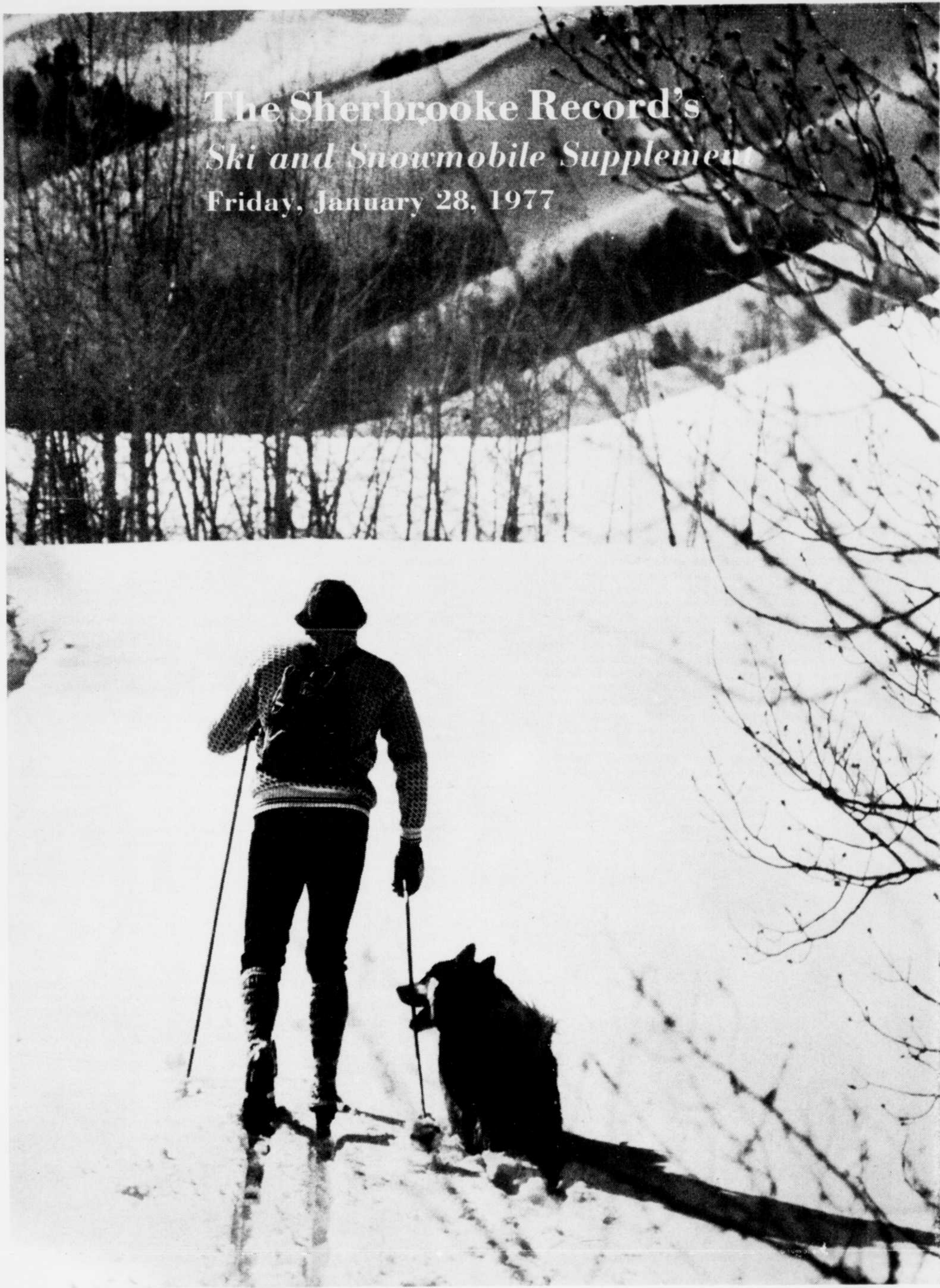


The Sherbrooke Record's
Ski and Snowmobile Supplement
Friday, January 28, 1977



Nordic fraternity reveling in the new found attention

Resort people opening facilities for "gliders"

The gliding hordes of cross-country skiers that have darkened winter trails in recent years are now reveling in the new found attention paid them by an increasing number of winter resort people. Ski week holidays have long been the exclusive interest of the down-hillers or alpine set, but the avalanche of interest among the Nordic fraternity is causing changes.

One Laurentian resort operator reports fully one third of his current season enquiries are for cross-country skiing and many other resorts across the country are preparing to welcome the trail skiers with a full slate of services to those available to their downhill counterparts.

Trails, long and varied, are the main attraction and this need has been met in various ways.

Hiking and riding trails are being used when they are suitable and of course many existing networks are being extended, while more are being laid out from scratch. In Quebec's Laurentians it was a case of reactivating old existing trails with new access routes to link up with an inter-resort network.

Far Hills Inn, at Val-Morin, 55 miles north of Montreal, was one of the first major Laurentian resorts to actively promote cross-country skiing as a primary attraction for their winter guests.

"Hard by the old Maple Leaf Trail", was originally laid out by the incomparable father of cross country in Canada, Chief Jackrabbit Johannsen nearly 50 years ago. Far Hills now operates a fully equipped ski shop with ski director Yanek Lehman available for instruction and advice.

The vast network of in-

terconnecting trails includes such prestigious resorts as La Sapiniere just three miles west through wooded glens while Erle Bergh directs trails skiing activities at the expansive Alpine Inn at Sainte-Marguerite. Luxurious L'Esterel is only a few miles beyond and has become another action center for cross-country skiing.

West of the Laurentian Autoroute and Highway 11 is another inter-connecting trail system hooking up Parker's Lodge at Val David, Laurentide Chalet Suisse at Mont Sainte-Agathe, Sun Valley and Chantecler at Sainte-Adele. Mont Gabriel along with Sun Valley and Chantecler are noted primarily for downhill skiing but now are getting into the swing and are offering trail skiing as a secondary activity.

Even the stately Mont-Tremblant resort, "THE" name in Alpine skiing as far as the Laurentians are concerned, has hooked up with the trail system of nearby Mont Tremblant Park for its ambidextrous skiing guests.

Quebec's provincial parks have kept well apace with the resurgence of cross-country skiing.

Mont-Sainte-Anne and Laurentide Parks near Quebec City, Mont Orford near Magog in the Eastern Townships, all have extensive, well maintained trail layouts and warming huts for the rest and comfort of the long distance trail skier. Bromont, 40 miles southeast of Montreal is another internationally known downhill area with a large adjacent cross country trail network only minutes from the main lodge.

Chateau Montebello at Montebello Quebec, 45 miles east of Ottawa via Highway 8, is a log castle, affluently grandiose and pleasantly comfortable. The Chateau's trail system has been expanded to 60 miles this year to keep pace with the annual increase in their cross-country clientele.

Chateau Montebello is the main overnight stop for the internationally known 100 mile Canadian Ski Marathon held annually between Lachute and Hull, Quebec.

The Petite Rouge Outdoor Center, a former summer youth camp, is admirably suited for groups and families. Near Lac Des Plagges, 30 miles northward from Montebello on highway 57, the area consists of a communal dining hall, individual cottage style chalets and larger units with dormitories for economical group accommodation. The variety of trails, through woods, mountains and a river valley, are both scenic and challenging.

Whether out for the day or on a week long, cross-country holiday, Quebec's landscape holds both beauty and challenge to those with the energy to take it all in, no matter which end of the province you choose.



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Ninth consecutive racing season for the event

Pontiac Cup series opens at Mt. Ste. Anne

TORONTO — Friday, January 28 will be the start of the ninth consecutive racing season for the Pontiac Cup series sponsored by General Motors of Canada Limited.

The series will open with the Eastern Division at Mt. Ste. Anne with the men's and women's downhill events on Saturday and Sunday.

The Western Division will get under way at Kimberley.

Considered Canada's foremost amateur racing programme, the Pontiac Cup has been more than instrumental in providing an excellent showcase and training ground for future World Cup and Olympic competitors.

All of the National Team members including Can Am are graduates of this system.

Alpine Co-ordinator for Canada, Andre Kozbial stated that, "without the financial and organizational assistance provided by General Motors, Canadian National Team Programs could not maintain a series of this calibre where talent can be effectively spotted and groomed on a national basis."

National Team member Dave Irwin who now rates among the top ten in the world in downhill says it all, "The Pontiac Cup Series was the showplace that allowed the coaches to see my ability and lead me to a place on the National Team."

Designed strictly for Class A Canadian racers, below National Team level, the Series consists of six races leading to the national final.

These Series races are broken down into two Divisions, Western and Eastern, with the same disciplines organized in both units.

All competitors will compete in two downhills, two giant slaloms and two slalom events, men's and women's sections.

The seventh race, which is the Pontiac Cup Final held at Mt Sutton Quebec, on March 17, 18, and 19, will consist of men's and women's giant slalom and slalom events.

Although competitors in the divisions can only compete and gain points in their respective division, the final is open to all who are invited to attend.

Therefore, the final becomes a very crucial event where valuable points can be picked up.

Points are gained on the same basis as the World Cup pointing system which is 25 for 1st, 20 for second, 15 for third, and so on down to one point for tenth.

In total there are 16 divisional teams competing in the series as follows:

"Eastern Division" — Northern Ontario; Southern Ontario; Lake Superior (Thunder Bay); National Capital; Laurentian; Quebec; Nfld. Labrador.

"Western Division" — Manitoba; Saskatchewan; Southern Alberta; Northern Alberta; Chinook (Alberta);

Okanagan; Kootenay; Vancouver; Northern B.C.

The series for 1977 is scheduled as such but could change depending on weather conditions, particularly in the west.

Along with the giant slalom and slalom events scheduled for the final there will be the running of the dual slalom LeMans East-West Challenge. Competitors are selected for this east vs west competition out of the invited list attending the final. They race as a team with points awarded for a win.

To date the trophy has been awarded twice to the East and three times to the West.

Last year's champions in the Pontiac Cup were Chris McCready of Jasper in the women's and Raymond Pratte of Rouyn Que. and Burce Hilland of

Calgary tying for the men's championship.

Of the three Pratte has been named to the Can Am squad and thereby becomes ineligible, while Hilland and McCready might be returning for another shot at the Pontiac Cup.

In the eligibility rules of the series any competitors named to the National Team and Can Am by January 1st of that year become ineligible for points. National Team members off the team for that current year would be assessed a 75 point penalty.

In that way tight control is maintained and provides a fair advantage to the up and coming competitor on this circuit, thereby keeping in line with the philosophy of the Cup which is one of training and development of Canadian athletes.



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Orford kicks of week with "Mini-Molstar" competitions

National Ski Week—from Feb. 5 to 13

From February 5-13, 1977, Canada will celebrate National Ski Week with a host of activities from coast to coast.

Sponsored by Canada's major ski groups, Ski Week 77 hopes to introduce more Canadians to the joys of skiing and all the fun winter can bring.

Supported by ski equipment manufacturers, suppliers and retailers, resort operators and the instructors' alliance, Ski

Week 77 will feature all manner of programmes to get new skiers onto the snow-clad hills and cross-country trails.

Many ski resorts will be offering special inducements to first-time skiers, and plan apres-ski attractions like ski movies, dances, and get-togethers with instructors. Resort operators will be doing everything possible to make the debutant skier's introduction as pleasant as possible.

Ski schools are making their contribution with promotions such as discounts on beginners' lesson packages, introduction parties and equipment clinics.

Retailers and suppliers should be featuring reduced prices on many of their equipment and clothing lines, day or weekend bus-ski-hotel packages, in-store instruction clinics, and other promotions.

Prime Minister Pierre Trudeau, and provincial premiers have given Ski Week 77 a national scope with their endorsement of the programme.

With its timing for the second week in February, National Ski Week should offer the best snow and weather conditions of the season - an ideal introduction to Canada's biggest winter sport, and a first step on the way to a higher level of fitness our country needs.

Mont Orford Ski centre will be launching its National ski week festivities with a "Mini-Molstar" competition, on Sunday, February 6th, 1977.

Orford, in collaboration with Molson's Brewery are sponsoring these races, aimed at just about everyone - no matter what size - and will be awarding medals and prizes at the end of the competitions.

Registration for the races will take place at Orford on Saturday

and Sunday, the 5th and 6th of February.

The days festivities will wind up with a torch light parade, as soon as it gets dark.

And on account of the National Ski week, the Quebec Provincial Police will be out at area centres in full force promoting their "Operation Alpine" a identification project initiated by the force to try and cut down on the increasing number of ski thefts reported each season.



The operation is rather simple, the QPF uses an electric engraver to mark the skis with a

number that corresponds with an ID tag that they give the skier to keep with him at all times.

Congratulations

MONT ORFORD SKI CENTRE — Congratulations are in order for seven Mont Orford ski instructors, Herve Gagnon, Louis Robert, Claude Savard, Guy Duquette, Phil Penny, Daniel Binette and Jean Bedard, have all successfully passed their Canadian Ski Instructors Alliance Level 2 courses.

The C.S.I.A. course, held at Mount Sutton this past January 10-16, 1977, enables the instructors to have the choice of teaching anywhere in the world, as it is recognized as one of the best courses in the skiing world.

Out of the 45 participants which took the six-day course, only 25 of the instructors were able to successfully complete the course. Just one indication of the demanding requirements which must be met by each instructor.

The seven successful instructors were trained by Mark Dufresne, Senior level 4 (C.S.I.A.) and Larry Thouin, Assistant Ski School Director at Mont Orford, to prepare them for the course.

Once again, congratulations to the seven Mont Orford instructors and to all the other instructors who successfully completed the Level 2 course.



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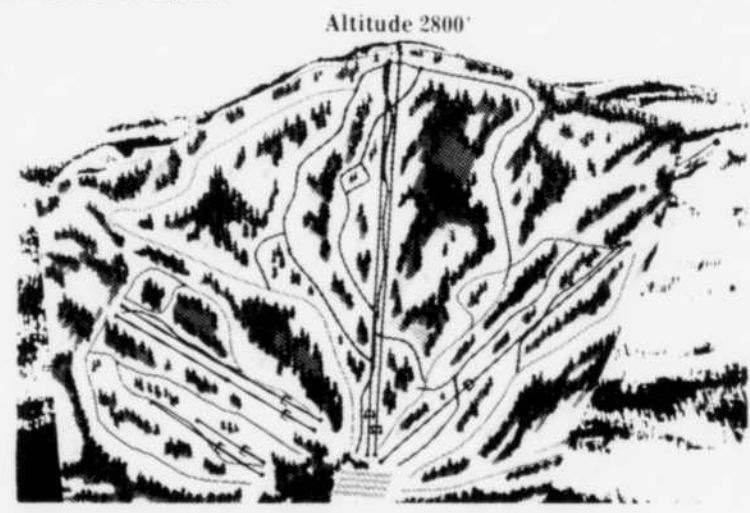
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"Ski Oui", comprehensive ski vacations in Quebec

Deciding exactly where is half the fun

Air Canada's "Ski Oui" program for the 76-77 season is a comprehensive ski vacation offer. It covers all four of Quebec's major ski regions: the Laurentians, Quebec City, the Eastern Townships or Ski East areas and the Gatineau hills of the Outaouais near Ottawa.

Deciding on the region of your choice precedes the final decision on the actual ski areas and your hotel or resort accommodation.

The fabled Laurentians are aptly introduced as "ski beaucoup". The 38 downhill centres and miles upon miles of cross-country trails north of Montreal range from Mont-Tremblant to Chantecler at Sainte-Adele.

Resorts catering to the skiing clientele start with Mont-Tremblant Lodge and Filla Bellevue at Mont-Tremblant;

Sun Valley Hotel and William Tell Motel at the Sun Valley slopes with the huge resort complex and trail layout of Chantecler at Sainte-Adele.

The famed French cuisine of L'Esterel at Sainte-Marguerite rounds out Air Canada's "Ski Oui" Laurentian winter holiday destinations.

The Laurentian package at Mont-Tremblant Lodge, for example, includes six nights accommodation and seven days skiing, all taxes and gratuities at \$159 per skier for double occupancy. The optional meal plan is recommended and includes six breakfasts and six dinners for \$74 per person and must be obtained previously from your travel agent or Air Canada ticket office.

Other options include five days of ski lessons for \$25 and airport transfers from Montreal for \$17.

The daily lift ticket can be exchanged for cross-country ski equipment and access to the trail system that extends throughout Mont-Tremblant Park and the Laurentian valley.

Quebec City is labelled "joie du ski" and this city of fine restaurants with superb skiing in the surrounding mountains is just that.

Mont-Sainte-Anne's 2,000 vertical feet is the leading attraction supported by shorter but no less exciting runs at Stoneham and beautiful Lac Beauport.

Both the urban hotels and country resorts offer cross-country options on well laid out trails in addition to well known downhill runs.

The elegant old Chateau Frontenac Hotel along with the more modern Quebec Hilton and Le Concorde are in-town hotels and about 27 miles from Mont-Sainte-Anne.

Manoir Saint-Castin is right at Lac Beauport while other highly rated country resorts are the Manoir du Lac Delage and the luxurious Auberge des Gouverneurs.

Meal plan options are available only at the resorts and must be obtained from your travel agent or Air Canada office in conjunction with your ski holiday package. Prices range from \$100 to \$130 for six breakfasts and six

dinners while accommodation and services average around \$160 per person, double occupancy.

"C'est ski bon" welcomes you to Quebec's snowbelt skiing at Mont Sutton, Owl's Head, Mont Orford and Bromont in the Eastern Townships. Ski East offers four major ski resorts with lift-serviced vertical drops up to 2,100 feet all within 90 minutes of Montreal's Dorval Airport.

The inclusive Ski East vacation package covers six nights and seven days accommodation with

a five-day interchangeable lift ticket for a day-to-day change of scene if desired, an Avis rental car, six breakfasts and six dinners, for a peak season price of \$250 plus 8 percent tax and gratuities, double occupancy.

Such long established and noteworthy names as Ripplecove Inn, Hovey Manor, Auberge Lac Brome, Auberge de Sutton and Owl's Head Lodge convey the mood, food and services traditionally associated with Ski East skiing.



EXTREME even for Sun Valley, Linda Dupar's unusual ski outfit is her way of celebrating unusual conditions at the Idaho resort. Snowmaking equipment has meant skiing as usual despite the dearth of snow through most of the Rockies.

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High craggy mountains are rare in Ontario but that doesn't mean there isn't good skiing available to the demanding visitor or the dedicated local schusser.

Ontario has its share of exciting runs and from Christmas to the last, lingering snort of March chill (sometimes April) skiers and their favorite milieu are parted only when the demands of work, sleep or family intervene.

In recent years this has applied to the cross-country crowd as well as the downhillers. It's just a matter of changing runs for trails.

If the weather starts to soften, enthusiasts in southern Ontario do worry a bit, until they can tune into one of the many radio reports, provided daily all over the province from 7:45 a.m. onwards, on weather, road and snow conditions. But with all the snowmaking equipment around, it takes a really heavy thaw to ruin a weekend. All big resorts are well equipped.

For variety and challenge, undoubtedly Thunder Bay has the best skiing in the province. Five ski areas here are spotted on four mountains where the vertical drop edges close to 800 feet. Runs total 75 miles and each spot has one going a mile and more.

The lift ticket, costing \$8 daily, is interchangeable, so with a long enough stay, a skier can try each setup, none of which is more than 16 miles out of town.

Head for Mount Baldy or Mount McKay and you'll mingle with the local skiers for these two were the former town ski clubs. Visitors therefore are more apt to hover around the other three, of which Mount Norway is the smallest. This is where the ski jumpers work out and while trying beginner or intermediate trails, skiers might chance upon members of Canada's national team practising on the 70- or 90-metre jumps.

With three chairlifts and two mountains, Loch Lomond is the one to offer the greatest range of skiing. The ski shop is extra large, as well. It has teamed up with nearby Candy Mountain, the youngest of the five, so they can promote all facilities jointly. While all resorts have their own ski school and start beginners with a short ski, Candy Mountain is the only one where Clif Taylor's G.L.M. method is taught. Its lodge is spacious and colorful and the sunning patio has a cocktail bar at one end. Candy Mountain, 20 miles away, is the farthest from town and the only one of the five areas without night skiing.

But for people coming in on a package, what is where is merely incidental. Everything is within easy driving distance and all are available on the tow ticket coming with the package.

Air fares often vary during a

winter but at presstime, \$167 was being quoted for trips out of Toronto, via Air Canada, which would include two days' skiing, two nights' accommodation and a rental car.

Out of Minneapolis, if North Central Airlines gets permission to offer a tour-basing fare, skiers may make the one-hour flight to Thunder Bay, and return for about \$78.

To that they would add only \$38-\$48 for two days' skiing and two nights' accommodation, two to a room, at one of the four top hotels. With the package, breakfast and dinner is an extra \$8.

Now that the ski business has been established in the lakeside city for five years, night life in winter has picked up. Most hotels have entertainment and some ski spots will be showing films, featuring a piano player or group, or have a special supper.

It's quieter midweek but that's when the skiing is best.

For a complete contrast look at Blue Mountain, the largest ski area in the province and a convenient 1½-hour drive from most of southwestern Ontario. Skiers have been swooshing down the 700-foot mountain here for 36 years and now have a choice of 26 trails and 17 tows, one of which is a triple chairlift.

There are six restaurants here, including a huge cafeteria opened last winter. This winter a new ski shop and rental building open.

Blue Mountain can handle 6,000 skiers an hour but the average on a weekend is 4,400. That doesn't mean there aren't lineups - but they're short and move quickly.

To avoid all that, it's best to come on a weekday when the average number is only 1,000. Mid-week activity is being encouraged by a \$7 lift ticket whereas on the weekend it's \$10.

Bus fares out of Toronto are worked out in the same way. For the first time, this winter, daily service is being scheduled; rates will be about \$11 return during the week, \$4 more on weekends.

Toronto skiers make up half the traffic but others come from Kitchener and London, from Hamilton and out of Detroit-Windsor by chartered transport.

Where Thunder Bay gets two-thirds of its skiers from the U.S., Blue Mountain has yet to hit 10 per cent. But more and more are coming up from New York state, Michigan, Ohio and Illinois. Of special interest to skiers from any far-off point is the five-day package which, along with meals, includes 12 hours of instruction, a gluhwein party, Thursday night awards banquet and races even for novice skiers.

Then there are long weekend packages and ordinary weekends all offered through 19 hotels in the area. On a two-day weekend with three meals you can stay dormitory-style at the Arrowhead Ranch for \$22.50, get on-the-slope accommodation for \$47 at the

Blue Mountain Inn pay \$41 at the Holiday Inn six miles away at Collingwood or \$43 at the new 69-room Highwayman, 6½ miles from the slopes. Lift prices are extra.

Licensed lounges are very much a part of the scene now and the Holiday Inn, for one, always has entertainment.

Talisman, some 90 miles northwest of Toronto is becoming popular with day as well as holiday skiers. With a 600-foot vertical drop and three chairlifts, it's one of those small but complete resorts which has babysitting services and sleigh rides as well as snowmaking equipment and apres-ski fun.

Although a bit far for day skiers, Hidden Valley near Huntsville, 140 miles north of Toronto, is another such set-up. There are a half-dozen hotels here, most with night entertainment, but the Holiday Inn at the ski hill has worked out special packages of one- to five-days with Gray Coach Lines. An all-inclusive price (transportation, meals, tow ticket and accommodation) will be as little as \$46 for one day, \$83 for the weekend and \$152 for five.

Skiers from the eastern part of the province or northern New York State should remember Calabogie Peaks, 60 miles west of Ottawa. The vertical drop here is 750 feet and one run goes 1½ miles. Calabogie has been growing for five to six years and while it mostly serves local skiers, many outsiders are finding that no-lineup at the lifts is worth a longer drive.

Then too, tow tickets are less - \$6 on weekends, \$4 on weekdays. You can stay in a lodge,

bunkhouse, or motel for anywhere from \$6-\$10 a night and the Whippetree Shanty which opened in summer 1975 will serve a New York sirloin for \$7.50. It

has seafood as well as beef and cheese fondues.

Skiers in Ontario need only to look around if they want a lot of challenge and winter fun.

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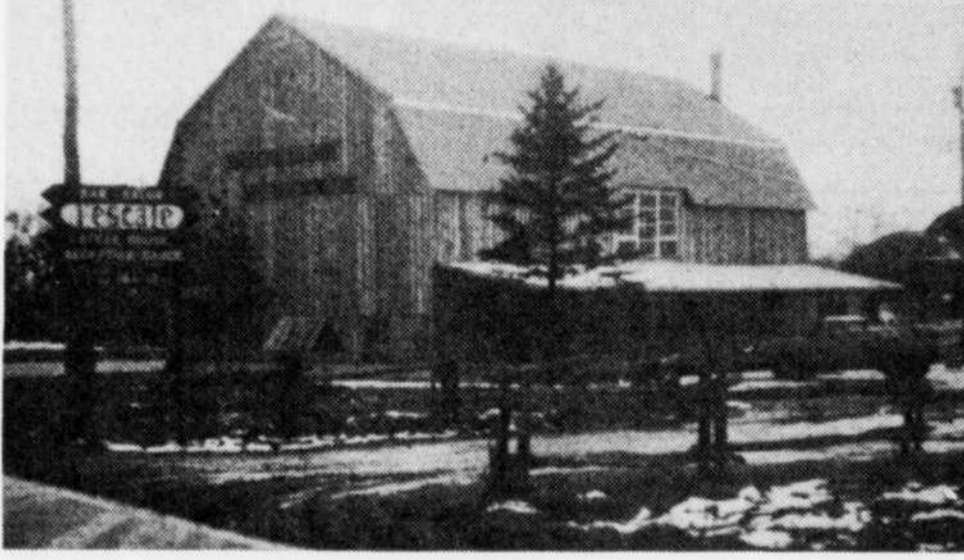
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Vermont centers expect banner year

For a change of scenery - go south

Early snows have fallen on many of Vermont's ski resorts bringing a last-minute rush of preparations to be ready for a predicted banner ski season. Skiing is big business in Vermont with some 40 resorts and smaller areas in the State.

This year Smuggler's Notch in Jeffersonville, working with Allegheny Airlines, will have seven day ski packages from Toronto. Smuggler's has added a bubble to cover the swimming pool and outside, new equipment has increased the snowmaking capacity.

Killington has added a 4,400 foot double chairlift serving the Great Eastern novice trail and Skye Larke expert trail. Snowmaking capacity on the upper mountain has been hiked 50 per cent and now covers 18 trails.

Stratton has also added a double chairlift, which opens new teaching terrain and provides easy access from its upper parking lot and inns. There are also new trails as a result of the new lift. Stratton Mountain Inn has been acquired by the ski resort to help tie in lodging and skiing.

A new Poma lift has been erected at Sugarbush and extensive work has been done on top of the mountain removing a rocky area at the Snowball trail. More snowmaking has been added, and some packages limit

20 people to five instructors for more intensive instruction.

Nearby Glen Ellen is sporting a new teaching method, called the Ski Bra, which holds the ski tips in a wedge or snowplow position and will be the first time this method is used in the United States.

The annual Stowe winter carnival will again highlight this well-known resort area and this year includes family skiing competition.

At Burke Mountain, in Vermont's northeastern area, off Interstate 91, snowmaking has been added from the bottom to the top of the mountain. It's the first phase of a development program which later includes a new base lodge, chairlift and for summer, an 18-hole golf course.

Bromley opens the winter with a new program called Beginner's Circle where beginners can come at any hour of the day for team teaching with continuous orientations. A person gets as much instruction as wanted daily. Bromley Sun Lodge is a new 51-room hotel next to the main chairlift and has a huge, 4,500 foot sundeck extending to a level with the slopes.

Snow hostesses will be a feature of Mount Snow. Wearing uniforms, they'll patrol the base area and ski on the mountain to assist the public. They'll help at

information and ticket areas, too. The area has improved its trails with grooming and more snowmaking.

Middlebury has a new 3½-km cross-country trail at the town golf course which will be lighted for night skiing. And weekday lift tickets have been trimmed at


Mount Ascutney, which also extended snowmaking on the mountain.

Jay Peak has eight new condominium units right at slopeside in addition to the ten already there and now offers 50 instructors in its internationally flavored ski school.

More details can be obtained directly from the areas, from the Vermont Ski Areas Association, 26 State Street, Montpelier, Vermont or the Vermont Agency at Montpelier. (A free copy of the State's new 1977 Ski Guide can also be obtained from the Vermont Development Agency).

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U.S. ski packages

For as little as \$88, a skier can spend five nights and ski five days at Killington Ski Resort in central Vermont.

In cooperation with Killington Ski Resort, 88 area lodges offer Killington Winter Ski Holidays in five, six and seven day packages to fit every pocketbook. Winter Ski Holidays include lodging and a choice of three basic ski plans: lift; lift and lesson; or lift, lesson and equipment. Forty-one lodges are also on the Modified American Plan.

A lift package buys the skier unlimited use of all Killington lifts for five, six, or seven days. Lift and Lesson includes lifts plus five 1¼ hour lessons Monday to Friday. The third package includes equipment: boots, skis and poles which are quality controlled through Killington's Rental Shop.

A person taking a five-day lift package on the MAP plan could spend from \$134 at the family-style Mountain Meadows Lodge. This price is based on double occupancy and includes private bath, large rooms, 2 meals a day and daily lift tickets, at one of the most scenic lodges in the area. On the same plan a skier could also pay \$210 at the deluxe Cortina Inn and enjoy a sauna, swimming pool, nightly en-

tertainment, a contemporary lounge and color TV in every room.

On the European Plan which involves 47 lodges, motels and condominiums, the lift package could be as low as \$88 at the Rutland Motel, or based on six in a unit, \$100 at the Hemlock Ridge Condominiums.

Included in any Winter Ski Holiday package are daily social programs and top quality instruction emphasizing the Accelerated Ski Method. The resort offers lessons for everyone from beginning to expert skiers.

Because of snowmaking and high base elevation, Killington consistently has the best ski conditions available on more diverse terrain than any other Eastern ski area.

Along with the wide variety of packages available, the resort community offers a wide choice of nightly entertainment from fireside dining to lively rock bands.

Killington is easily reached from all destinations via interstate highways, bus, or Amtrak. In addition, major airlines connect from Boston's Logan Airport and Albany Airport to Rutland, 20 miles from the resort.

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Canada's National Ski Museum

Tucked away in the second story of an old building in downtown Ottawa, Canada's National Ski Museum houses a collection of artifacts of special interest to a growing group of sports-minded people.

Geographical and weather conditions in many parts of the country are ideal for nurturing ski champions, and Canada has produced several. The museum

contains pieces of equipment used by such international winners as Lucille (Wheeler) Vaughan, Anne (Heggveit) Hamilton, and Betsy Clifford.

It also houses the Devlin Cup which, since 1920, has been awarded for the Canadian Amateur Cross-Country Championship.

Reflecting the growing popularity of cross-country

skiing, one display case shows the progression of bindings from the metal and leather type used in the 1920s to today's modern lightweight version.

One feature of the museum is a wall devoted to stamps from many countries commemorating the sport of skiing. Beside each stamp is an explanation of how accurately the sport is represented in terms of the

equipment worn and the form exhibited by the skier. The display includes stamps from such unexpected places as Spain, Togo and Arabia.

One corner of the museum is devoted to the story of Herman (Jackrabbit) Smith-Johannsen

who, now a centenarian, still enjoys cross-country skiing. He moved to Canada from the United States during the depression, and in the early 1930s cut the Maple Leaf Trail from Shawbridge to Mont Tremblant, Quebec, a distance of 90 miles.

Yet gives full equality to women

Skiing—male at the forefront

Statistics show that the male is foremost in skiing participation. A recent comprehensive survey conducted across North America reports that of all skiers, 69.5 percent are men and only 30.5 percent are women. Yet it is the one sport right across the continent that gives full equality to women in the eyes of the law. Equal opportunity is accorded to women in the clothing that provides them with warmth and comfort on the slopes, and equal choice in equipment provides them with the facility to swish readily and safely down the many trails across Canada and the U.S.

This sense of fairness and recognition of feminine rights is particularly evident in the SKI EAST region, located one hour east of Montreal and straddling

the Quebec-Vermont border. The five member areas of Bromont, Mont Orford, Owl's Head and Mont Sutton in Quebec's Eastern Townships and Jay Peak in Vermont pride themselves in that there is no discrimination whatsoever in the purchase of lift tickets. The modest price of a day ticket at any of these resorts, or an interchangeable ski week valid incidentally at all member areas, is exactly the same price for male or female. Equality for women is also scrupulously adhered to in the parking lot, and in standing in line for lunch. Women can also equally enjoy the ride up the chairlift, the T-bar or poma, and they have the same opportunity as men to choose whichever of the over 100 exhilarating runs down the SKI EAST member mountains that

they may prefer.

Women perhaps have a slight edge in their quicker response to instruction, whether with a male or female teacher, as it is a fact that women learn to ski more readily than men. Ski schools and ski patrols at SKI EAST employ qualified women, as well as men, and they command the same respect as their male counterparts. So, with the possible exception of an extra zipper in men's clothing, there is little doubt that skiing is one of the front runners of women's lib!

And at SKI EAST, women are not discriminated against even in that special luxury that often arises...that of being one of the enviable early runners in light powder following the seven-inch new snowfall overnight!



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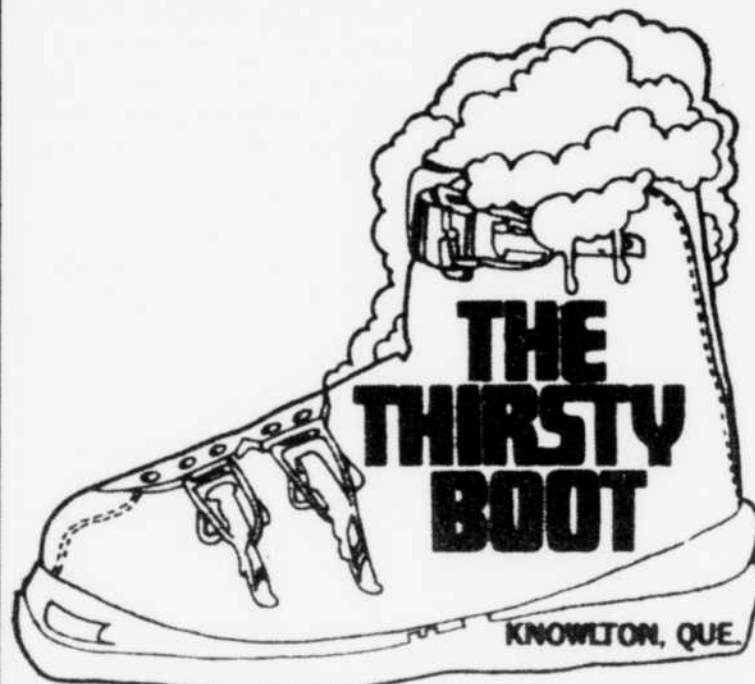


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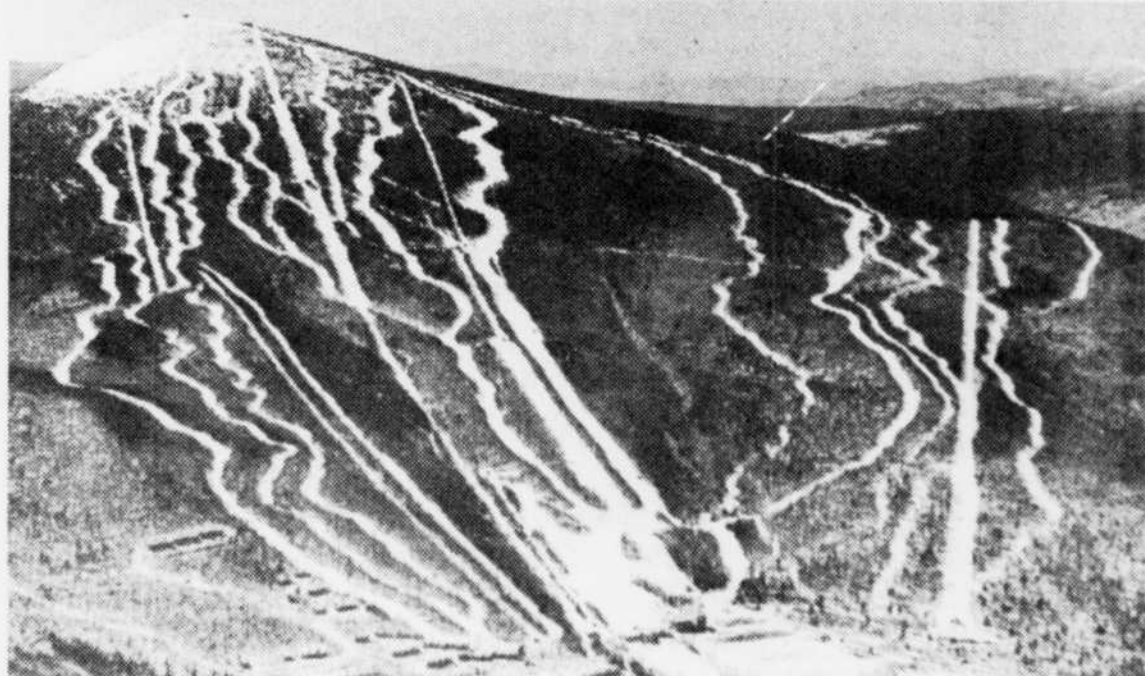


Chart of skiable vertical drop of some major North American ski areas.

Sugarloaf, Maine	2,600	Mammoth Mtn. Cal.	2,300
Alta, Utah	2,000	Stowe, Vt.	2,150
Park City, Utah	2,400	Mt. Tremblant, P. Q.	2,130

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There are over 2,600 beds in the surrounding valley; everything from a mansion on a hill to a tucked away New England farmhouse; warm cozy log cabin or elegant trail-side condominium. There are half a dozen places with live entertainment all season, and some of Maine's finest restaurants in

our valley.

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Flexible boots, pine tar give way to steel edges and plastic bottoms

Cross-country skiing almost disappeared

A few decades ago, anyone who skied in North America was familiar with flexible boots, pine tar waxes, trail skiing and climbing hills. Hardy souls gathered on crisp, clear winter mornings in crowded, noisy clubhouses, amid the exciting smell of scorched pine tar from ski bottoms being run over the top of a big barrel stove, and made ready to race. Later in the day the more passive souls appeared with lunches and families for an afternoon of trail skiing and downhill running on some distant hardwood hill.

Then came the technological boom in the ski industry. Skis acquired steel edges, shiny, lacquered finishes and plastic bottoms. Waxing became a thing of the past and the old clubhouses gave way to plushly carpeted lounges, bars and central heating. Skiers left the trails for the comfort and ease of the ski lifts and cross-country skiing almost disappeared; almost, but not quite.

Through the efforts of an enthusiastic minority, it survived, and over the past few years, in response to a growing awareness for the need for physical fitness and to a growing disenchantment with the expense and crowd of alpine skiing, it has become a popular sport.

Cross-country skiing, as a perfect exercise and as a low-cost route to self-reliance and relaxation, has provided an alternative.

Although the term "cross-country skiing" is relatively new in North America, this type of skiing is thought to date back about 5,000 years in Norway. Ancient skis found well-preserved in a bog tell the story. Very wide and long, they were obviously used as a means of winter transport and travel rather than simply for leisure or sport. Made from pine, which abounds in Norway, they were apparently used both in peacetime and on warring excursions and, eventually, in this manner they found their way to other parts of the world.

Cross-country skiing consists of sliding on skis over all sorts of terrain, with the path restricted only by the places too steep to hold snow or by the trees themselves. More specifically it is a means of walking on skis, which for the novice may begin as a shuffling of the legs and feet, one ahead of the other by means of sliding or lifting the skis along the surface of the snow.

Through practice, patience and experience, the novice can develop this awkward stumble into a smooth, rhythmical, push-slide sequence, moving over the snow in much the same manner as a figure skater glides over the ice.

In the case of the skater, one leg and foot kicks down and to the rear propelling him forward,

while the other leg and foot supports his weight as it glides on the blade of the skate. Similarly, in cross-country skiing, a downward and backward "kick" of one leg propels the skier forward while his weight is supported by the other.

However, cross-country skiing and ski touring are much more than just a physical effort of the individual to propel himself across the snow. They are really a way of life for many people, a recreation, a sport, a competition, a challenge and eventually they even capture the soul. Even after many outings, the experience, the freedom of gliding over the snow on a well-packed trail with body, mind and skis working well, gives one a tremendous feeling of health and well-being.

Cross-country skiing, as practised in North America, has two main aspects - touring and racing.

Touring, in essence, is hiking over rolling country on skis for a few hours, a day or even overnight. The idea is to ski from place to place, maybe stopping for lunch, enjoying the sun and the fresh air and taking a little exercise for your health. No special skills, only a basic knowledge of technique and waxing, are required to enjoy ski touring.

Cross-country skiing is definitely not a passive pursuit, but on the other hand it is not one which demands excruciating physical work either, as many people tend to believe.

Cross-country equipment is light and pliable and special cross-country ski waxes prevent the skis from sliding backward down the hill, so that the skier doesn't usually end up in a pile of arms, legs, skis and poles because his skis have lost their purchase on the slope. As a result of these special waxes and lightweight equipment, cross-country skiing is really only as much work as you choose to make it.

The effort that you put in will be a measure of your reward. However, even small efforts in cross-country skiing reap large rewards in your health and well-being because the exercise that you do is an ideal form of aerobic conditioning that builds vital body systems such as the circulation, the heart and the lungs. As modern man becomes more and more sedentary in his habits, such conditioning is becoming more necessary to maintain good health and to prevent possible early death due to a weak heart.

In fact, some Swedish researchers contend that cross-country racers in their population tend to live on the average 10 years longer than other citizens. Such rewards, coupled with sunshine, fresh air and friendship, provide a very healthy form of recreation both physically and mentally.



Racing is something else. Cross-country racing is one of those sports where the performance is highly dependent on physical conditioning and training. Being more specialized, it will be left until later.

Cross-country skiing is also an attractive family sport. A relatively low financial outlay

will equip the entire family. The only absolute essentials are skis, bindings, boots, poles and wax. Special clothing is not required and fancy gadgetry is an active detriment. The cross-section of ages usually found in the family is no barrier to family participation.

Little or no coaching or in-

struction is necessary to begin to fully enjoy the sport of cross-country skiing because it is as natural as walking.

Cross-country skiing can be practised virtually anywhere. No lifts are required and even the absence of hills is not a deterrent.

Just a few inches of snow on a football field or a golf course is an adequate cover for cross-country skiing. Indeed, too much snow can sometimes make for heavy going though there is an incomparable thrill in running downhill in virgin, snowy fields with the snow flowing over your ankles.

Skiers right in the heart of some of the largest urban centres in North America - New York, Toronto and Montreal - seek out the space in parks to pursue their sport.

On the whole, however, cross-country skiing is practised away from the hustle of urban life. Cross-country enthusiasts tend to be rather sensitive to noise and crowds - maybe because they have experienced the freedom of the wide open spaces and unobstructed paths. As a result they seek out semi-isolated spots for their clubhouses and trails.

Snow conditions seldom present frustration either. Sloppy wet snow, the curse of alpine skiers because of its unrelenting suction on the ski bottom, can be made problem free by the amazing properties of cross-country ski wax.

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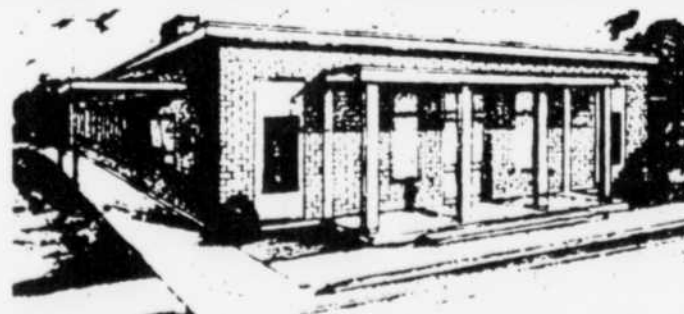
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Killington Vermont: snow from Oct. to May

Shorthand sketch of a skier: comes in all shapes and sizes, is always looking for snow, loves to party at the end of the day and needs a place to rest a weary body after winter fun.

At Killington Ski Resort, where snow is virtually assured from late October to May because of snowmaking, skiers will find on the mountain and in the surrounding central Vermont ski community all the after-ski dining and entertainment they can handle and a host of lodges, motels and condominiums which at latest count supply 6500 beds (times two?).

The 49 restaurants and night spots and over 90 places to sleep come in as many shapes and sizes

as Killington's skiers. They fit all pocketbooks too.

There's splendid, sophisticated continental dining at Lauren's, where sherbert is served between courses, thank you, to clear the palate. Or Steaks 'n' Things guarantees good steaks in front of a fireplace, always cheerful, to strains of Vivaldi, maybe Beethoven, depending on host Otto's mood.

This is not to exclude the Back Behind Saloon, great on ambiance and seafoods; Charity's, favorite spot for conversation and meeting people; the King's Four which often drums up superior entertainers; Bilbo's, defies description; or in-spots with the mountain crowd like

Chalet Killington which has been known to reserve bar stools for favorite customers.

Later at night, after dinner and a relaxing sauna or whirlpool bath, skiers pour into the must-by-now-be-famous Pickle Barrel or Wobbly Barn where rock groups echo to the early hours.

For souls seeking quiet meccas where they can stay put, there are multi-functional places. The Red Rob Inn, Grey Bonnet Inn and gracious Summit Lodge all provide cocktail hours, good dinners, nightly entertainment and sleep.

The Summit, not to be outdone by the Cortina Inn, has extra touches such as St. Bernards, overstuffed couches and a

library. A tossup: the Cortina has an art gallery and heated indoor swimming pool.

Skiers can sleep as well, however, and are served home-cooked meals, for less, at Salt Ash Inn, Swiss Farm Lodge, or appropriately, Alpenhof.

Reasons for staying one place or another vary. Some skiers want to be as close to the slopes as possible so they opt for quiet, contemporary rooms at the resort's own Killington Village and condominium units. Or they

may want family accommodations, group bunk-style rooms or just a place to throw down a sleeping bag.

Whatever the skier's style, the Killington Lodging Bureau which lists the many lodges can direct skiers where they'll feel most comfortable. But please don't ask the guys and gals answering Lodging Bureau phones: "Where's a good place to...?" You'll tie up the lines and someone else is waiting to place a reservation.

Aimed at moving the intermediate skier ahead

Killington's Mountain Ski Week

Technique, equipment or attitude often hamper the average skier who, with a little help, could be skiing expert trails.

Killington Ski Resort's Mountain Ski Week is a program to move the intermediate skier ahead to his full skiing capacity.

The Monday-Friday program at this central Vermont resort gives skiers three hours a day instruction on upper mountain trails, two video tape diagnostic clinics and a complete tune-up of their skis. Participants in this five-day program have unlimited use of lifts and are invited to join a daily social program: welcome party, ski tuning seminar, ski movies, Ski School talent show and Ski Week party.

"Mountain Ski Week is for the person who wants to get out of a rut," said Leo Denis, Vice President - Skiing. "He's been skiing for a few years but just can't seem to get any better. He's probably intermediate to advanced-intermediate, unaware of the importance of the condition of his equipment and who can't see his own errors."

Top-flight instructors of Killington's Ski School are assigned to Mountain Ski Week to assist skiers in three hours of intensive instruction each day. The small classes are grouped homogeneously and lead by the instructor through a relaxed class atmosphere down the mountain.

Students are video taped early in the week and again at the end. They are taped while skiing and review performances on a TV screen at the Skiing Diagnostic Center where an instructor points out techniques.

Staffers at Killington Ski Resort call the experience of skiing for the first time on tuned skis as "gettin' religion". And not taking a back seat is another tool - video tape - adapted to skiing six

years ago by this central Vermont resort and today an integral part of the area's advanced instructional programs.

Video tape clinicing is considered such an important diagnostic aid that it is included in the Mountain Ski Week and Challenge programs for advanced skiers, and is offered as a low-cost option to skiers enrolled in other lesson programs. Video tape is also used in Killington's racing, freestyle, instructors and patrollers schools.

Ski tuning seminars, conducted by Ski School technicians, are held every Monday at 8:00 p.m. At no cost, skiers learn to flat file bottoms, sharpen edges, fill gouges and wax skis as well as receive advice on the care of equipment in general.

Overnight ski tuning (with wet belt sanding) can be ordered through the Ski Tuning Shop where skiers drop off the skis in late afternoon and pick them up the next morning. Fee for this service is \$12 and is included as part of the tuition in advanced instructional programs.

Video tape operates on the principle "a picture is worth a thousand words". Classes are taped on the hill, review their performance on film with a critique by their instructor, and then ski back up the hill to work out kinks they've just seen. No time is wasted as a specifically designed Skiing Diagnostic Center, right on the slope, allows skiers to view a tv screen without removing skis.

Taping sessions and critiques take place at the beginning of a lesson or early in a series of lessons and then again at the end. Skiers in programs which do not include this service may purchase video taping for \$5 for one taping, \$7 for two.

On sale again this year in Killington Ski Shop will be a

complete ski tuning kit, custom designed by the Ski School, which includes 8" and 10" files, steel and plastic scrapers, magic marker and p-tex, all in a canvas wrapper. The kit is priced at \$14.



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The woods are being invaded!

The woods are being invaded. After centuries of silence broken only by the scampering of squirrels, rabbits and deer, people are escaping from the madding crowds and into the countryside on cross-country skis.

The reason is simplicity. With a small outlay for skis, poles and boots, and no experience necessary, anyone from ages six to 60 and over can experience this sensation of ultra-glide which the Norwegians have been practicing for 4,000 years.

Anyone can be equipped for cross-country skiing for less than a hundred dollars, although it is easy to spend more for the very finest equipment. Rentals are

also available at some ski centers.

Cross-country skis are remarkably different from those used for alpine skiing. They are narrower and lighter. Until a few years ago, almost all cross-country skis were made of wood; today, however, the popularity of the sport has brought about fiberglass skis which equal or exceed wood in quality and performance. Industry experts say three out of four skis sold this year will be of fiberglass construction.

The latest skis also need no waxing, which used to be required for varying snow conditions. Fur, "step" or "star" surfaces are particularly suitable

for the average cross-countryer.

Boots are also different. They resemble shoes, and are available fleece-lined, leather-lined, or unlined. They should be comfortable, warm and durable. Bindings hold the toe of the boot to the ski. Poles, made from bamboo, fiberglass, metal and graphite, complete the outfit.

Clothing is no big deal either. The key is to be warm, dry and comfortable. Dry socks, knickers, long underwear, turtle-neck sweater and parka are fine. Mittens are appreciably warmer than gloves. And a hat helps to warm the head, where almost 90 percent of body heat can be lost.

With the recent upsurge in the popularity of cross-country skiing, trails have been established throughout the Eastern Township, particularly around existing alpine ski resorts. But any open field or virgin woods makes for good skiing, too. Avoid snowmobile trails, however, for safety's sake.

While "day-tripping" is the preferred outing for most cross-country skiers, real fanatics of the sport have married it with backpacking and overnight camping. The prerequisite to this level, however, is good woodsman's experience.

Cross - country skiing expanding in Ontario

The extent of cross-country ski trails throughout Ontario can be readily realized by referring to Ontario's Industry and Tourism booklet "Winter Adventures" which lists nearly 50 regions with resort and trail data throughout the province.

Terminology becomes a bit more technical and equipment more specialized when you venture among the lofty peaks of British Columbia and Alberta. The influx of Nordic skiers to the mountain parks in the past few years has prompted parks' officials to recommend equipment and safety measures applicable to three separate classifications of skiers.

Nordic skiers with the more familiar lightweight cross-country skis and boots are cautioned to avoid steep descents and extended tours. Trail layouts are available in the valleys and across lake surfaces and if higher and more challenging terrain is desired, a resort guide should be retained; particularly for eastern skiers not accustomed to higher altitudes and open slope skiing above tree line.

Ski touring calls for steeper descents and a greater degree of control than that afforded by conventional cross-country gear. An alpine leather ski boot with cable bindings are standard gear and the direction and advice of a professional guide is recommended.

Ski mountaineering usually involves similar equipment, climbing skis and camping equipment and should only be undertaken in the company of an experienced climber or competent guide. This is a rugged and intensely enjoyable experience but not without inherent risks.

Avalanches are an ever present concern to professional guides but a more frequent "white out" can be totally disorienting to the

inexperienced high mountain skier.

Such services as Bernie Schiesser's Western Ski Guides or Hans Gmoser's Canadian Mountain Holidays, both with offices in Banff, offer daily guide services or scheduled week-long late season tours.




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Mont Bellevue—something for everyone

SHERBROOKE — The Mont Bellevue Ski Centre has, for over 11 years now, offered Sherbrooke residents the opportunity to enjoy an afternoon or evening of downhill skiing, without having to travel any great distances.

And now the city has added 13 miles of cross-country trails to the recreational area and plans call for the completion of two more miles for next season. Trails range from easy, for the novice skiers amongst us, to the more difficult, for the more devoted enthusiasts. The trail system sports three entry points, there's one on the Campus of the University of Sherbrooke, another on the far side of the mountain on Dunant Street, which will be the official starting point for the trail network once the entire project is complete, with a pavillion, and facilities for the crew that the city keeps on the mountain to maintain the

trails.

The third entry into the network is of course at the base of the Alpine ski runs on this side of the mountain.

The centre recently received a Bombardier Bambi tractor with trail attachments which will enable the crews to improve the quality of the runs, and the conditions for the skiers.

Situated just off Galt Street on Jogues Street, the alpine centre's seven trails fan out beneath the illuminated cross which stands atop Mont Bellevue and then rejoin at either of the centre's two lifts.

These lifts are the poma-lift type, and are very easy to use as long as the skier remembers not to attempt to sit down while using one.

A ski shop as well as a cantine and a warm place to change boots can be found in the large chalet at the base of the mountain. It is

from here that many Sherbrooke youngsters start their weekly ski lessons under the watchful eye of one of the centre's many capable skiing instructors. Private and group lessons are available at the center, weekends and some evenings for anyone wishing to take advantage of the slopes' proximity to practice their techniques after work or school.

Like all other ski slopes Mont Bellevue has a ski patrol in case of an injury on the slopes. The centre's patrolers are members of the Saint John Ambulance and are on the slopes at all times to aid skiers should the need arise.

Night skiing is possible every night except Sunday with all trails brightly lit from 7 p.m. to 10 p.m.

So now, literally at their back doorstep, Sherbrooke residents have fine facilities for which ever form of skiing they choose, cross country or Alpine. Both facilities are great places to condition before setting out on that skiing holiday or weekend.

The Mont Bellevue Ski Centre is a municipal project, owned and operated by the City of Sherbrooke. Anyone wishing more information concerning tickets or skiing lessons should call the ski shop at 565-8626 or 569-7476.



The city's latest addition to the Mont Bellevue facility is this Bombardier "Bambi", outfitted with trail equipment, the Bambi will groom the city's 13 miles of new cross country trails on the mountain.

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"Apres-ski" action abounds in the Townships

Anyone who would say there is no apres-ski action in the Eastern Townships - SKI EAST Country - just hasn't been there lately! Five mountains offer great skiing, intimate and informal hotels, motels and auberges dot the rolling countryside, and the area abounds in swinging bars, fine restaurants and lively discotheques.

Last February, the Bordens from Maryland enjoyed a ski week in the SKI EAST region, and it's rumoured they'll be back again this winter to visit some of the fabulous spots they missed. While there, they stayed at Mont Sutton on an interchangeable ski week... that's the one where you ski your choice of five areas... Bromont, Mont Orford, Mont Sutton, Owl's Head in Quebec's Eastern Townships and Jay Peak in Vermont on the same ticket over a five-day period...and Ralph and Margaret had certainly taken advantage of that opportunity.

They had stayed at the Horizon Hotel which has an indoor heated swimming pool, a lively discotheque and a pig-roast every Thursday night. Monday morning saw them smiling broadly as they pointed their skis gently down one of the intermediate runs in the five inches of new powder they had received overnight, and they still hadn't tried all the runs by the end of the day. They stopped in at the Brass Bed for a hot buttered rum after the lifts closed, and were looking forward to a fine meal at the Horizon that night, and maybe a dance or two in the bar later, or some lively entertainment in the German Bavarian Room at the Auberge de Sutton.

Tuesday dawned clear and sunny, and the Bordens decided to ski at Jay Peak where they would have a chance to ride the aerial tramway and ski a good share of SKI EAST's 100 miles of trails and slopes. Crossing the border into Vermont was no problem, and they were soon enjoying an action-packed day on the mountain. At 4:00 they had a relaxing drink in the Golden Eagle Lounge and then a couple of dances in the very popular discotheque. They had worked up quite a hunger that day, and they

certainly enjoyed dining at the luxurious Hotel Jay, just a couple of steps away from the tram house. But soon it was time to head back, and they enjoyed seeing some of the lodges and nightspots in the Jay area en route - the Carinthia, Granny Grunt's Dorm, Zack's, Natty Bumpo's - they all looked inviting...

After a good night's sleep, the Bordens and their friends the Carters from Toronto, decided to try another new area - Mont Orford. Orford offered a new challenge and the skiing was just great. At lunch, they indulged in a gourmet treat at the bar with beef hibachi and crepes - and almost stayed for dinner. But after a fine afternoon, they headed down the road for the apres-ski at Cheribourg's discotheque (rooms and suites also available), and ended up staying for a delicious dinner in their charming dining room. The Orford area abounds in fine lodges and bars such as Ripplecove Inn, Hovey Manor, Cabana Lodge, La Lanterne and La Poupee, Auberge de l'Etoile to name a few, and they all wished they were staying longer.

On Thursday, the Bordens decided to spend the day at Owl's Head since they had heard so

much about the scenery there, and the skiing was superb. At the end of the day, they enjoyed some apres ski in the bar with friends, and they were envious that they weren't staying at Owl's Head Lodge right at the foot of the slopes. Passing through the village of Knowlton, the Bordens decided to stop in at The Pub, and the Auberge Lac Brome on the outskirts of town for a delicious Danish Smorgasbord.

The Bordens spent the next day at Bromont, the closest SKI EAST centre to Montreal, and the only one offering both day and night skiing. They thoroughly enjoyed the skiing fun there and the wide variety of trails. At the end of the afternoon, they joined in the lively activity in the chalet lounge, then visited the '76 Olympic Equestrian site offering horseback riding as well as sleigh rides. They decided to stop in at Hotel Bromont for supper, and enjoyed a fine dinner in their charming dining room with a beautiful view of the mountain, with a little dancing afterwards.

The Bordens were reluctant to leave SKI EAST when the time came. They's had a very busy week and they were glad they'd taken advantage of their interchangeable ski week ticket. They realized there was alot

more to see and do in the region, and they were certainly looking

forward to their return trip in the near future!



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Kawasaki opens up new facility



SANTA ANA, Cal. — Completed in spring of 1974 at a cost of nearly two million dollars, Kawasaki's Shakopee, Minnesota, research and development facility is today ranked as one of the world's finest snowmobile development sites. More than fifty engineers and technicians are housed in a 35,000 square foot structure which is flanked by a one-half mile oval test track on a 55 acre site.

Special features of the test facility are:

- Semi Anechoic Chamber: simulates free field for noise identification and analysis, allows use of lab equipment instead of record translation;

- Telemetry: remote vehicle measurement of torque, temperature, RPM, fuel flow, impact accelerations, stress, etc., radioed to tape recorder for later analysis, either with visacorder chart or computer program;

- Real Time Analyser: measures simultaneous activity noise and vibration for video CTR or x-y chart for frequency spectrum analysis;

- PDP-8: mini computer 16,000 bit built-in memory with 1.6 million bits in each disc used for dynamic analysis of snowmobile in conjunction with telemetry;

- Material Test System: 10 metric ton and 3000 lb. activator material testing system used for shock absorber, material tensile, ride simulation, and fatigue analysis;

- Engine Dynometers: 3-90 hp. 1-150 hp. digitally equipped for computer interface;

- Prototype Shop: capability to fabricate all snowmobile sheet metal and fibreglass components.

Following its acquisition of the SnoJet line Kawasaki incorporated over sixty engineering changes before unveiling the newest models. These features were developed at Shakopee and in addition to two new models, consumer modifications are as follows:

- Chain Case: more reliable power transfer to track creates longer component life;

- Rubber mounted exhaust system with reinforced tail pipe: less vibration noise, reduces tail pipe failure due to fatigue;

- New cables and controls - throttle and brake: improved throttle and brake operation;

- Reinforcement of steering hoop and other components: generally improves overall strength of sub-assemblies giving more reliability;

- Brake caliper and bracket: new system, more positive braking, quicker stops, less fade;

- Headlight: easier access to lightbulbs, easier dealer installation;

- Cowl hinges and location: better quality fit, better hood opening, reduced hood damage when closing;

- Windshield: better wind protection, windshield attached more securely, two windshield styles;

- Suspension: stronger suspension, better ride and control; fully adjustable for weight and snow conditions;

- Redesigned skis, wear bars, and bracket: stronger, longer lasting skis; not as susceptible to damage (newly designed ski blades - stronger material);

- Improved ski spindles: stronger front end, stronger spindle;

- Rerouted speedo cable: speedometer malfunctions reduced;

- New engine mount: less vibration-noise, hence less fatigue, quieter ride;

- New track and drive sprockets: better ability to go through heavy snow, improved hill climbing characteristics, 6 lbs. lighter, less power required to turn it;

- New tie rod ends: easier to adjust toe-in and toe-out;

- Large storage bag: additional luggage space;

- Recalibrated carburetion and intake boxes: better acceleration;

- Revalved ski shocks: better high speed stability; controlled hot air scavenging duct, under cowl cooling increased, reliability increased;

- Sound proofing: foam use under hood for reduction of sound and vibration.

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But popularity of the machines continues to grow

Snowmobile sales boom of the '60's has waned

The snowmobile sales boom of the late '60s and early '70s has waned, but the popularity of the machines in most parts of Canada continues to grow.

A cross-Canada survey by The Canadian Press shows the snowmobile industry has survived government regulations, inflation and shortages of fuel and snow, although some snowmobile dealers went out of business.

Many manufacturers, including Evinrude-Johnson Ltd. and Mercury Ltd. have stopped making snowmobiles.

Toronto dealer Earl Herron said business is up about 40 percent this year. He attributed his success to the failure of smaller dealerships, who were unable to stock enough parts and machines to remain competitive.

However, Horst Beitingger, another major Toronto retailer, said his sales have dropped because snowmobiles are no longer a novelty.

Keep Old Machines — He said people who own the machines are repairing them instead of replacing them with new ones. Newer machines also are better made and do not break down as often, requiring fewer parts and repairs, he said.

While federal legislation controls how the machines are made, it is provincial regulations which affect owners the most.

Federal regulations have set a maximum noise level of 82 decibels for snowmobiles, in response to the complaints that resulted when thousands of snowmobilers shattered the winter silence of hills and forests.

Provincial legislation has been aimed at improving safety, designating areas where the machines may be used and defining the liability of those who own property where snowmobiles are driven.

Legislation varies from one province to another and sometimes from one part of a province to another.

More Trails — The greatest concentration of snowmobiles is in Ontario and Quebec, where designated snowmobile trails cover more than 60,000 miles. The trails are maintained by government grants and by snowmobile associations and clubs.

The Trans-Quebec three-trail, which has two lanes and a signal system, starts in the Laurentian Mountains at Mount-Laurier, 150 miles northwest of Montreal, and ends at Baie St. Paul, 60 miles northeast of Quebec City.

In British Columbia, there is no designated snowmobile trail system — 90 percent of that province is crossed by logging roads.

Following is the situation across the country:

Newfoundland — An estimated 25,000 machines are in use in



and, after legislation announced Nov. 9, 1976, owners must register their machines and pay a \$5 fee. The registration is valid for the life of the vehicle.

The regulations, which also apply to all-terrain vehicles which must pay \$20 fees and off-road motorcycles, require the owner to attach a licence sticker to his machine.

In Labrador, licences are required only in the large centres of Goose Bay, North West River, Labrador City and Wabush. Elsewhere, where snowmobiles are vital to winter travel and hunting for a livelihood, no licence is required.

Nova Scotia — There are 17,000 snowmobiles registered with the Nova Scotia registry of motor vehicles. The province's Snow Vehicles Act requires a person be at least 12 years old to operate a snowmobile.

A government spokesman said that during the 1975-76 season, there were 197 convictions for violations of the act.

The province has 12 snowmobile clubs and eight designated trail areas.

New Brunswick — About 22,500 snowmobiles are registered in New Brunswick, as required by law. That figure shows a decline of about 2,000, a provincial government official said.

Harry Cochrane, deputy provincial secretary, said a few trails have been prepared by the province's tourism department. Other private groups have built and maintained their own trails.

A spokesman at RCMP headquarters in Fredericton said

ways are the most frequent offences committed by snowmobile operators.

Snowmobile competitions in New Brunswick appear to be on the increase and are held irregularly in at least two areas.

Prince Edward Island — Prince Edward Island has a limited organized snowmobile program, said Russell Irvine, director of the provincial tourist department parks division.

He said the province has no plans for trails in any of its many provincial parks and there is little government interest in the sport there because of the island's small size.

Mr. Irvine said most organization is left up to community clubs which operate without trails or raceways.

Irving Gallant, head of vehicle registry in P.E.I., said there are about 1,200 snowmobiles registered in the province.

Quebec — Snowmobiles are more popular in Quebec than any other province. The Quebec transportation department estimates there are about 300,000 snowmobiles in the province which can be driven on some 3,000 miles of trails. Last year, there were 24,000 miles of trails.

Marc LaFlamme, who heads the snowmobile division of the provincial transport department, said operators and passengers are required to wear safety helmets.

Snowmobile trails in Quebec are maintained by about 300 snowmobile clubs which have more than 237,000 members and share more than \$700,000 in government subsidies for their

figures show that during the 1975-76 season, fatalities were lower than in any of the preceding five years. A total of 760 collisions resulted in 26 deaths and 545 injuries.

Manitoba — More than 45,000 snowmobiles were registered in Manitoba at the end of the last season.

The province has changed registration requirements to allow the use of decals in place of licence plates to identify snowmobiles.

Other new legislation protects landowners from damage suits from persons injured while driving snowmobiles on their property. Those living north of the 51st parallel and near highways, now are required to register their machines.

Saskatchewan — Large snowfalls in Saskatchewan have slowed the snowmobile market, dealers in Regina reported.

Changes in Saskatchewan's snowmobile regulations take effect in May, when a new category for snowmobile drivers will be added to the province's drivers' licences. Licence plates also will last for five years instead of one.

Other legislation places the onus on the snowmobile operator to prove liability exists when accidents occur on private land.

Landowner liability is limited where permission of the landowner is given for a purpose in which the person and the land occupier have a common material or business interest.

The amendments also require a landowner to place no trespassing signs every half mile or less around his property.

Alberta — Snowmobile dealers in Edmonton reported sales about the same as last year, but one business, Sno-Trac Ltd., with outlets in Saskatchewan, Alberta and British Columbia, said sales are up 40 to 50 percent over last season.

The Alberta Snowmobile Association said it works with the provincial government to establish snowmobile legislation and promotes safety courses.

An association spokesman said its 50 member clubs in the province are working on establishing a trail network.

In February, about 25 persons will drive snowmobiles about 900 miles from Jenpeg, in northern Manitoba, to Jasper, to join the 150-member Edmonton club in their annual reunion.

The Northwestern Snowmobile Association, based in Edmonton, has about 700 members in the Northwest Territories, the United States and from British Columbia to Manitoba. It promotes snowmobile safety and sanction races in the provinces.

work.

The largest snowmobile races of the season are Jan. 29-30 at Montreal's Parc Richelieu, a horse-racing track which has room for 20,000 spectators. About 250 competitors are expected for this year's event and \$25,000 is to be awarded in prizes.

Another highlight of the Quebec season is a convention of 4,000 enthusiasts, Feb. 5-6 at Trois-Rivieres, 80 miles northeast of Montreal.

Ontario — Ministry of transportation officials said they expect an increase in snowmobile registrations of only a few thousand this year.

More than 240,000 machines were registered last year, an increase of about 20,000 over the previous season.

There is no registration charge in Ontario and machines may be operated without any additional permits as long as they are kept on the owner's property. A \$10 permit and a valid driver's licence is required for operation in other approved snowmobile areas.

If the operator is too young, or doesn't hold a valid driver's licence, a six-hour course by Ontario Safety League-trained instructors, followed by a written examination and a driver test at a provincial licensing centre is required. The licence fee is \$2 and the minimum age is 12 years.

Public liability insurance is required on all machines operated on public trails or roadway. Collisions resulting in more than \$100 damage must be reported to police.

Transportation ministry