are groomed in tip top shape by a crew of from 15 to 35 well-trained men.

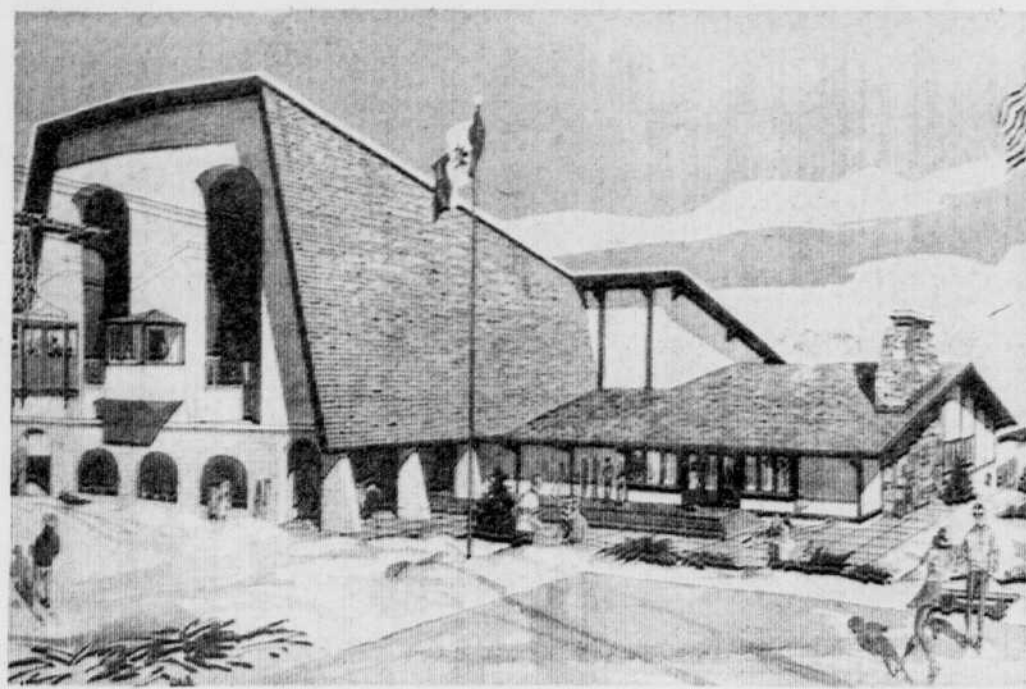
Located on the site is another great attraction: the comfortable Bromont Motel which has a liquor licence and provides excellent accommodations at reasonable rates.

The Bromont Ski Club operated at the centre consists of members eager to make the most of the beauties of skiing at Bromont. Available to them as well as visitors is a three night program of night skiing. Each Wednesday, Friday and Saturday skiers zip down the quiet slopes beneath the stars.

Largest development

Millions spent improving Jay Peak

JAY, Vt. — "The largest ski development ever attempted in the eastern United States in a single year". This is the way the general manager, Walter Foeger, describes the extensive work underway here at Jay Peak in northern Vermont. About three million dollars



BOTH U.S. AND CANADIAN FLAGS fly in this architectural photo of the JAY Peak Airtramway building and restaurant on the Vermont-Quebec border. The tram car shown holds 61 passengers,

unloading at the mezzanine level after going into the 36 foot high arches at loading levels on each side of the control station. Center is the day lodge and in the foreground the skating rink, converted from tennis courts in season.

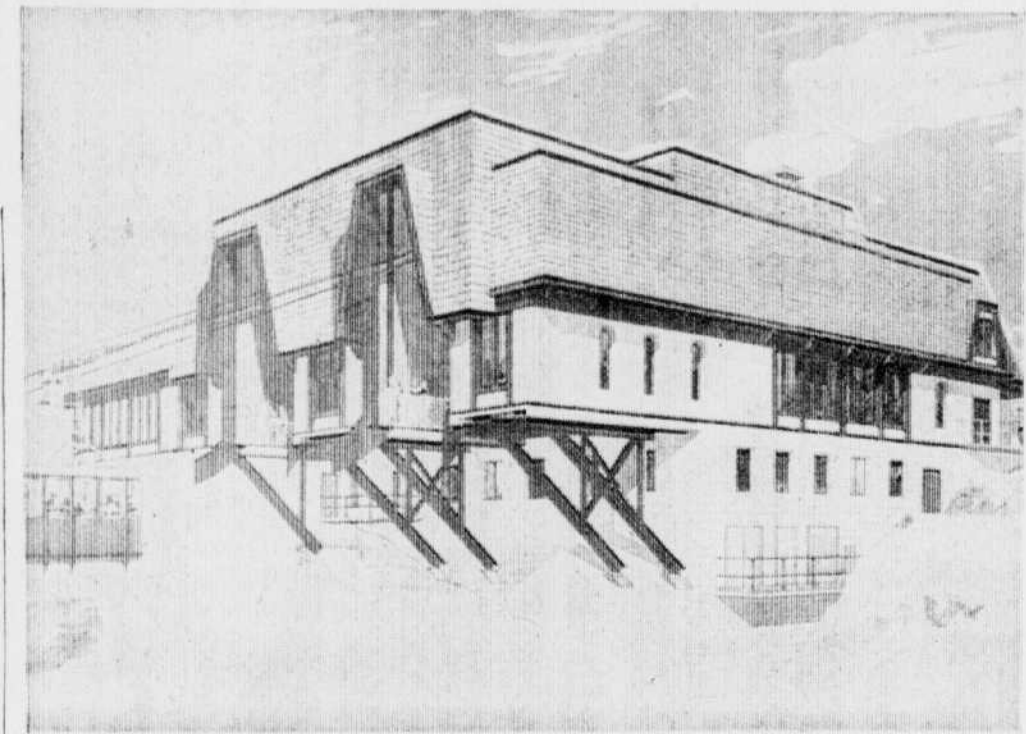
At the right is Jay's new Austria Haus, both buildings together have 3,900 square feet of space including all levels. They are connected by an underground passage and the levels serviced by an elevator.

was invested in Jay Peak last summer and fall. More than 200 people are working on the mountain in a co-ordinated effort to complete both the base and top station buildings of the first modern Airtramway to be installed in the East. The two airtramway cars, now in transit from Switzerland where the tram is manufactured, have a capacity of 61 passengers each.

Loading and unloading of passengers will take place within the buildings now under construction at Jay. The base building will also include a day lodge, gift shop, a mezzanine at the loading level, information center, child care room, check room, and a tunnel or underground passage leading to the restaurant next to the tramway building.

The airtramway top station building will include a dining room and lounge among its three levels of space. A huge fireplace and snacious sun deck will afford two kinds of warmth for Jay's guests, winter and

Project Engineer Park Ryker, estimating with slide rule, estimates the new buildings will have about 49,100 square feet of space, conservatively, Austria Haus Jay's new restaurant next to the tramway, measures about 16,230 square feet of space for dining, dancing, cooking, reception and facilities. The tramway base building has 22,700 and the top station building 10,200 square feet of space. The total is more than one acre of space. Opening day for the Airtramway is December 21, Wednesday. Construction is moving ahead on schedule, reports Construction Supervisor Roland Albert. In recent days it has snowed fairly heavily here. The building program is now in a race against the weather. However, fresh grass is growing on much of the 20 more miles of trails cut on the mountain this summer. There are presently 50 miles of trails at Jay.



AIRTRAMWAY PASSENGERS AT JAY PEAK unload right inside a comfortable new building now built on top of the mountain. The Trams are also heated. Travelers and skiers can dine here. This structure is white with

weathered "shakes" upper wall and roof. It has about 10,200 square feet of space. All three "Airtramway" structures total 49,100 square feet of space, or more than one acre, top and bottom.

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VERMONT.

Skier honored for work done in CASA

At a dinner specially prepared by them, the ski team presented Dave Jacobs with a token of their appreciation for the work he has done for Canadian skiing over the past two years.

Among the guests at the ceremonies held at the National Team's home base of Notre Dame, was newly appointed president of the Canadian Amateur Ski Association, Pierre Alain.

The 31-year-old Jacobs announced his intentions to retire to the CASA at their annual meeting last spring, with the official announcement to be made following the FIS World Championships in Portillo, Chile. But word leaked out and Jacobs admitted, in Chile, that he was resigning.

John Platt, 30-year-old mechanical engineer from Trail, B.C. was appointed the new head-coach. The former National Ski Team member has been following the same basic philosophy of combining studies with racing as was originally set up.

The only variation in the program is in the academic portion. The college program is rearranged to remove some of the skiers during the winter. The course of studies will be balanced by a summer curriculum or the addition of an extra year so the members of the team can earn their degrees.

A former National Team competitor himself, Jacobs took the reigns of headcoach of the team two years ago when the CASA was convinced they had to adopt a new policy if Canada was ever to reach the top in international skiing. The policy was similar to that outlined by Don Sturgess and Ernie Gare at nearly the same time. So the national team and Dave Jacobs ended up in Nelson where the team is scheduled to remain for the next five years, at least.

In the two years he was coach, Jacobs transformed the Canadian skiers from also-runs to potential champs that are an

ever-present threat to the European domination on the slopes.

That they failed to win any medals at Chile was a matter of luck, and pressure.

But Jacobs has been a major factor in the growth in the program that has put Canadian skiers on the international competition level, and as team manager Peter Webster put it, "this is Dave's baby and he couldn't just leave it."

So Jacobs agreed to remain on as special advisor to the team. The newly formed position enables the former head-coach to continue to have a say in all administrative decisions and keeps him on as a voting member of the committees.

Webster also pointed out that having Jacobs in the east — Montreal — could work as an advantage to the ski team.

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He may not look like a champ but watch out for him on skis

Jean Guy Brunet doesn't look like a champion skier. Fairly slight, he seems almost too small to be one of the best skiers Canada has ever had. Yet this is the history of Jean Guy Brunet, past member of Canada's National Ski Team and the new coach for the Southern Ontario Ski Team. This dynamic young man of 27 started skiing at the age of 3 in the Laurentian Hills. No one taught him yet he learned quickly enough. He worked at skiing. He spent three seasons as a professional patrolman at Mt. Tremblant where he learned to ski hard and fast. In 1958 someone in the Lau-

rentian Zone suggested he should try racing. Since Jean Guy had never raced before, he entered his first meet, the Red-birds Downhill in Ste. Sauver as a "C" class competitor. He amazed officials by winning a full six seconds ahead of the field. Zone officials immediately promoted him to a "B" competitor. To celebrate Jean Guy Brunet promptly won his next race, the Quebec Kandahar at Mt. Tremblant. This earned him an "A" rating and a chance at the Canadian championships where he took a 2nd in the downhill and combined. Later that same year he was named to the Canadian Nation-

al Ski Team. The following season (59-60) Jean Guy travelled out west to Rossland, B. C. for the Olympic trials. He made the team easily and was off to Squaw Valley. His 25th place in downhill and giant slalom was a credible effort for the first time in international competition. He stayed with the team until after the 1964 Olympics. During this interval he attended the 1962 F.I.S. World Championships at Chamouilly, France. Here he collected a 19th in downhill and 12th in the combined. The best any Canadian male skier had ever done. During this same interval he also won the Canadian Downhill Championships four years in a row. A record which still stands. At the 1964 Olympics both the French and Austrian coaches were impressed with Jean Guy Brunet. They felt he had a chance to place within the top five spots.

When questioned on this point, Jean Guy said, "I had been practising the Olympic downhill course and I like it. I felt good on it. However, after I was told by the three coaches that I had a chance to win the downhill, I made the same human mistake many other racers do. I knew this was my last big race and I wanted to win it, perhaps too much. As a result once on the course I forgot one part of my training and suddenly I had lost 4 seconds and a chance to be in the race."

Since leaving the team in 1964, he has become a certified ski instructor and holds a C.S.I. rating. Last year he taught at a Ski School in the Laurentians, taking time out to be the top Canadian and third overall winner in the Beehive Giant Slalom at Lac Beauport.

This summer he taught under Larry Nelles at Alpine Junior Camp on the Kakanee Glacier near Nelson, B. C. This is where he first met many of the Ontario juniors whom he is to coach this winter.

In his opinion the Ontario junior team is not in any way behind the rest of the country. "They need," says Coach Brunet, "more fast and hard long downhill skiing. But with that and the spirit they have now, Ontario should make a real impression in next year's Canadian Junior Championships."



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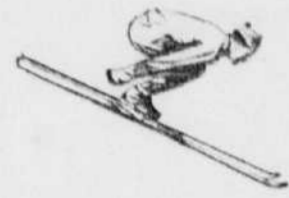
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Even skiing hit by synthetic operation

Let's face it gang, our grand-fathers wouldn't recognize the world today. In their day, football was an outdoor sport. Now it's living room entertainment via TV.

Nothing is Real
That's what could be evolving with the perfection in several areas of synthetic operation. First there were snow making machines, dependent largely upon cold weather. Then came artificial hills made out of nylon bristles and other fibres and surfaces which could be skied on in any weather. Now comes a process closely allied to making artificial ice for rinks — with freezing pipes implanted in hills to make snow surfaces even during the summer.

And that isn't all. Some operators have gone so far as to build their own "hills". They aren't hills as such but, rather, frameworks with chutes bent and twisted for an interesting ski run. In these chutes are put the freezing pipes and presto, instant ski runs.

Sculptor's Madness

The initial structure will belong to Ocean City, New Jersey, where the whole project looks like some modernistic or impressionistic sculptor's madness. Support beams jut into the sky and the "slopes" wind and twist eerily down and around.

There are three runs, each 20 feet in width, with an excavated outrun at the bottom. Planned, too, are a ski lodge and other facilities, plus lifts. The final dimension, proving ski days as an outdoor sport may be numbered, is supplied in Japan where the same idea is on the drawing boards, only indoors.

Operators of areas catering to either summer or winter trade are determined to perfect ideas such as these to attract customers during the off-season months. In the process, they are turning everything topsy-turvy.

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Canada recognized as THE threat to France's supremacy

Our National Team has returned... not medal winners this time, but with some exciting "closes", notable individual runs and a wealth of valuable experience gained in world championship skiing.

The calibre of team effort that Canada fielded in Chile was above and beyond anything we have had in the past. Rod Hebron for example was third in his first slalom run, edged out only by France and Italy.

Nancy Greene was 1/2 seconds ahead of the whole field in the first run of the ladies special slalom, before she ran into her bad luck. Scott Henderson, out of some eighty competitors representing nine major skiing nations, brought Canada a seventh place in the combined ratings for all events.

Some tangible idea of the team depth that Canada has attained is perhaps shown by the second run of the men's giant slalom, where we placed three in the first eleven spots. In this particular event France also

placed three, Austria two, Switzerland two, Sweden one, Germany, U.S.A., Japan, Italy, Norway and Poland were further down with no representation in the first grouping.

I asked Dave Jacobs for his comments after the F.I.S. Championships, and I quote: "The Team that went to Chile learned a great deal, but mainly from the point of view of being mentally stable under extreme pressures. For instance, some of the team, such as Nancy and Roddy, found themselves in a position of lead-

ing in the race for world championship medals. They have never been in that position before and couldn't quite handle the pressure. Roddy is always confident, but in the F.I.S. slalom he stood in the starting gate for the second run knowing that all eyes were on him as he had the best chance of anyone to win. In spite of Roddy's experience, he did not have the experience of ever being in that position before, and where he needed only a standing run to win our first ever man's medal, he fell. The Team is now more fired up than ever, because they now know that they could win. When Keith Shepherd could start num-

ber 65 in the F.I.S. and come in 10th, beating such racers as Leo Lacroix, start no. 9, Heini Messner, start no. 10, Jules Melquiond, start no. 10, etc., then this is proof enough to the team that they now are racing on exactly the same plane as their competition. The only thing that worries me is that the world now knows this, but Canada doesn't. I know that this coming season is going to herald the emergence of our Team as a consistent winner against all comers."

There is little doubt that Canada today is recognized as THE future threat to France's supremacy is downhill and slalom. The coming season, as the National Team sets its long range sights on the 1968 Olympics, will be one of challenge and opportunity for coaches and racers alike.

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RACING provides added challenge to an already challenging sport.



ber 65 in the F.I.S. and come in 10th, beating such racers as Leo Lacroix, start no. 9, Heini Messner, start no. 10, Jules Melquiond, start no. 10, etc., then this is proof enough to the team that they now are racing on exactly the same plane as their competition. The only thing that worries me is that the world now knows this, but Canada doesn't. I know that this coming season is going to herald the emergence of our Team as a consistent winner against all comers."

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OVER A BUMP AND DOWN AGAIN FOR ANOTHER OF THE THRILLS OF SKIING.

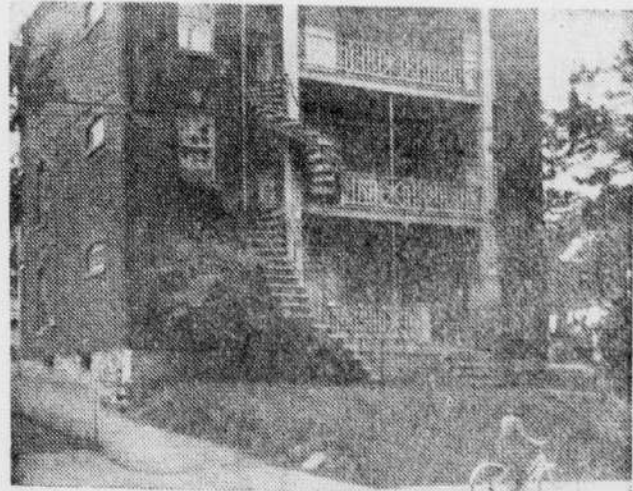
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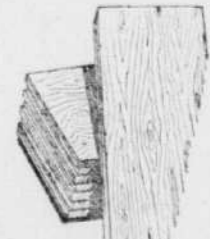
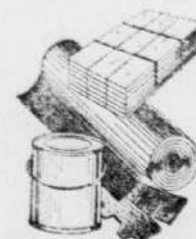
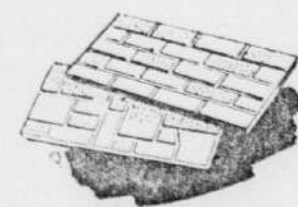
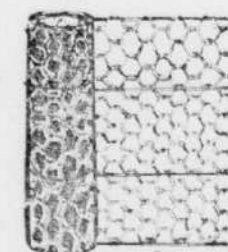
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At Wentworth Skiing a favorite in Nova Scotia

In the Wentworth Valley in Nova Scotia, the wheat and other long stemmed grain has grown a fine tall mat to catch the winter snows. The first week in October tidying-up jobs were done on the trails which will echo the shouts of skiers and the swish of the skis on the glittering white snow.

The Canadian Ski Alliance Wentworth Ski Patrol took its refresher first aid courses; about fourteen enthusiasts attended.

John F. Miller is the president of the Wentworth Valley Ski Club for the coming season, and the club is planning a dance for November 11. Executive meetings were held during the summer, with the highlight a lobster dinner at Cole Harbour.

The Canadian Amateur Ski Association has as its Atlantic Division president John Dickey, and the secretary is Miss Frances Johnson. Zone Division presidents are: Nova Scotia, Keith Lewis, Halifax; Prince Edward Island, K. R. Judson of Summerside; and Newfoundland, Dr. R. W. MacLeod of Cornerbrook.

Ledr. Lewis reports the Nova Scotia Zone Executive has taken on the job of training the Nova Scotia Ski Team entry for the 1967 First National Winter Games to be held in Quebec in February.

As early as mid-July, some 23 young possible competitors began their dry land training and conditioning under the direction of the P and RT staff of the Physical and Recreation Staff of Dalhousie University.

Coach for the Alpine Ski events is Allan Mitchell of Chester, Nova Scotia and head Nordic coach is Ragnar Axelsson from West Bay, Inverness County, Nova Scotia. Also assisting in the Nordic events is Percy Jurgens of Chester.

It is reported that a new T Bar is being built in Cornerbrook, Newfoundland.

At the Martock ski development in Nova Scotia, twelve acres of slope will be under snow making equipment this year, the president, Byron Hatfield has announced. The installation has commenced for this large project which will insure good skiing from mid-December to mid-April.

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SHERBROOKE

ANNUAL SKI EDITION

Race at Magog

Western half of the du Maurier International Ski Races will be held at Whistler Mountain, in the Garibaldi area, Jan. 28-29. The announcement was made in Quebec City by L. E. Richard, vice-president of Peter Jackson Tobacco Sales Ltd., makers of du Maurier Cigarettes.

The Eastern half of the two-weekend meet will be held at Mont Orford, Magog, Quebec, on Feb. 3-5. Magog is 60 miles south of Montreal.

Ten countries have been invited to send their top teams to the du Maurier races, which were held for the first time last year at Banff and Mont Ste. Anne, Quebec.

The races are organized by the Canadian Amateur Ski Association and in B.C., the Garibaldi Olympic Development Association (GODA) will be the host group.

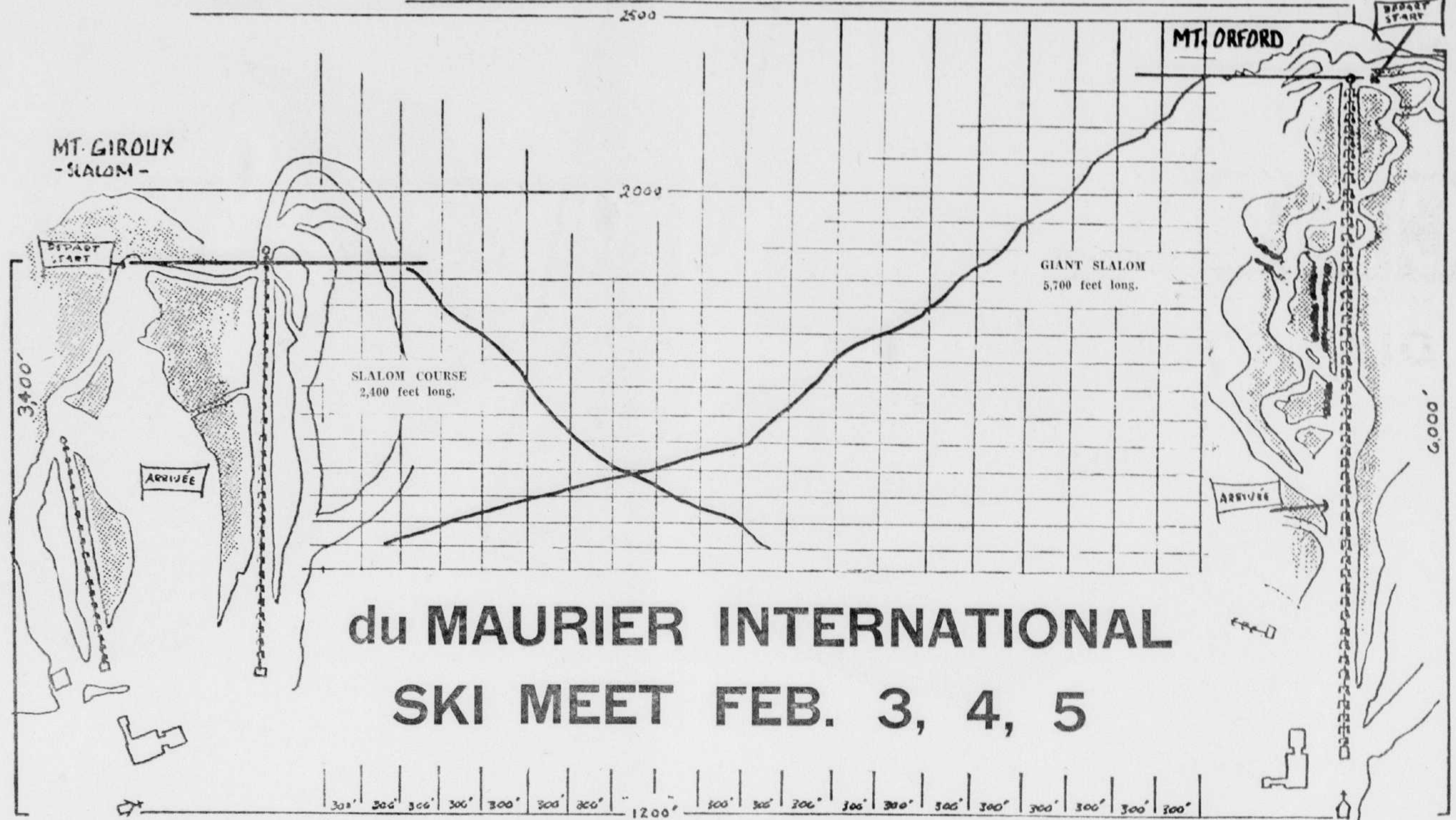
Dave Mathews has been named race chairman for the Whistler meet, with Bob Bartley, president, western division of the Canadian Amateur Ski Association, as vice-chairman.

Mathews is past president of the B.C. branch of the Amateur Athletic Union of Canada, North American Cycling Association, and a director of GODA since its inception. He was also chairman of cycling for the British Empire Games in 1934.

"Awarding of this meet to the Vancouver area creates a challenge to us," Mathews said. "For years we have been trying to get the Winter Olympics to Garibaldi. Now we have the chance to prove that we can handle ski races of international calibre."

Many of the top coaches and officials in the skiing world will be here, so if we can do an outstanding job, it should considerably enhance our chances of getting the 1976 Olympics.

The du Maurier International is sanctioned by the Federation International de Ski, the world governing body of skiing, and counts towards the world championships. Last year Canada's Nancy Greene won the women's slalom, but lost out on the aggregate title to Christ Haas, the Olympic champion from Austria.



du MAURIER INTERNATIONAL SKI MEET FEB. 3, 4, 5

RACE COURSES SET — Although the exact runs for the du Maurier International ski races at Orford February 3rd, 4th and 5th have not been marked out on the slopes, runs to be used are set. In the slalom (shown to the left in the above drawing), the Mt. Giroux '45 will be again used, with the starting point being where it was in past years for major races, finishing about one-third the way down the practice hill. Total length of this race should average about 2,400 feet. The giant slalom will be on Mt. Orford (shown in the diagram at the right), with a different run for the men than for the women. "With all probability," a C.A.S.A. spokesman said, "the giant-slalom will be centred on the Three Creeks Trail," intimating that it could possibly be partly rerouted over the top side of the contour run. On the map, Three Creeks is the run commencing from the indication of "Start", passing under the chairlift and following it. The trail from the top at left is the Contour, and branches on to Three Creeks where indicated by heavier black lines. The heavier black lines between Three Creeks and the chairlift is the old Three Creeks run, which will be opened and likely used for the women's competition. In all, the giant-slalom with its many turns should measure about 5,700 feet in length. Finishing point is the last such under the chairlift, which is about 800 feet above the main chalet.

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Pomalift	700'	150'

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T-Bar	3,280'	800'
T-Bar	2,000'	800'
Pomalift	2,000'	800'

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