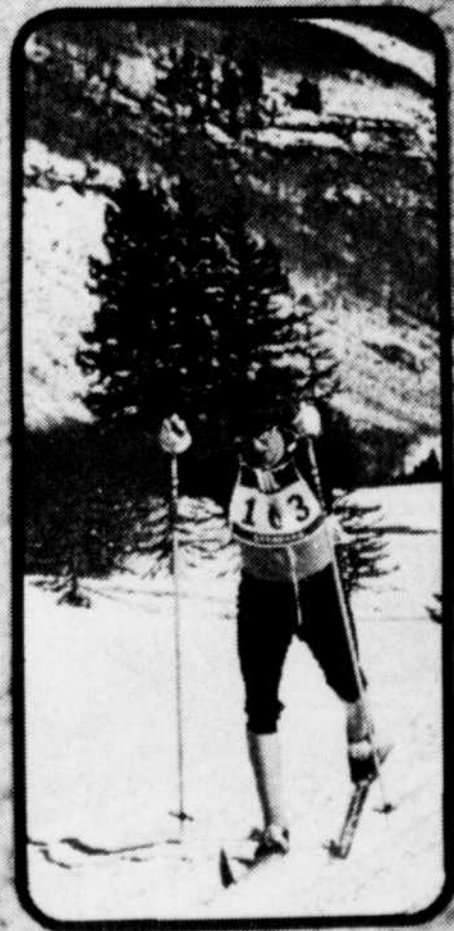
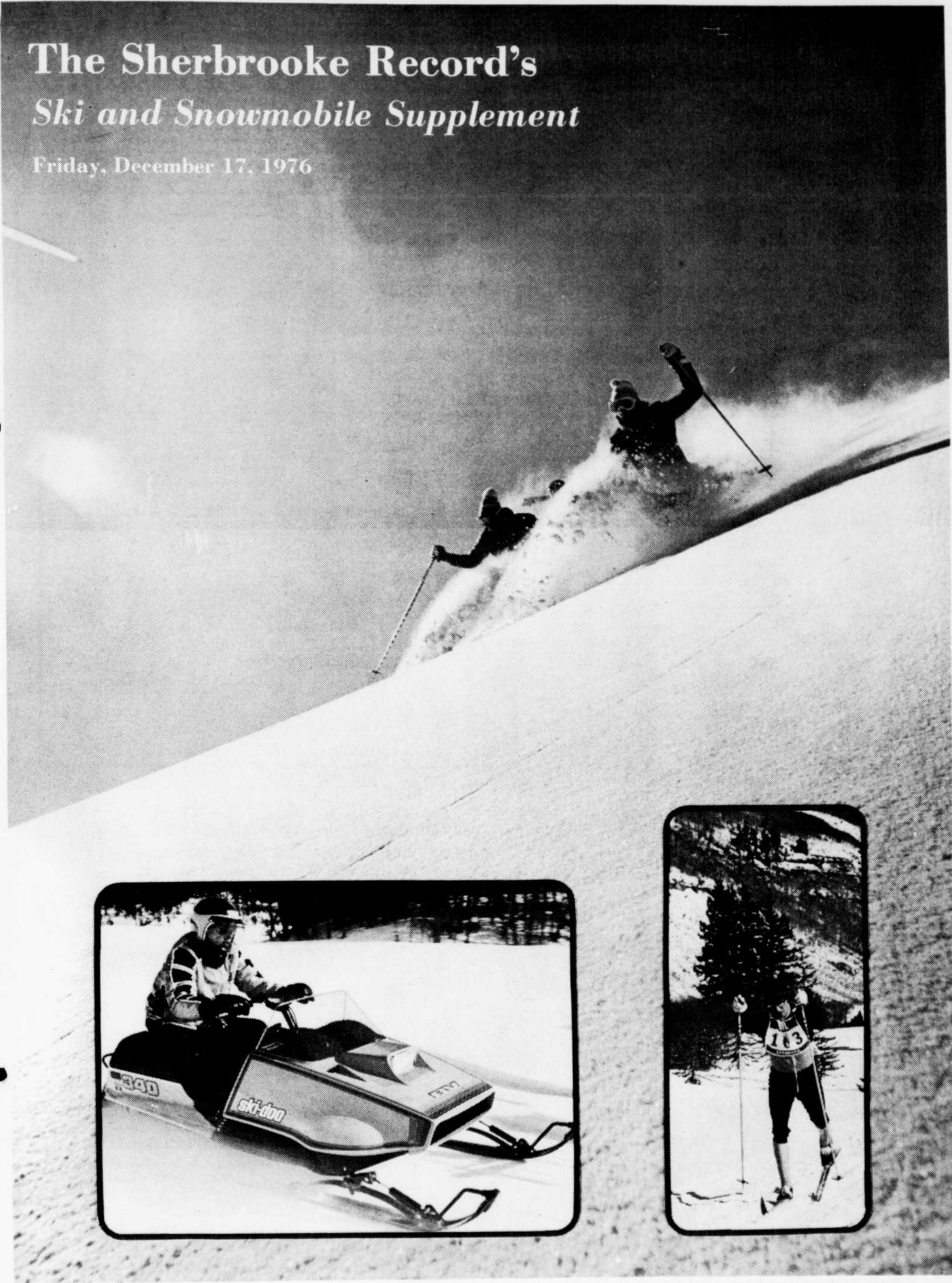


The Sherbrooke Record's *Ski and Snowmobile Supplement*

Friday, December 17, 1976



"SKI OUI", comprehensive ski vacations in Quebec

Deciding exactly where to ski 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'Esterele 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

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



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Reservations & Information

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Mont Orford, Quebec Montreal 878-1411	Jay Peak, Vermont Montreal 866-1284

*One hour east of Montreal



Owl's Head, Quebec
Montreal 878-1453



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Canadian Ski Instructors' Alliance (C.S.I.A.)

Local skiers qualify as instructors at Orford

Thirty-two men and women qualified for their Level 1 degree, as instructors with the Canadian Ski Instructors' Alliance, in finals held at Mt. Orford last weekend.

Ideal snow and weather conditions at Orford, saw forty-seven candidates take the exams supervised by six

examiners, among them Louis Thiffault, 1st Vice-President of C.S.I.A. Director of the course that ended with Sunday's exams, was Mark Dufresne of Orford. Also assisting Mr. Dufresne, a senior instructor, was Andre Robitaille, also a senior; Mr. Thiffault; and three other

Level Three Instructors of C.S.I.A., Larry Thouin, Claude Robitaille and Pierre Gauthier.

Regulatory body, striving to maintain highest possible standards within the Canadian Ski Industry, C.S.I.A. hold annual courses in each national zone, ending this year's Quebec session at Orford. Many of the 32 instructors qualified at Orford Sunday, will go on for higher levels in proficiency, all making their contribution to the general annual improvement in alpine skiing among Canadians and, the thousands of visitors from the United States and abroad who spend winter, ski vacations in this country, including lessons in their holidays. In this instance, Orford was selected for the recent course, and conditions were rated perfect for the centre's official opening.

The newly qualified instructors are: Marie-Claire Goyette, David Roberts, Claude Gravel, Roch Allaire, Benoit Racine, Alain Beaudry, Johanne St-Laurent, Guy McDonald, Christiane Tardif, Julie Roy, Michel Hamel, Daniel Binette, Guy Blouin, Christine Legare, Marc

Desnoyer, Helene Dumesnil, Paul Roberts, David Gordon, Guy Duquette, Daniel Gravel, Marie-Claude Desjardins, Gregoire Dodier, Yves Comeau, Daniel Lajeunesse, Francois Camirand, Louis Parrot, Christian Roy, Herve Gagnon, Paul Trottier, Daniel Gosselin, Ian Whitmore, Louise Fuller.

The fifteen candidates who took their exams but did not

qualify, are still highly skilled skiers and, proficient enough to be considered by C.S.I.A. Likely some of these will try for their Level I after another winter of training to meet the standards of this national regulatory group. A large percentage of those new instructors named, are from the regional ski centres in the Townships, where emphasis on instructing efficiency is paramount.



ALPINE SKIING — Really isn't all that tough a sport, if you know the right approach. This young lady seems to have decided just what approach she favors, at least she doesn't have too far to fall...

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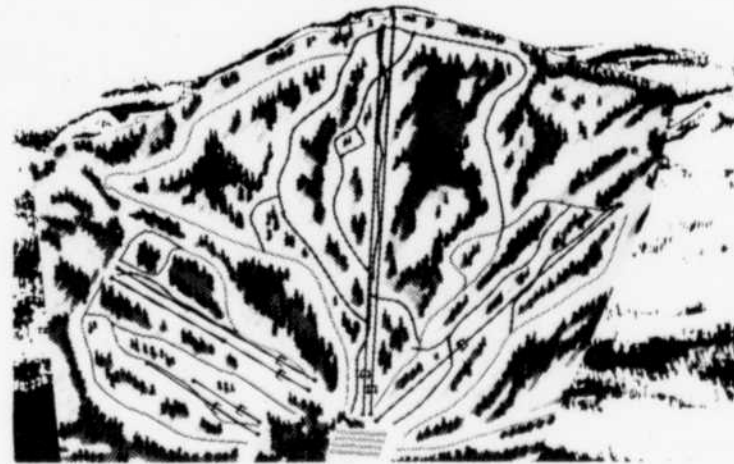
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Changes all the highway exits and milage markings

Metric conversion a problem for resorts

As part of Canada's gradual conversion to the

metric system, the Quebec Department of Highways



recently changed all its autoroute exit and distance markings to kilometres, a switch that may cause some confusion to visitors from outside the province.

Unfortunately, the change was made October 1 this year, without prior notice to SKI EAST and the five members of this rapidly-developing ski resort association in the Eastern Townships of Quebec.

SKI EAST and its members - Mont Sutton, Mont Orford, Bromont, Owl's Head and Jay Peak, Vermont - had already printed all its 1976-77 promotional literature before the change was made. Consequently, all highway directions on SKI EAST maps are given in miles.

The biggest complication is the numbering of exits (or, "sorties" as they're labelled on Quebec's highway signs). Previously, exits were numbered according to their distance in miles from the Eastern Townships Autoroute's starting point in Montreal.

In hopes of reducing the confusion visiting skiers may encounter, here is a table of the old and new exit numbers on the Eastern Townships Autoroute (also known as Route 10) and the resorts to which they lead.

Mont Sutton, Granby-Cowansville: Old exit 37 - new exit 68.

Bromont, Bromont: old 44 - new 78.

Owl's Head, Eastman-Mansonville: old 61 - new 106.

Jay Peak, Vt., Eastman-Mansonville: old 61 - new 106.

Mont Orford, Magog-Orford or Cherry River: old 67 or 69 - new 115 or 118.

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Great skiing, intimate hotels and fine dining

Townships abound with "Apres-Ski" action

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 can 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,

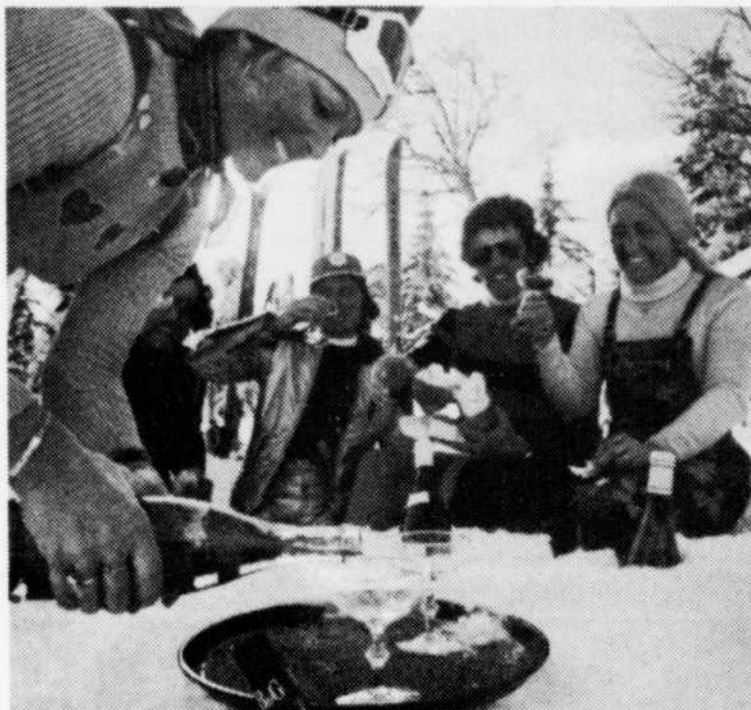
decided to spend the day at Owl's Head since they had heard so much about the scenery there, and the skiing was superb. At the end of the day, they enjoyed some apres ski in the bar with friends, and they were envious that they weren't staying at Owl's Head Lodge right at the foot of the slopes. Passing through the village of Knowlton, the Bordens decided to stop in at The Pub, and then 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'd had a very busy week and they were glad they'd taken advantage of their interchangeable ski week ticket. They realized there was a lot more to see and do in the region, and they were certainly looking forward to their return trip in the near future!



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



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The SKI EAST ski school, headed by Murray Yeudall at Bromont, Robert Bousquet at Mont Orford, Jean Lessard at Mont Sutton, Bob Richardson at Owl's Head and George Stepanek at Jay Peak, offer some of the finest instruction in North America.

A major feature of learning to ski with SKI EAST is the interchangeable ski-week package. It's a five-day, Monday to Friday plan offered every week throughout the season, providing lifts and lessons at any of the five resorts for only \$53.

In fact, Sutton even guarantees to have the rank beginner skiing parallel in seven days, or his money will be refunded.

With the interchangeable ski-week ticket, you can take lessons at any of the five SKI EAST resorts in any combination you like. You can spend all five days at one mountain, which most people do, or you can actually take one day at each of the five, or any combination in between.

The SKI EAST pros teach the internationally-respected Canadian technique, with the group's American member, Jay Peak in Vermont, teaching a variation of it called the "Jay Way."

Each of the SKI EAST resorts has 20 to 30 instructors.

Taking ski lessons not only speeds up the learning process, it makes the sport more enjoyable and safer. Ski patrol accident reports show that skiers who have taken lessons have less likelihood of being injured.

The five SKI EAST areas also schedule junior racing camps at Christmas, and courses of junior and teenage instruction. Lessard and Richardson, both former members of the Canadian Olympic team, feel these programs are vital to the young skier's development.

All SKI EAST resorts also offer packages that include accommodation and meals at many of the charming inns that dot the rolling mountains of Quebec's Eastern Townships.

Information on ski-week packages is available from any of the five member resorts, or contact SKI EAST headquarters at 306A, Place d'Youville, Montreal, Quebec, H2Y 2B6. Tel.: (514) 843-3272.



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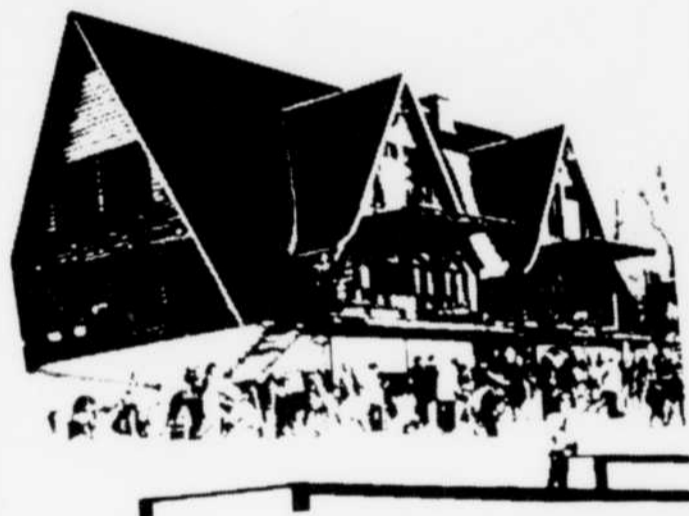
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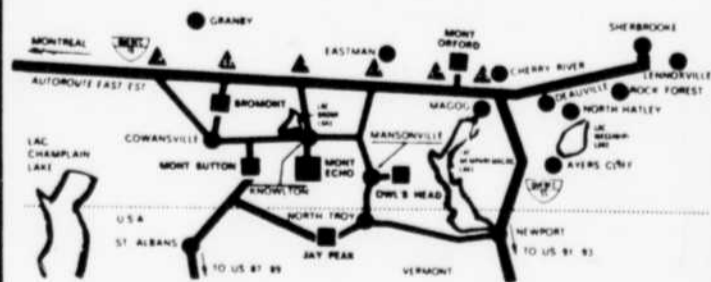
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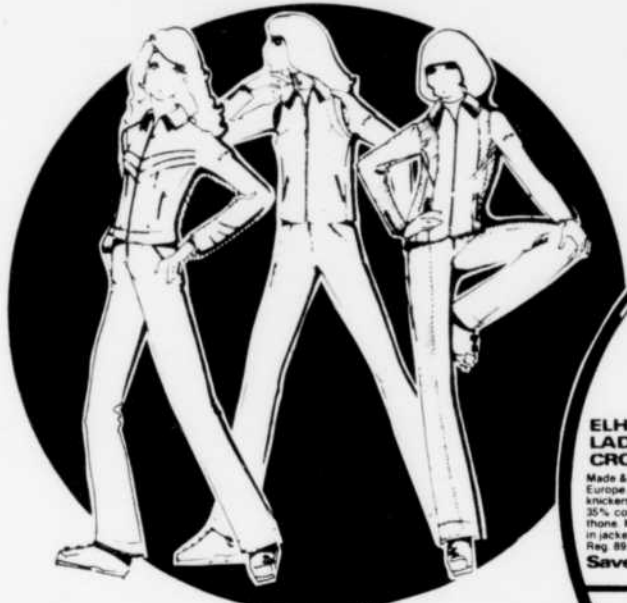
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2.6 million skier days last year alone

Skiing is big business in Vermont

MONTPELIER, Vt. — 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, where last year over 2.6 million skier days were tallied at some 40 resorts and smaller areas. And with the addition of new lifts and additional facilities, this year skiers can ride to the mountaintops at a rate of more than 150,000 per hour.

Here are the highlights at many of the state's resorts, with latest information direct from the areas and from the state's new 1977 Ski Guide. A free copy of the guide can be obtained from the Vermont Development Agency, Montpelier, Vermont 05602.

Killington has added a 4,400 foot double chairlift, paralleling the second section of the gondola and serving the Great Eastern novice trail and Skye Larke expert trail. Snowmaking capacity on the upper mountain was hiked 50 per cent and now covers 18 trails. And the Cascade trail for experts now qualifies as an FIS giant slalom trail, running 7,400 feet long. Special packages, instruction and numerous special events and schools are added features of the popular resort.

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. From January 21-30 the winter carnival will be held, while all season, those wanting a respite from skiing can play tennis at the new indoor tennis center, complete with resident pros.

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. The rental shop has been enlarged and a new ski shop has been opened by Sigi Grotendorfer, also director of the area's ski school. 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. Special packages and programs will be tailored to specific kinds of skiers at the area in its second year under Harvey Clifford.

Mad River has new ski school programs with instructions every morning including "no-stop, no-fall" and video tapes of instruction. NASTAR races will be held Thursdays and Sundays.

A new trail for the beginner's first lesson has been carved at Bolton Valley, which also has accelerated teaching from more fun for the beginners. A new EP weekend package offers slopeside lodging and lifts on selected weekends, while others can start any day of the week.

The annual Stowe winter carnival January 19-29 will again high light this well-known resort area and this year includes family skiing competition. And Vermont senior citizens can still use the Green Mountain Passport, enabling them to ski at reduced rates. Packages are plentiful here, too.

At Burke Mountain, in Vermont's Northeast Kingdom, off Interstate 91, snowmaking has been added from 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. The area is now being managed by Gloria Chadwick, formerly of Big Sky in Montana.

Following a successful summer-fall with a new Alpine Slide, 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.

Smuggler's Notch in Jeffersonville, working with Allegheny Airlines, will have

seven day back-to-back packages from Toronto, which is a "first" for an American carrier in this type program. Smuggler's has added a new convention center for 200 people and a comfortable lounge with fieldstone fireplace. They've added a bubble to cover the swimming pool and outside, new equipment has increased the snowmaking capacity. An additional 250 beds are available on the slopes, with more condominiums and Vermonters can get special season rates.

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.

Maple Valley on Route 30 has a new ski shop, new gift shop and remodeled cafeteria-lounge. There's a new staff for the ski school and special ski weeks are offered. Middlebury has a

new 3 1/2-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 has also extended snowmaking on the mountain.

Magic Mountain is featuring a lift reserved exclusively for beginners

learning to ski at Magic, offered at no extra charge. Okemo Mountain has redesigned several trails to hold snow longer, while Pico has widened the top of the Giant Killer expert trail. At Round Top, college students can ski half-price any time and nearby renovated Echo Lake Inn is working with the area on ski packages.



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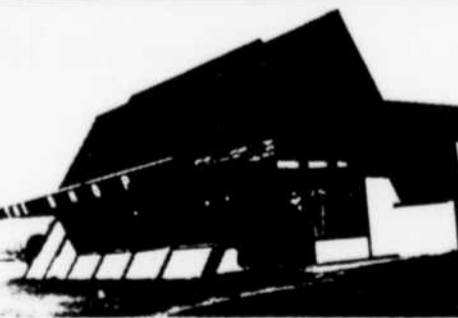
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Killington — largest snowmaking operation in New England

The current lack of natural snow in the East is providing Killington Ski Resort in central Vermont with a chance to prove how powerful its "guns" are in the current snowmaking war.

This past weekend saw 3,000 skiers enjoying skiing on machine-made snow on 14 trails serviced by 7 chairlifts. The snowmaking coverage ranged from the summit of 4,241 ft. Killington Peak down to the base of the Snowshed Novice Slope 2,000 feet below. The machine-made white gold covered 6 novice, 4 intermediate and 4 expert trails.

"We've spent a great deal of money and effort installing the largest and most sophisticated snowmaking system in New England," said Foster Chandler,

Killington vice president, "and it's important that the skier understands that snowmaking at Killington means more than just coverage on one or two trails."

The first guns in the snowmaking duel were fired by Killington in late October when the resort opened for skiing on October 30th. Since then, snowmaking has been continuing round the clock.

Over the Thanksgiving Weekend, Killington offered skiing on machine snow only, but, according to Chandler, "we hosted over 5,200 skiers on Saturday of that weekend. I think this gives you an indication of the extent of our snowmaking coverage."

Killington has designed its snowmaking system in such a way that it can use 7 of its

11 lifts to carry skiers to the 12 miles of snowmaking trails. The uphill capacity of these 5 double and 2 triple chairs is 9,650 skiers per hour.

The number of skiers attracted by the snowmaking allows Killington to operate all of its related services, such as ski school, restaurants, nursery, and ski and rental shops. "We can provide a great skiing experience for any level of skier without any natural snow," Chandler said.

"And the best part of all this snowmaking coverage," he noted, "is that when the natural snow arrives the skiing at Killington will continue to be the best around because the natural snow will be falling on an existing base."



Aimed at helping skiers improve

Mountain Ski Week, a program designed to help move the intermediate skier ahead to his full skiing capacity, will receive special emphasis at Killington Ski Area this year. In addition to five days of intensive skiing on the mountains of this central Vermont resort, skiers in the program will gain instruction through two video-tape sessions and receive a complete ski equipment tune-up.

Complementing Killington's popular learn-to-ski programs, Mountain Ski Week provides logical progression for the average to above-average skier who is able to ski every trail but who may be hampered by technique, equipment or attitude.

"Mountain Ski Week is for the person who wants to get out of the rut," said Leo Denis, head of Killington's Ski School. "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 can't see his own errors."

Participants in his five-day plan have unlimited use of lifts and are invited to join a daily social program. Available all weeks, Monday-Friday, from December to April, Mountain Ski Week costs \$80 (\$90 on holiday weeks).

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 led by the instructor through a relaxed class atmosphere down the mountain.

"We feel we can give that person who has reached a frustrating plateau the opportunity to develop skiing

potential," added Denis. "We have concentrated at Killington on teaching him how to ski, and now we offer him the challenge of refining the sport."

An enthusiastic supporter of the merits of the video tape in ski teaching, Denis pointed out that a skier can go for years making the same mistake until he sees it once on video tape and then is able to recognize his problem.

Equally important, Denis stressed, is the relationship between the skier's confidence and the conditions of his equipment. Ski tuning shows the skier how to repair the bottom of his skis, sharpen the edges and wax. Technicians also check boots for canting needs and will install wedges, if necessary, to correct the skier's stance.

An advantage to the Mountain Ski Week approach, said Denis, is that it allows the skier to enjoy more of the mountain terrain and show what he can do. Mountain Ski Week instructors are trained to detect weaknesses and show how to improve techniques while the skier is actually maneuvering the mountain.

"The general public," according to Denis, "is skiing very well now. This was not the case five years ago. We offer through this program the challenge of continuous improvement to the person who learned a few years ago, has mastered the basics and wants to progress."

Skiers in this program begin on intermediate trails and should by the end of the week be able to handle the expert slopes. Progress, however, stressed Denis, is related to mileage. "The skier who gets out there and skis a lot becomes loose and confident and will move ahead faster."

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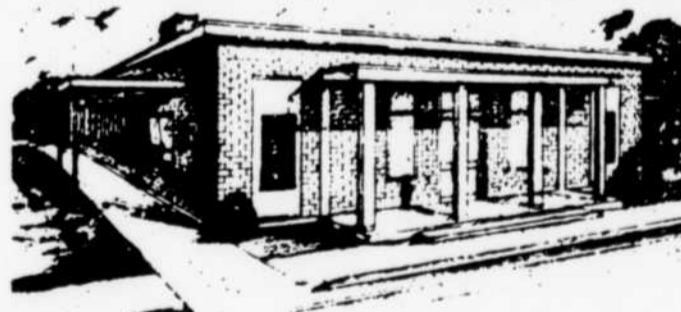
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There are resorts catering to "kick and gliders"

Cross-country skiing is Canada-wide but where, exactly, are the resorts that cater exclusively to the kick and gliders for a ski-week holiday.

Such a Nordic resort should have an extensive and interesting trail layout, a central lodge with a convivial atmosphere for fireside chats, good food and a well equipped ski shop with a resident instructor.

The 108 Ranch in British Columbia's Cariboo country is a 26,000-acre scene with all the comforts of home for cross-country skiers. Accessible via Pacific Western Airlines to Williams Lake, the 62-room lodge is the operational hub of a trail network that traverses lakes, meadows and evergreen forests. Check out P.W.A. Ski Bird fares for a low cost first class ski package holiday.

Banff, Lake Louise and Jasper, Alberta feature cross-country skiing options among the lofty peaks of the Canadian Rockies.

Chateau Lake Louise and Banff Springs Hotel are known particularly for their special efforts when hosting alpine trail skiers. Check out Air Canada's Skifari Program for cross-country options.

Saskatchewan skiers range from Prince Albert National Park near Saskatoon to wilderness weekends at Little Bear Lake at mile 62 along the Hanson Lake Road. Ken Lowen is the outfitter and can be reached at Box 38, Prince Albert, Saskatchewan.

The Elk Horn Ranch in Riding Mountain National Park is a convivial winter retreat for Manitoba skiers. A year-round licensed resort, the Elk Horn occupies an area of forested escarpment near Wasagaming, 165 miles west of Winnipeg and offers exciting terrain to the cross-country skier.

The vast Ontario shield country is ideal terrain for

trail skiing and such resort areas in the Muskoka and Haliburton Townships are experiencing an increasing awareness of trail skiing clientele. The Nordic Inn at Dorset, Ontario, accommodates 40 guests with access to a trail layout that ranges from novice to expert. Contact Mr. P. Penttinen, Box 155, Dorset, Ontario for reservations.

The massive and elegant Chateau Montebello at Montebello, Quebec, 50 miles east of Ottawa, has gained international recognition as the operational headquarters for the annual Canadian Ski Marathon and, with 60 miles of trails, is a popular destination for a winter holiday.

Sugarloaf Park on the outskirts of Campbellton, New Brunswick operates 10 kilometers of looped trails in conjunction with a well equipped and attractive day lodge at the downhill area. Accommodation is in nearby Campbellton.

Nova Scotia's farm vacations in wintertime allow cross-country skiers to explore the countryside. The program allows a wide choice of location and helps offset a possible shortage of snow sometimes associated with the maritime moody winter. Contact Bruce

Sutherland, Nova Scotia Department of Tourism, Box 456, Halifax, N.S., for details.

The famed golf courses of Prince Edward Island provide beautiful cross-country terrain at Mill River at the easterly end of the island and at the resort complex at Brudenell near Montague to the west. Other trails are available at the downhill area at Brookvale, 15 miles west of Charlottetown.

Skiers at Corner Brook, Newfoundland can choose between the alpine runs at Marble Mountain or the cross-country trails in the mountains beyond. On the east coast, the St. John's Ski Club utilizes club facilities for both alpine and Nordic skiing at nearby Logy Bay.

For general information about travel in Canada contact the Canadian Government Office of Tourism, 150 Kent Street, Ottawa, Canada K1A 0H6.



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Bombardier's new orange and blue line

Nuvik 400 heads new Moto-Ski line

A new Futura model with brand new Bombardier-Rotax 400 engine, a new top-of-series Nuvik 440 model, and operating improvements in the full line, that's the highlight story of Bombardier Limited's gleaming orange and blue squadron of 1977 Moto-Ski snowmobiles which has been expanded to 11 models in four series.

Joining the new Futura and Nuvik models, both of which are available with manual or electric start, are the lightweight compact with full size track, the Spirit 250; Nuvik 300 and 340 manual or electric, family-oriented sleds also ideal for work situations; the luxury high-flotation Futura 440 in manual or electric, and the high-performance trail sled, the ground-hugging Sonic 340.

"Operating improvements are providing economy in gas usage and better overall handling and riding in all kinds of snow in various models of the 1977 Moto-Ski line," commented Mike Rochette, Moto-Ski marketing director. "With our additional models, we are offering real selectivity. The Spirit 250 has single-cylinder engine with bogie suspension and the Nuvik 300 twin also offers bogies, both in lower-priced beginner or second sled category.

"The Nuvik 340 and 440 twins with slide suspension move to somewhat more family trail-riding sophistication at a price — and the Futuras, with their wider and longer track and chassis plus engine power, provide the ultimate in deep snow and trail going with luxury features. The Sonic, of course, is for the performance sophisticate and non-oval racer." Rochette said Moto-Ski will be adding limited production stock oval racing snowmobiles later in the year.

Advancements on most of the 1977 Moto-Ski sleds include Mikuni float-type carburetors, for lower fuel consumption, faster starts, and quick throttle response, on all twin cylinder engines models... self-adjusting disc brakes for quick stops... and smoother-riding slide suspensions through adaptations for longer slider travel and shock recalibration.

The colorful newcomer to the Moto-Ski line, the Futura 400, is a startling orange punctuated by a midnight blue Futura name alongside the low headlight and by blue side panels. The new Futura 400 engine from Bombardier-Rotax (all Moto-Ski sleds now standardize on these time-proven powerplants) has low 6,500 rpm operating level with outstanding oversnow power. A new fan design gives 20 per cent more cooling efficiency and an exclusive Bombardier muffler helps make the

Futura 400 one of the quietest Moto-ski snowmobiles. There's excellent fuel economy with the Miduni carburetor.

Other Futura 400 features include long steel frame with wide 28-inch ski stance. Instant Torque drive pulley with Duralon bushing and small diameter center for low starting ratio, tapered crank-shaft, Torque Reaction slide suspension with new shock recalibration and longer travel features, and one-step suspension adjustment with sparkplug wrench.

Top-line Futura is the 440 with full instrumentation, more power, Mikuni carburetor, and luxury appointments that price it somewhat above the 400. It is fittingly regal blue with orange and white striping and name.

The new Nuvik 440 adds more power and speed, with an outstanding acceleration rate, to the characteristics

which last year made the Nuvik 340 a big-selling snowmobile. The 440 has boost-ported engine with Mikuni float type carburetor, special Bombardier muffler, front-mounted engine (comparable to other Moto-Ski snowmobiles except the center-mount Spirit), instant torque drive pulley on tapered crankshaft end, and special 120-inch long track.

The 440 track, like most of the other 1977 tracks in the line, is the exclusive Moto-Ski V-profile, introduced on last year's Futura 440 and expanded to other models this year because of its tractive qualities.

Looking at other 1977 Moto-Ski snowmobiles: The Spirit 250, with dry weight of only 280 pounds and ground pressure of only .262 pounds per square inch, is one of the lightest footed snowmobiles on the market. It has tunnel-mounted Bombardier-Rotax single cylinder get-up-and-go

engined and blue-accented orange cowl with its own exclusive configuration.

The Nuvik 330 twin has operational flexibility that fits the broad range of snowmobilers attuned to bogie suspension sleds. With Mikuni carb and disc brakes among its other features, the sled is one of the most versatile in its price class. It has

a downswept orange cowl with blue panel and chevron on the sides.

The basically-blue Nuvik 340 and 440, highlighted with orange side panels and chevrons, are virtual twins except in price and power.

Where there were two Sonics last season, 250 and 340, there will be only the Sonic 340 t-s this winter.

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Hill grooming—important

Each year, eager skiers try to "open" the season a little earlier than the year before and the spring "sun worshippers" want to cling to the slopes well into April or early May. To accommodate these trends, hill grooming is becoming increasingly important to ski resorts everywhere. The benefits of this increasing attention to grooming are evident throughout the ski season as well.

The five member mountains of the SKI EAST complex located an hour east of Montreal and straddling the Quebec-Vermont border

are no exception. At Bromont, Mont Orford, Owl's Head and Mont Sutton in Quebec's Eastern Townships and Jay Peak in Vermont, there is over half a million dollars worth of hill maintenance equipment.

Experienced hill crews are skillfully piloting these valuable machines round the clock so skiers will have the great conditions they have come to expect from the SKI EAST resorts. Every snowfall, the rolling machines hit the slopes, packing specific runs, while leaving others with powder for the "knee deep" buffs.

Correct packing of the region's many snowfalls during the season can extend the skier's season by many weeks, so hill managers are quick to move when new snow is falling.

When skier traffic brings hard-packed conditions, a different type of equipment is taken from the table. Cutters and choppers break through any light crust and then chains grind it to the perfect consistency for easy skiing. If moguls get too high, bulldozers chop them down to size, then grooming equipment manipulates the snow into an invitingly smooth blanket. Like the powder lovers, mogul skiers have not been forgotten at SKI EAST; they will always find trails to challenge their short skis and quick reflexes.

Whether it means moving snow from the woods onto the trails, repairing thin spots on heavily trafficked areas, or gently packing after a light snowfall, the men and equipment of SKI EAST are on the job.

At all the SKI EAST mountains, grooming crews are at the ready twenty-four hours a day, seven days a week... ready for any eventuality, regardless of the whims of the snow gods.

Killington Resort hosts FIS race

A major alpine rade originally scheduled for Sun Valley, Idaho, was held instead on snowmaking trails at Killington Ski Resort in central Vermont on December 14-15.

An FIS calendar event, the race was the first of the Western Holiday Classic Series which was transferred from the west because of lack of snow. Killington's trails, which have received snowmaking coverage since the resort's October 27 opening, have depths of up to four feet of snow.

U.S. Ski Association divisional representatives from around the country participated in the slalom event scheduled Dec. 14 on Highline Racing Trail and the giant slalom race on Dec. 15 on Cascade Expert Trail.

Top seeded racers emerging from Killington's event may be moved from the U.S. Ski Team's Development Squad to the Can-Am Squad, and additional members to the B team will be appointed.

Both Highline and Cascade were groomed with machine-made snow to exact snow density specifications required by the racers.

Killington anticipated strong participation in the race, said Bill McCollum, director of racing at Killington.

"This event attracted racers who are also scheduled to attend the Eastern Holiday Classics here in Vermont the following week," McCollum noted.

The abundance of machine-made snow attracted the United States Alpine Ski Team to Killington in mid-November for 10 days of on-snow

training. Some members of the C team and the Development Squad are still here while A and B racers have gone on to Europe and the World races.

Also training at Killington are members of the Canadian Ski Team and top racers from the Central Division of the U.S. Ski Association.



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CN's campaign succeeding

Railway tracks a hazard

MONTREAL — Canadian National's campaign to make snowmobilers aware of the dangers of riding their machines on or close to railway tracks and installations is meeting with success.

Figures released by CN show that during the winter of 1975-76, in a total of 16 accidents across Canada involving snowmobiles on or near CN tracks, only 6 people were injured and there were no fatalities.

"This is encouraging", explains W.T. Mathers, CN's director of accident prevention and safety. "During the winter of 74-75, there were four deaths and six people were injured in a total of 36 accidents. The previous winter saw five fatalities and six injured out of 25 accidents."

Mathers is convinced that these figures demonstrate clearly that safety campaigns by CN and by national and provincial safety groups have had some success, helped by surveillance carried out by CN constables, other railway personnel, federal, provincial and municipal police forces. There is also a growing awareness of the dangers on the part of snowmobilers themselves, he said.

"One other important factor in lowering the number of fatalities is the growing availability, across Canada, of snowmobile trails

well removed from railway tracks," Mathers explains, stressing the fact that safety campaigns alone would not produce such positive results.

Most of the accidents involving neither death nor injury occur when snowmobilers abandon their jammed or stalled vehicles on the tracks as trains approach. Of the 16 accidents recorded last winter, 5 oc-

curred in the Atlantic provinces, 8 in Quebec, one in Ontario and 2 in the Prairie provinces. Alberta and British Columbia were accident-free and have been for the last two winters.

Snowmobilers should always remember that tracks are for trains, however tempting the right-of-way may seem, and they should never drive on tracks or travel close to them.




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Railroad crossing



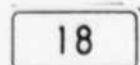
Two lane traffic



Surface ice



Private road crossing



Local trail number

Second snowmobile firm bought out Kawasaki buys SnoJet line

Kawasaki Motors Corp., U.S.A., recently announced acquisition of the former Conroy, Inc. owned SnoJet snowmobile line and the planned introduction of a Kawasaki snowmobile in 1977. Kawasaki has manufactured snowmobile engines and transmissions for other brands since 1967.

A prototype rear-engined snowmobile was originally developed by Kawasaki Heavy Industries in 1967 and brought to the U.S. for evaluation. At that time, it was decided to cease further development but maintain close interest in the market. During these early years, Kawasaki established itself as a leader in the motorcycle industry.

From 1969 until 1974 Kawasaki built engines for Arctic Cat snowmobiles. By 1974 Kawasaki's study of the snowmobile market indicated that it was time to enter the market. The top-rated R&D facility at Shakopee, Minn., was opened and development of the Kawasaki model began.

The SnoJet line underwent over sixty major and minor product engineering changes prior to Kawasaki's introduction to the press and public. Work on the Kawasaki sled continues, with the planned introduction in 1977.

With the acquisition of Sno Jet and the development of its own snowmobile, Kawasaki rounds out the already well-recognized recreational product array. Kawasaki now offers the water-going Jet Ski

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